SAN DIMAS DOWNTOWN SPECIFIC PLAN

ADOPTED - SEPTEMBER 2024

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DOWNTOWN SPECIFIC PLAN

PREPARED BY INTERWEST CONSULTING GROUP

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ADOPTED
SEPTEMBER 2024

ACKNOWLEDGMENTS

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CHAPTER 1: INTRODUCTION

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1.1 INTRODUCTION AND PURPOSE

San Dimas is fortunate to have an established, charming historic downtown area which consists of many historic residences, commercial buildings, and churches. Downtown San Dimas is a prime example of the American town center, with commercial development centered around a short but prominent main street, Bonita Avenue. An established grid pattern of the street network and established architectural form and building siting provide a distinct character to the downtown core, both on the Bonita corridor and in the surrounding residential neighborhoods.

This Downtown San Dimas Specific Plan provides the framework for development and redevelopment for both the historic, traditional commercial downtown along Bonita Avenue, as well as a vision for an expanded geographic area of downtown further east, west, and south of the traditional historic core. The plan area boundaries have been intentionally selected to exclude historic residential neighborhoods and to focus development and redevelopment in the historic commercial core as well as in adjacent areas that are predominantly commercial in nature, with the vision of an expanded downtown area. It anticipates demand for and production of new multi-family housing as an implementation tool of the Housing Element of the General Plan, and also anticipates future impacts of the new Metro Gold Line (L Line) light rail station that will be opening in 2025.

The vision statement below and the Specific Plan itself is the culmination of an extensive public outreach process conducted between Fall of 2021 and Fall of 2023 as well as through technical planning and design input from community members, City staff, a Community Advisory Committee, a Technical Advisory Committee, the Planning Commission, and the City Council.

"Downtown is the heart of the City of San Dimas - a walkable and vibrant activity center which celebrates and preserves its human-scale character for people of all ages, provides a diversity of retail, restaurant, cultural, and civic uses, provides a variety of housing options, and creates local employment opportunities which breathe life and activity into the historic commercial center of the City."

The Downtown Specific Plan offers:

- A community supported vision and guiding principles that encourage a vibrant and pedestrian-friendly downtown, and goals and policies to guide decision-makers in achieving the community's vision for the downtown area.
- Zoning and land uses which encourage the development of new housing, commercial, and recreational opportunities, objective development and design standards to provide clear guidance for property owners, developers, and City staff, and streamlined review and approval processes.
- Infrastructure and mobility recommendations to ensure infrastructure is adequately addressed and to promote safe and efficient circulation, active transportation, and complete streets.
- Implementation strategies and tools to encourage redevelopment and economic investment of residential and commercial development and to promote projects and partnerships.

1.2 SPECIFIC PLAN AREA CONTEXT

1.2.1 LOCATION

San Dimas is located within the eastern San Gabriel Valley, approximately 25 miles east of Los Angeles and along the southerly foothills of the San Gabriel Mountains (see Figure 1.2-1, Regional Location). Central to the City of San Dimas is its traditional town center, anchored by a short but prominent section of Bonita Avenue, which is the City's main street. Downtown is the city's historic and civic core (see 1.2-2, Aerial Photo of Downtown Core).

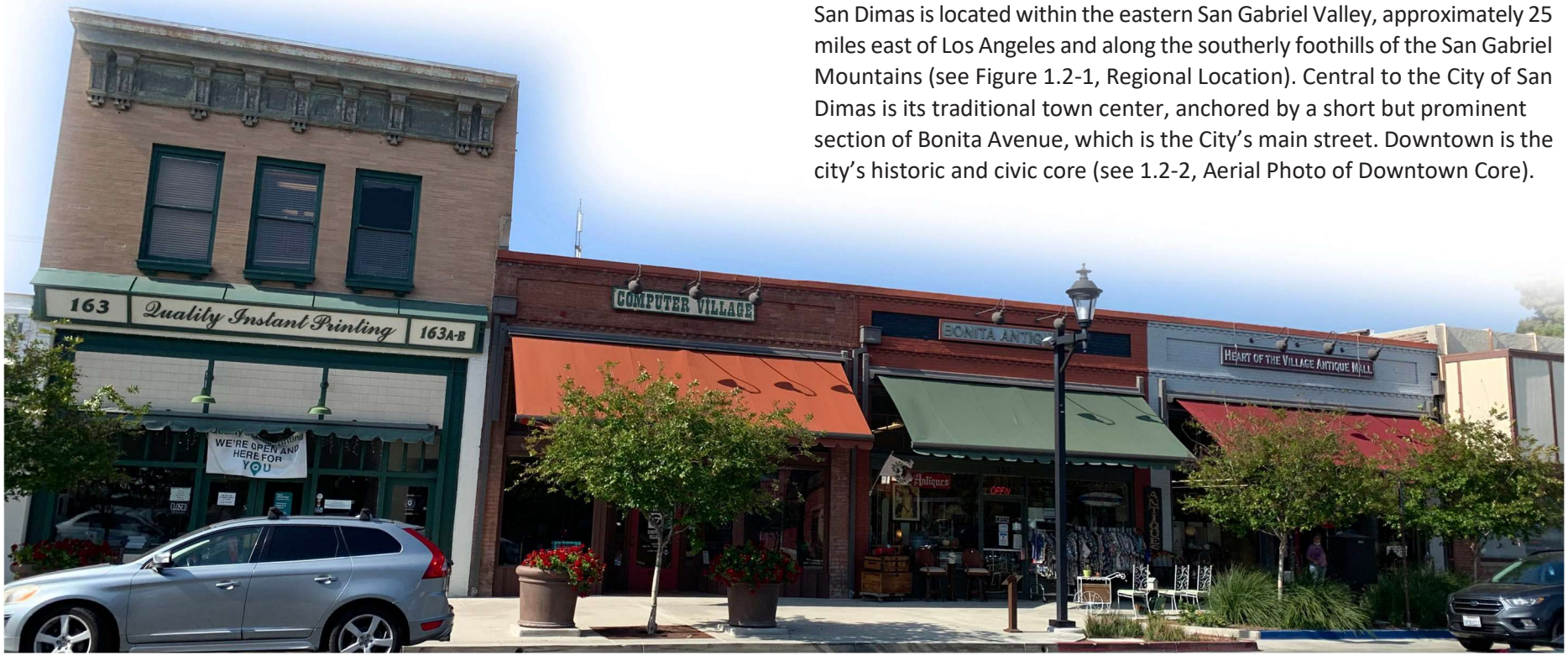


Figure 1.2-1: Regional Location Map

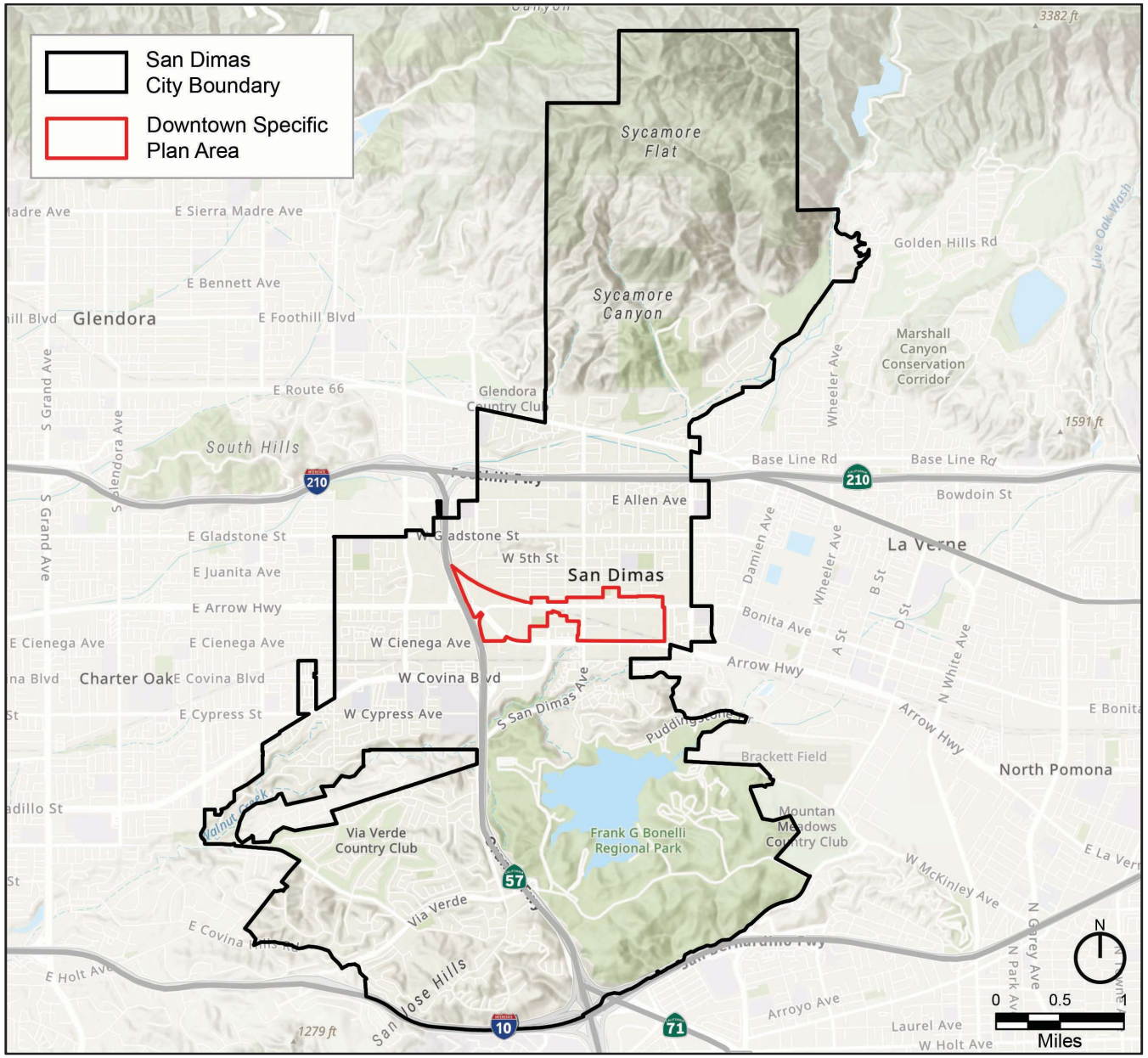
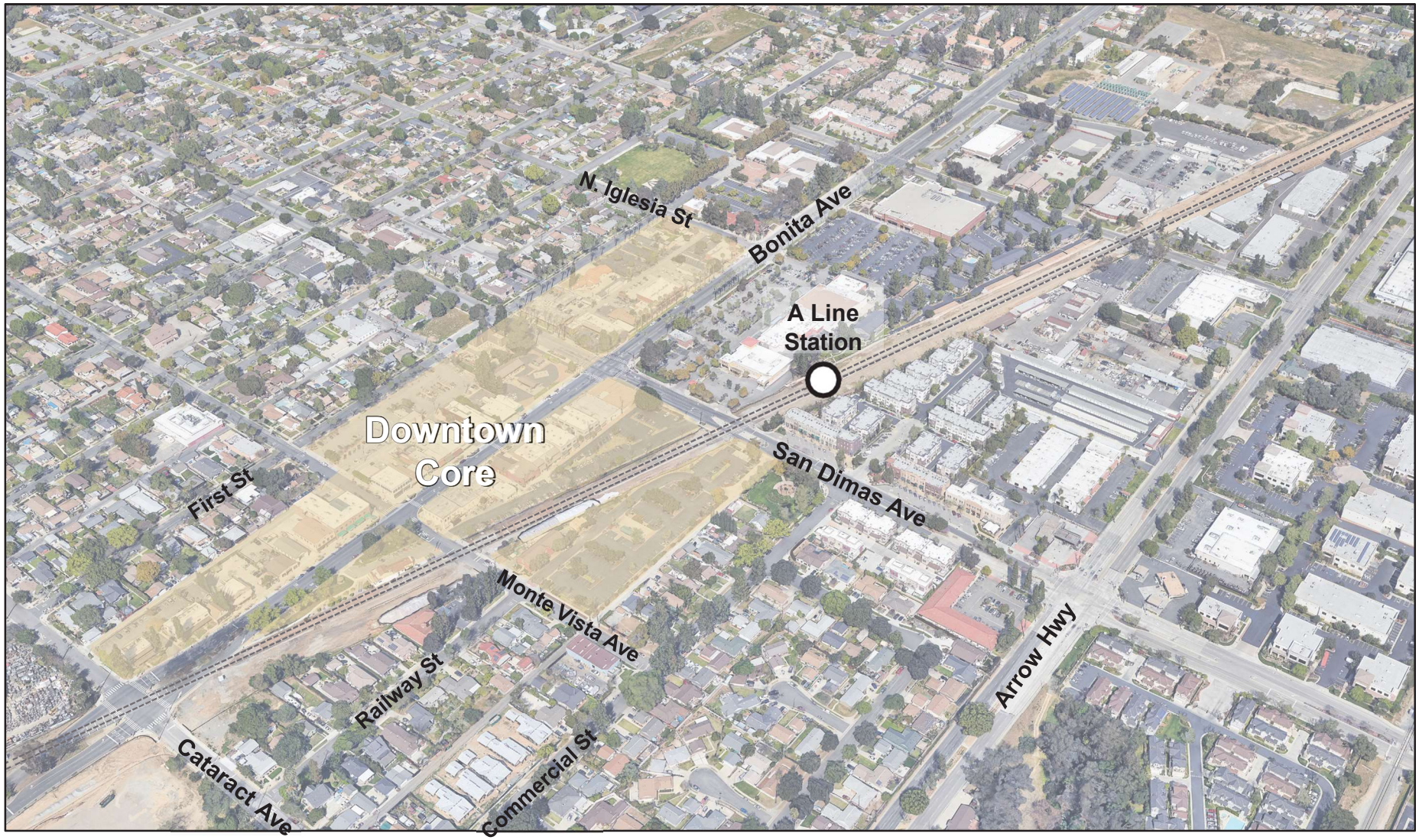


Figure 1.2-2: Aerial Photo of Downtown Core



1.2.2 HISTORY

For centuries, Native Americans named Tonga lived in the San Gabriel region including San Dimas. The San Gabriel Mission was established in 1771 and the Franciscan monks of Spain claimed the entire San Gabriel Valley including San Dimas as their estate. In 1810, Mexico claimed independence from Spain and took over land. The mission recruited the local Native Americans to Christianity, and taught them agricultural and building skills.

The early settlement of San Dimas was called Mud Springs, and briefly Mound City. In 1837, Don Ygnacio Palmares received the Rancho San Jose as part of a Mexican land grant. Local legend is that Don Ygnacio Palomares gave the name “San Dimas” to Horsethief Canyon because of the practice of horse thieves hiding their stolen goods in the area where he kept some of his cattle. It was said that in exasperation, the Don made reference to St. Dismas, the repentant thief on the Cross, and wished that the horse thieves would also repent and stop the depredations of his livestock.

In the late 1800’s, San Dimas evolved as an agricultural community and became well-known for its orange and other citrus crops. The railroad also played an important role in the city’s early development, connecting the City to the broader region and spurring a housing and economic boom. Preserved buildings of its history remain, particularly along Bonita Avenue. The citrus nurseries faded and started disappeared in the mid-1900s as increasing development occurred in San Dimas. The City incorporated in 1960.

Shortly following incorporation, the City experienced the majority of its residential development during the decades of the 1960s to 1990s, with the completion of specific plans in the community. Today, the city is noted for well-designed subdivisions, and a mix of semi-rural to suburban neighborhoods. Historical elements of the city remain and include its downtown, rail lines, and historic businesses and homes. Employment ranges from warehousing, services, and retail to a mix of technology, information, and professional services. The city has several community parks and many recreational services are offered and enjoyed by its residents.

1.2.3 EXISTING CONDITIONS

An existing conditions analysis is provided in Chapter 2.

1.2.4 SPECIFIC PLAN BOUNDARIES

The San Dimas Downtown Specific Plan area is generally bounded by State Route 57 freeway to the west, 2nd Street to the north, San Dimas Canyon Road to the east, and Arrow Highway to the south. The Downtown Specific Plan area is approximately 202 acres in size.

Existing established single-family neighborhoods surrounding the commercial core have been intentionally excluded from the Downtown Specific Plan boundaries in order to focus on areas of potential growth and to preserve the existing and often historic single-family neighborhoods in the vicinity. The exact delineation of the Downtown Specific Plan area is demarcated in red in the map below:

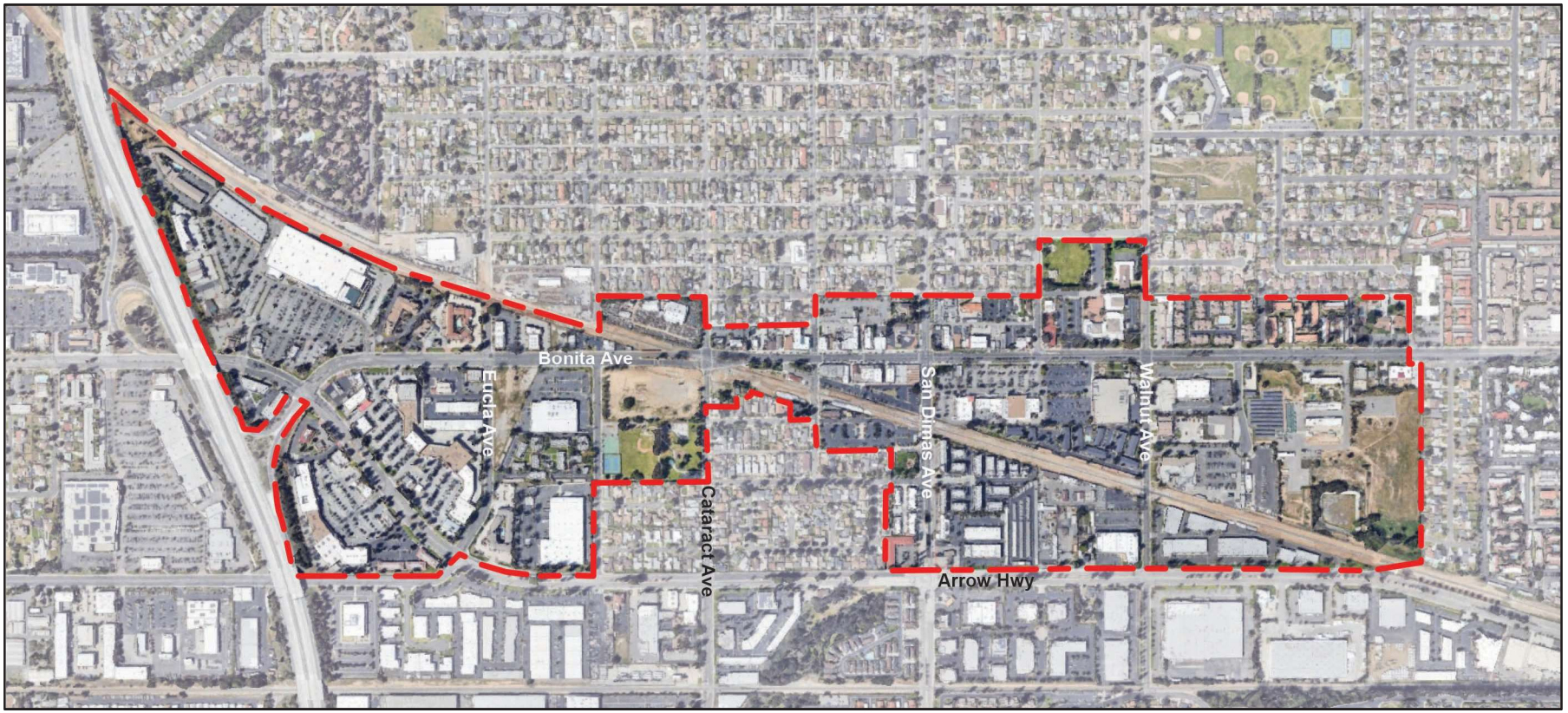


Figure 1.2-3: Specific Plan Boundaries

1.3 RELATIONSHIP TO THE GENERAL PLAN AND OTHER GOVERNING DOCUMENTS

1.3.1 AUTHORITY

The San Dimas Downtown Specific Plan is established through the authority granted to the City of San Dimas by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans). As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution.

This Specific Plan is a regulatory plan that provides the vision, zoning standards and design guidelines, infrastructure design, and implementation procedures for all land within the plan area. Subsequent tract or parcel maps, development agreements, local public work projects, zoning text or map amendments, and any action requiring ministerial or discretionary approval related to Downtown San Dimas must be consistent with the Downtown Specific Plan.

1.3.2 RELATIONSHIP TO THE GENERAL PLAN

A Specific Plan effectively establishes a link between the implementing policies of the General Plan and the individual development proposals in a defined area. California Code Section 65302.4 authorizes the General Plan, and the zoning ordinances that implement the General Plan, to express community intentions regarding urban form and design. This means that the Downtown Specific Plan may be used to express those intentions and that it may also provide the zoning and standards for implementation. To ensure consistency between the Downtown San Dimas Specific Plan and the San Dimas General Plan, the General Plan will be amended alongside the adoption of this Specific Plan to include a Downtown San Dimas Specific Plan land use designation to replace the existing General Plan land use designations for the Plan Area.

1.3.3 RELATIONSHIP TO THE MUNICIPAL CODE

The provisions contained in this Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions set forth in the City of San Dimas Municipal Code. Where any provision of this Plan and the Municipal Code appear to be in conflict, the provisions of this Plan shall prevail. For matters on which this Plan is silent, the provisions of the Municipal Code shall apply. As part of the implementation of this Specific Plan, the Municipal Code shall be amended to include the Specific Plan Area zoning designation, including its associated land use districts.

1.3.4 RELATIONSHIP TO THE TOWN CORE DESIGN GUIDELINES

The Downtown Specific Plan provide design standards and guidelines for a portion of San Dimas's historic town core area that lies within the Specific Plan boundaries. For properties that are in the Town Core but fall outside the Specific Plan boundaries, the existing Town Core Design Guidelines shall be used to review new development projects or remodels of existing structures.

1.3.5 RELATIONSHIP TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The San Dimas Downtown Specific Plan has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines. An Environmental Impact Report (EIR) has been prepared to respond to the anticipated environmental impacts associated with the project. In conjunction with one another, the DTSP and Environmental Impact Report (EIR) for the Specific Plan area may reduce the need for project-specific environmental review in areas that have been analyzed by the EIR, subject to findings that there are no significant changes in conditions and that the project complies with the DTSP's requirements, and pursuant to CEQA Guidelines Section 15177 and Public Resources Code 21157.1. Certain projects may require additional specific environmental review as necessary if they do not conform with the DTSP. This could include targeted studies on one or more identified environmental concerns. The City will make these determinations and environmental review may be incorporated in the development approval process.

1.4 SPECIFIC PLAN ORGANIZATION

The Downtown Specific Plan is organized into ten Chapters as follows:

- **Chapter 1 – Introduction.** This chapter provides background information about the Specific Plan. A brief background of the Specific Plan area and project setting are included. This section provides a description of the history, purpose, and function of the Specific Plan; it educates the reader on the information contained within the Specific Plan document in the Chapters that follow.

- **Chapter 2 – Vision, Goals, Policies, and District Character Analysis.** This chapter establishes the overall vision for the plan area as well as goals and policies meant to implement the vision. A discussion is also provided on the logic and framework behind the formation of each of the districts.

- **Chapter 3 – Zoning and Land Use.** This chapter establishes the zoning districts for the specific plan area and the types of land uses allowed for potential new development within each zoning district.

- **Chapter 4 – Development Regulations.** This chapter provides standards for development of private property, including but not limited to allowable densities and heights, as well as required setbacks, open space, and parking standards.

- **Chapter 5 – Design Standards and Guidelines.** The Design Standards and Guidelines embedded in this chapter of the plan further support the development regulations contained within Chapter 4. The purpose of the Design Standards and Guidelines is to identify and establish visual themes that are aesthetically pleasing and will result in a cohesiveness to create a "sense of place" for persons who live, work, or visit the Specific Plan area.

- **Chapter 6 – Mobility.** The Specific Plan addresses circulation and multi-modal travel in the specific plan area. This includes potential improvements to transit routes, facilities, and accessibility. Alternative and active transportation networks, linkages, and accessibility. The Specific Plan will also cover parking and related issues as appropriate.

- **Chapter 7 – Infrastructure.** This chapter discusses existing conditions and proposed improvements to sewer, water, storm drain systems, and dry utilities to serve the Specific Plan area at full build-out. Public and private utility providers are also identified.

- **Chapter 8 – Administration.** The intent of this chapter is to provide administration and efficient entitlement processing guidance for future development and build-out of the Specific Plan.

- **Chapter 9 – Implementation.** Implementation strategies, tools, and incentives - including public and private funding and financing mechanisms - are addressed in this chapter.

- **Chapter 10 – Glossary.** This chapter provides a glossary of terms and definitions used in the Specific Plan document.

1.5 COMMUNITY ENGAGEMENT

From 2021-2024, San Dimas City staff and the consultant team actively incorporated community engagement with residents, workers, downtown business owners, property owners, visitors, and other key stakeholders into the planning process to understand shared values and goals for the future of Downtown San Dimas and ensure a transparent, collaborative process. Community members provided input through a variety of engagement opportunities including a series of community workshops, innovative online engagement tools, Community Advisory Committee meetings, and public hearings.

As this specific plan was prepared during the global Covid-19 pandemic, a variety of in-person and remote community engagement tools and activities were utilized to gain input and feedback from residents and stakeholders of San Dimas throughout the process.

This section will provide a summary of public outreach methods and specific outreach activities throughout the planning process.

1.5.1 COMMUNITY WORKSHOPS

The City of San Dimas hosted a series of public community workshops and events from February 2022 through July 2023. The public workshops are described in more detail below:

A. Workshop #1 - Issues, Opportunities, and Assets - February 23, 2022

In February 2022, City staff and consultants hosted the first Community Workshop for the Downtown Specific Plan (DTSP) with the purpose of introducing the project and providing an overview of existing conditions. The meeting took place virtually over Zoom due to the Covid-19 pandemic. The workshop began with a brief presentation introducing DTSP project staff and key information about the planning process, including the project's objectives, plan area, timeline, scope, and future opportunities for community participation. City staff and the consultant team then answered questions about the DTSP planning process, which were submitted by community members through an online poll. Last, community members engaged in small group discussions focusing on what stakeholders appreciate about Downtown San Dimas, challenges facing the Downtown area today, and opportunities for the future.

B. Workshop #2 - Envisioning Downtown San Dimas - May 11, 2022

In Community Workshop 2, the City hosted an in-person event where community members identified opportunities for improvement in Downtown San Dimas and provided input about future uses and urban form in the Specific Plan area. First, attendees completed an exercise asking for their preferences of images illustrating different residential building types and forms for San Dimas's Town Core and Gateway Areas, open space types and programming, and street character and use. The consultant team then gave a brief presentation to provide additional context about the Specific Plan process and updates on the project so far. The presentation included a summary of public input to-date from Community Meeting #1, online engagement on the project MindMixer site, and Community Advisory Committee and Technical Advisory Committee meetings. Further, project staff shared the draft San Dimas DTSP Vision Statement and Goals and requested written feedback from community members. Finally, community members participated in a small group exercise to describe, draw, and/or write their vision for the future of the Downtown area on large, printed maps, discussing land use and building form, open space, and mobility.

C. Workshop #3 - Downtown Concept Plan and Mobility Alternatives – August 11, 2022

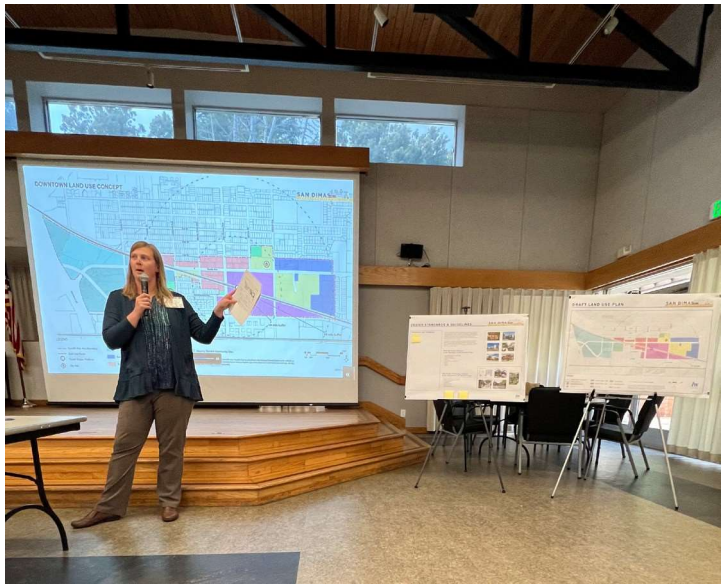
In Community Workshop 3, the City hosted another in-person community workshop to review and discuss the proposed land use districts shown on a preliminary draft Land Use Concept Plan. A description of the designations, anticipated land uses, expected number of stories, and photos of the types of developments that could occur for each of the districts were discussed with participants. Participants were also asked what types of amenities would be important in the Specific Plan area, including community gathering spaces, public artwork, outdoor dining areas along sidewalks, or other amenities.

In addition, opportunities for improvements along key streets, creation of gateway elements, and linkages were discussed with community participants. Attendees were also asked to help prioritize several items including street trees, sidewalk amenities, bike lanes, pedestrian crossings, and traffic calming measures.

D. Workshop #4 - Draft Downtown Land Use and Mobility Plan Concepts – March 29, 2023

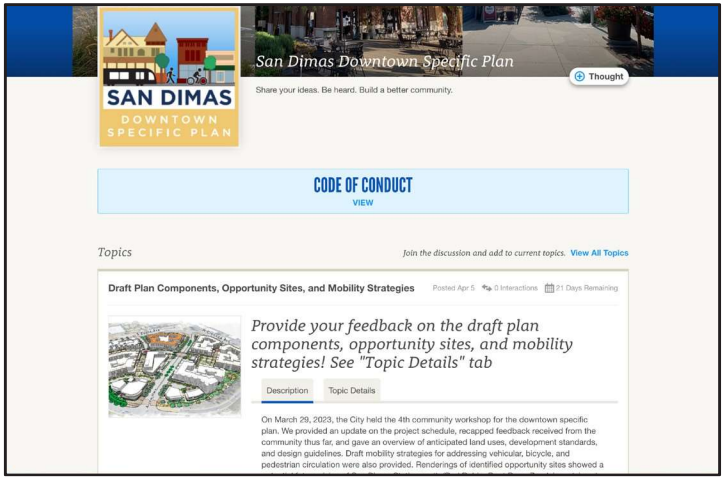
In Community Workshop #4, the City hosted an open house style community meeting for participants to review in progress materials that were being developed for the Specific Plan. This included the revised draft Land Use Concept Plan, draft allowed land uses table, and draft development and design standards. Mobility concept plans were also shared at the meeting, including example street improvements that could occur with bicycle and pedestrian amenities.

Concept plans and renderings for two opportunity sites in the downtown specific plan area, identified in the recently adopted Housing Element, were also shared and discussed with attendees at the meeting. The concept plan showed a potential vision of the western area of the specific plan with new residential, commercial, and mixed use buildings, including public spaces for local residents and visitors to enjoy.



E. Workshop #5 - Public Review Draft of Specific Plan- June 18, 2024

The fifth and final community workshop was hosted as an open house style community meeting for participants to review and provide comments on the public review draft of the Specific Plan and EIR. This included reviewing boards showing the updated draft Land Use Concept Plan, draft allowed land uses table, and draft development and design standards. In addition, mobility plans for vehicular, bicycle, and pedestrian improvements were also provided for attendees to review and give feedback.



1.5.2 ONLINE PUBLIC OUTREACH

An interactive project website was developed using Mindmixer to serve as a portal for the specific plan process to provide useful project information such as background documents, a project timeline, community workshops and presentations, interactive maps, online surveys, and social media connections. The Specific Plan Mindmixer site encouraged broad-based community input and additional ways to engage with the project beyond

public meetings. Interactive surveys, polls, and maps on Mindmixer asked community members to reflect on what they like about Downtown San Dimas, how Downtown can be improved, and ideas for Downtown. These online engagement methods also provided opportunities to share feedback on the Specific Plan vision statement and goals and preferences for future uses and urban form in Downtown San Dimas.

1.5.3 COMMUNITY ADVISORY COMMITTEE (CAC)

The Community Advisory Committee (CAC) served as a voice for the community to provide input to City staff and the consultant team throughout the planning process. Comprised of area residents, business owners, and property owners, the CAC held four meetings to shape the development of the specific plan and ensure that community interests are heard and reflected. Community Advisory Committee members provided feedback on Specific Plan goals, land use concept alternatives, Downtown design guidelines, and more.

A. **CAC Meeting #1 - January 26, 2022**
B. **CAC Meeting #2 - April 13, 2022**
C. **CAC Meeting #3 - June 23, 2022**
D. **CAC Meeting #4 - January 18, 2023**

1.5.4 TECHNICAL ADVISORY COMMITTEE (TAC)

The Technical Advisory Committee (TAC) was formed to gather input on technical aspects of the Specific Plan and facilitate ongoing collaboration after the adoption of the Specific Plan. A meeting was held on December 9, 2021, with TAC members, City staff, and the consultant team. TAC included representation from City of San Dimas staff from various departments and divisions, Metro, Foothill Transit, Bonita Unified School District, among other necessary agencies.

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CHAPTER 2: VISION, DOWNTOWN FRAMEWORK, AND STRATEGIES

SAN DIMAS
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2.1 INTRODUCTION

The Downtown Specific Plan sets a vision that describes the community's key values and aspirations for the plan area. This chapter provides a guiding vision statement, goals, and specific policies to help guide future development, growth, and resources in achieving the community-supported vision for downtown.

2.2 VISION STATEMENT

A Vision Statement was crafted with community and stakeholder input during the preparation of the specific plan. It paints a picture of how the planning area will develop for years to come. This is a vision for how the area will appear 20 years from now as future development decisions and public improvements are guided by the Specific Plan.

New development and improvements in the Specific Plan area should actively contribute to the fruition of this statement:

Downtown is the heart of the City of San Dimas - a walkable and vibrant activity center which celebrates and preserves its human-scale character for people of all ages, provides a diversity of retail, restaurant, entertainment, cultural, and civic uses, provides a variety of housing options, and creates local employment opportunities which breathe life and activity into the historic commercial center of the City.

2.3 GOALS AND POLICIES

The following goals and policies are aimed at encouraging a broader mix of land uses, while maintaining the human-scale and historic character of downtown, improving the economic base of the City, creating vibrant and safe public spaces, encouraging new market-rate, affordable, and workforce housing, and providing a variety of mobility options for the first and last mile connections to transit. In addition, the goals and policies were crafted to align with the City's General Plan and other important City policy and regulatory documents.

2.3.1 HUMAN-SCALE ENVIRONMENT WITH HISTORIC CHARACTER

San Dimas is unique and is loved by its community for its small-town charm, and the authentic historic distinctiveness of its downtown should be maintained. Downtown San Dimas possesses a rich architectural heritage with an eclectic mix of commercial and institutional buildings, several of which are on the City's historic inventory list. The Specific Plan area contains a variety of civic spaces and many essential retail uses that are appropriate for the heart of the city. Much of the Specific Plan area abuts established residential neighborhoods with homes and church buildings that are listed on the City's historic inventory list. The layout of blocks and streets are based upon a historic grid pattern, with small, walkable city blocks woven into the fabric of the area. Downtown possesses a character that establishes the community's sense of place and its identity. The existing small town-scale and historic charm of the area should be preserved and protected, and new development should respect and enhance the character and architectural integrity of the area. Historic preservation measures should be implemented to preserve existing assets, and policies should be established that require that new development be sensitive to the existing context and surroundings in terms of scale, height, massing, architectural design, streetscapes, and open space.

A. Policies

1. Historic Preservation. Preserve, enhance, and distinguish the Downtown's small-town charm and its historic resources. Protect all historic structures and unreinforced masonry structures.
2. Unified Street Character. Create a unified street character along Bonita Avenue with consistent building setbacks, building frontages, landscaping, and street furniture.
3. Building Compatibility. Ensure that new developments are compatible with the height, scale, massing, architectural design, and frontages of existing development.
4. Historic Core. Historic commercial core should be distinguished from the eastern/western edge in character.
5. Placemaking. Enhance the feeling of a sense of place with wayfinding signs and landmarks.
6. Lot Consolidation. Incentivize lot consolidation where appropriate to facilitate the development of cohesive development projects.
7. Adaptive Reuse. Encourage adaptive reuse of historic structures and appropriately scaled infill development.

2.3.2 A DIVERSE ECONOMY WITH A BROAD MIX OF LAND USES AND ACTIVITIES

While the Specific Plan area possesses some of the city's historic core and essential uses, the downtown can grow in its potential to provide a diversity of uses to serve the various needs and population of the community. Encouraging a broad mix of land uses will not only generate economic growth, but also infuse life and activity into the downtown area to make it an attractive place to visit throughout the entire span of the day, providing an environment where individuals and families can shop, dine, meet, socialize, recreate, celebrate together, engage, and gather. Land uses such as restaurants, bars, theaters, and cinemas can help bring activity into the downtown and provide opportunities for social and leisure enjoyment by residents and visitors. Allowing for a variety of housing types within the Specific Plan area will provide much-needed housing for future residents and inherently immerse patrons into the immediate area that are necessary for the desired businesses to thrive. With the anticipated development of the A Line, developers, residents, and business owners can also maximize on the opportunity to draw in more visitors to activate the local economy.

A. Policies

1. Infill Development. Ensure compatible, infill development around the A Line (formerly the Gold Line and L Line) station and in the Downtown area.
2. Diversity of Use. Promote a mix of uses and services to support the needs of the entire community including families, youth, and seniors.
3. Commercial Use Near Transit. Encourage convenient retail, food, and other services in proximity to the Metro train station.
4. Local and National Businesses. Encourage and support local merchant businesses, while creating opportunities for national brands that fit the character of Downtown.
5. Activate Public Streets. Require developers to design buildings with entrances and windows oriented to the street to emphasize a community, pedestrian-oriented atmosphere.
6. Increase Daytime Population. Encourage second and third floor office uses to increase the daytime population of downtown.
7. Public Private Partnership. Facilitate public-private partnerships to share responsibility for implementing the Specific Plan.

2.3.3 VIBRANT AND ACTIVE PUBLIC AND PRIVATE SPACES

Vibrant public spaces are integral to the success of any great downtown. They help build a sense of community, civic identity, and culture. Public spaces facilitate social capital, economic development, and community revitalization, and these public spaces should offer safe, comfortable, inviting, and interesting places for different purposes such as civic and community events, socialization, recreation, exercise, and leisure.

Downtown San Dimas has distinctive places that offer memorable experiences along Bonita Avenue and around the Civic Center. Redevelopment opportunities west of Cataract Avenue and around the future transit station can create new places that fit in with the existing context, while providing a rich new public realm, and enhancing the downtown experience.

Private spaces can also enhance pedestrian activity by encouraging new development to provide plazas, courtyards, paseos, arcades, and galleries, which promote safe and active communities.

A. Policies

1. Enhanced Public Realm. Create a safe and enhanced public realm through careful placement and design of street trees, public art, street furnishings, bike racks, landscaping, signage, newsstands, street lights, paving and trash receptacles.
2. Improve Pedestrian Linkages. Enhance pedestrian linkages between the future A Line station and Bonita Avenue.
3. Activate Public Realm. Encourage new development and events that are designed for pedestrians and activate the public realm.
4. Community Gathering Spaces. Expand or create places and open spaces as a part of new commercial and mixed-use developments where people can gather and community events can occur.
5. Improve Connectivity and Open Space. Expand and maintain an enhanced, interconnected system of public parks, trails and open space in the Downtown area.
6. More Shade. Incorporate trees and shade in the public realms to support walking, cycling, and outdoor recreation and dining.
7. Community Benefits. Incentivize new development to provide public open space and other amenities as a community benefit.
8. Outdoor Dining. Encourage outdoor dining for restaurants and cafes along the pedestrian right-of-way of streets and in public spaces.

2.3.4 A SAFE AND COMFORTABLE PEDESTRIAN AND CYCLING ENVIRONMENT

The City aims to create a safe, healthy, and active environment for all age groups. Safe and accessible routes should be provided to allow for the comfortable passage of pedestrians and bicyclists, where everyone, including the disabled, seniors, and youth are empowered to be active and mobile.

A wide variety of urban design tools can be utilized to promote a safe and comfortable environment for pedestrians and bicyclists, including the implementation of traffic calming measures, provision of adequate street lighting which can increase safety, the provision of street furniture for respite, bicycle racks and secured bicycle storage, shady street trees, and the use of awnings and pedestrian arcades to enhance building aesthetics and provide utilitarian purpose of comfort and protection from the elements. The implementation of urban design standards which encourage safe and active public pathways, open spaces that encourage "eyes on the street", traffic managing tools, public infrastructure supporting bicycle use, and ADA accessible pathways will allow all users to be able to circulate safely within the area.

A. Policies

1. Alternate Modes of Transportation. Support land uses and infrastructure improvements which promote alternative modes of transportation, such as transit, walking, or biking.
2. Complete Streets. Design complete streets that emphasize safety and accommodate all modes of travel, including pedestrians and cyclists of all ages and abilities.
3. Active Transportation. Implement active transportation infrastructure that closes gaps in bikeway or pedestrian networks, especially to regional pathways.
4. Pedestrian Orientation. Ensure that all downtown streets are pedestrian-oriented with wide sidewalks, frequent short crosswalks, and other measures to improve pedestrian safety and comfort.
5. Pedestrian Safety. Implement traffic calming features along Bonita Avenue and Arrow Highway to improve pedestrian safety.
6. Lighting. Provide pedestrian-scaled lighting to improve safety and enhance the pedestrian environment along major streets.
7. Shade and Landscaping. Provide a canopy of shade trees and landscaping throughout the Specific Plan area to enhance pedestrian comfort and experience walking on sidewalks.
8. Wayfinding and Signage. Provide clear, human-scale wayfinding and placemaking signage to enhance direction and sense of place for bicyclists and pedestrians.

2.3.5 A RANGE OF HOUSING TYPES

An adequate supply of affordable housing for all income levels is a fundamental need for all communities. San Dimas is known for its well-designed subdivisions and a mix of semi-rural to suburban neighborhoods. Additional housing units are needed within the city at large, and the Downtown Specific Plan area contains several housing opportunity sites which are identified in the Housing Element of the General Plan. With the new Metro light rail line, the City has an opportunity to encourage mixed-use and blended-use transit-oriented development projects.

Development pressure for higher density housing is anticipated with the opening of the light rail station. The downtown area can benefit from mixed and blended use projects where the residential component can both provide needed housing units while also infusing people into the downtown area to help support the patronage needed for desired restaurant, retail, and service-based uses.

A. Policies

1. Various Housing Options. Allow for high quality, various range of housing types in the Specific Plan area to meet the needs of current and future residents of all income levels.
2. Housing Near Transit. Encourage new multi-family housing in locations within close proximity to transit.
3. Affordable Housing Near Transit. Allow and encourage the development of affordable housing choices within walking distance of the A Line Station.
4. Design. Provide comprehensive residential design standards and guidelines for new residential and non-residential development.

2.3.6 PARKING THAT IS SUPPORTIVE OF NEW USES AND ACTIVITIES IN DOWNTOWN

The success of Downtown San Dimas will also be contingent upon the availability of parking options for people who are seeking to utilize the amenities and services of the Downtown Specific Plan area. Providing sufficient parking spaces will support various transportation modes, while encouraging and supporting the growth of the local economy. Having sufficient parking spaces, as well as creative parking management strategies, will also be critical in supporting and encouraging the use of the new transit station.

A. Policies

1. Shared Parking Lots. Leverage the City's existing Downtown Parking District comprised of shared parking lots for businesses in the historic commercial area.
2. Parking Management Strategies. Develop and incorporate parking management strategies around the A Line station that encourage efficient use of parking resources and support programs that can reduce the parking supply needed.
3. Flexible Parking Standards. Implement more accurate and flexible parking standards that reflect the parking demand for the area.
4. Bicycle Parking. Provide opportunities for safe and accessible bicycle parking in the Specific Plan area.

2.3.7 "FIRST/LAST MILE" CONNECTIONS TO TRANSIT

The first/last mile connection describes the distance people must walk, bike, drive, or use another mode of transportation to arrive at the nearest transit station or bus stop and back to people's dwelling places. By providing convenient, comfortable and safe access to stations and stops by various modes, more people are encouraged to travel "door-to-door" by using alternative methods to the automobile. Investments in multimodal access, including investments in feeder buses and shuttles, pedestrian paths and bicycle routes connecting to rail stations, bicycle parking and other facilities can help to ensure that major investments in transit infrastructure are as cost-effective, demographically inclusive, and environmentally conscious as possible, while increasing transportation options to the public. First/last mile investments also support economic development and livability goals by ensuring that all destinations are within access of a major transit stop by a variety of means.

A. Policies

1. Multimodal Connectivity. Provide safe and accessible "first/last mile" multimodal connectivity between the future Metro train station and downtown destinations.
2. Pedestrian Connectivity. Improve pedestrian connectivity between the new San Dimas Metro Station and the existing Foothill Transit Park-And-Ride lot, which has been purchased by Metro for future A Line station parking.
3. Shared Ride Options. Encourage and facilitate shared-ride options include e-hailing services, microtransit, carshare, and bikeshare.
4. Multimodal Alternatives. Increase awareness of multimodal alternatives to driving to the A Line station.
5. Bicycle Path Connection. Improve bicycle path connections between the Metro A Line Station and other key local and regional destinations, such as Frank G. Bonelli Regional Park.

2.3.8 SUSTAINABLE DEVELOPMENT

The City will support growth that is sustainable for the City's public infrastructure and overall built environment. The new Metro A Line station with its associated facilities and potential new development should not be a burden to the City's public infrastructure such as its potable water, storm drainage, and sanitary sewer. The Downtown Specific Plan area shall grow in tandem with the City's public infrastructure, and be conscientious of its environmental impact and environmental sustainability.

A. Policies

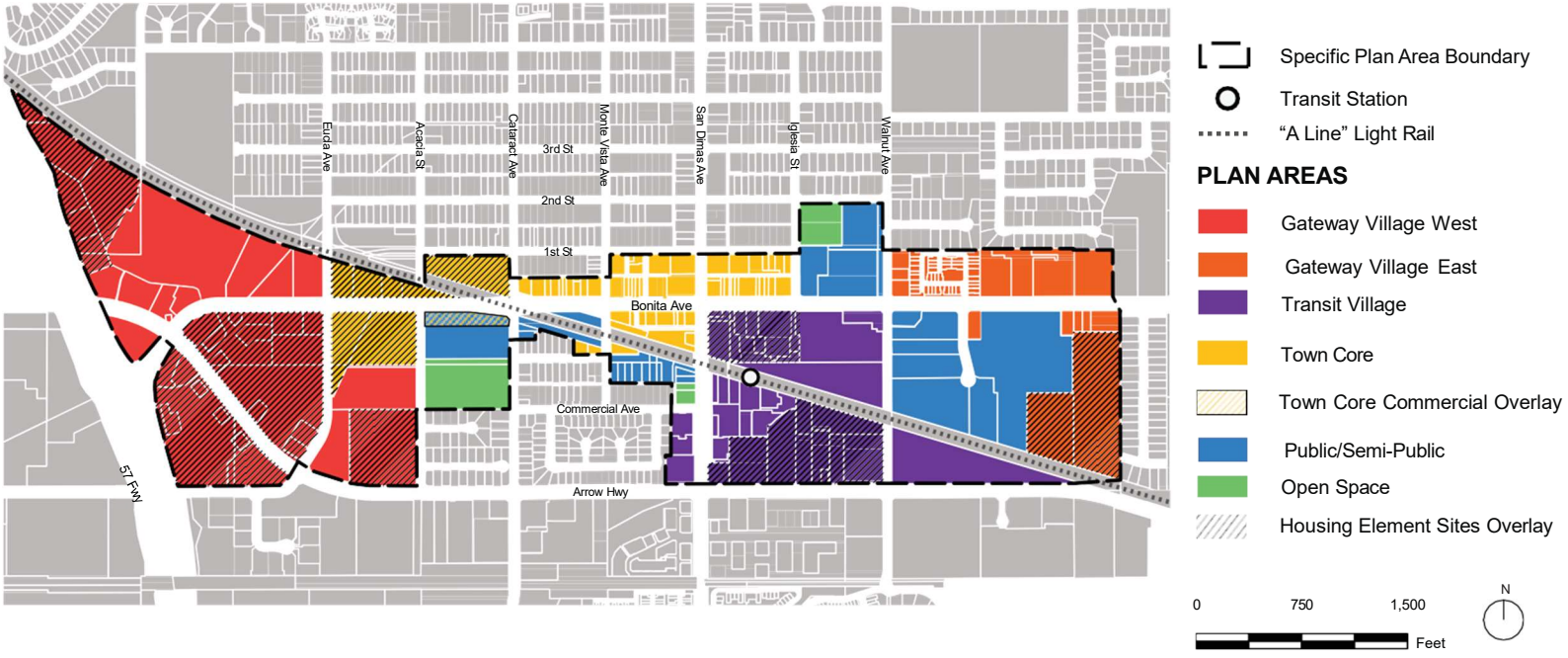
1. Impervious Surfaces. Ensure that new development and the growth of impervious surfaces do not cause undue constraints on the existing stormwater drainage system.
2. Pipeline Infrastructure. Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the Downtown area.
3. Wastewater. Ensure wastewater in the Downtown area is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer scenarios.
4. Stormwater. Maintain a robust stormwater conveyance system that protects the Downtown from flooding impacts and ensures storm flows are efficiently routed to regional drainage.
5. Urban Runoff and Groundwater. Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are not degraded.
6. Electricity and Natural Gas. Ensure all existing and future Downtown residents and businesses are supplied with safe and cost-efficient electricity and natural gas.

2.4 LAND USE PLAN FRAMEWORK AND STRATEGIES

The Specific Plan establishes the general type, parameters, and character of the development to foster an integrated downtown and transit-oriented village around the new Metro station. The Specific Plan area's proximity to freeways, major streets, and light rail infrastructure makes it an ideal place to expand the types and intensities of uses that support the City's desire to incentivize economic development in San Dimas.

The planning area has been divided into six sub-areas for understanding its existing urban form and character, and potential for change. Characteristics vary among the areas that reflect land use, building scale, architectural style, and other factors. Existing land use conditions and key development strategies are summarized below for each area.

Figure 2.4-1: Regulating Plan



2.4.1 TOWN CORE

A. Existing Setting

The Downtown Specific Plan Town Core area is generally bounded by First Street to the north, Commercial Avenue to the south, Eucla Avenue to the west, and Iglesia Street to the east. The Town Core captures the heart of the community, the historic commercial downtown area along Bonita Avenue between Cataract Avenue and Walnut Avenue. The historic commercial downtown area contains a fine-grained urban form with smaller parcels and buildings close up to the street. The gridded street pattern and street network in the central area of the specific plan area facilitates good pedestrian connectivity and movement in the area. Many of the buildings along Bonita Avenue are historically significant and create an inviting and pleasant streetscape. The wide sidewalks and landscaping along this section of Bonita Avenue create a safe walking environment for pedestrians.

B. Strategy

Throughout multiple community meetings, residents voiced that its historic architecture and small-town charm is its most valuable and defining character of the City. In order to maintain the historic character and small town feel of the Town Core, an emphasis will be placed on preserving and maintaining its historic buildings and ensuring new development is compatible with the scale and architecture of existing structures. An emphasis will be placed on continuing to foster an active, lively downtown core by encouraging uses that generate pedestrian activity and outdoor dining.

General Boundaries:
North – First Street
South – Commercial Avenue
West – Eucla Avenue
East – Iglesia Street

Character: Preserved historic buildings; walkable, lively downtown.

2.4.2 TRANSIT VILLAGE

A. Existing Setting

The Transit Village area today consists mostly of large commercial and industrial properties with large open parking lots oriented towards the street. The Transit Village area is a prime location for transit supportive mixed use development due to its location to the future A Line transit station and historic commercial core of the City, as evidenced by Grove Station. Grove Station is a well-designed residential and commercial infill development site located east of San Dimas Avenue, north of Arrow Highway, and south of the railroad tracks (south of Bonita Avenue). The Grove Station site also offers municipally owned parking in front of the commercial areas. The nearby Village Walk project, featuring attached townhomes, is an example of existing multi-family residential development in Downtown San Dimas. Both Grove Station and Village Walk demonstrate types of development that fit well into the urban form and character of Downtown.

B. Strategy

Development and uses within the Transit Village should capitalize on the location of the new A Line station. The transformation of mostly industrial properties into residential and commercial uses with a pedestrian focus will provide good pedestrian connections to the new transit station and uses in the Town Core area. Creative approaches to parking and providing public spaces/amenities will be vital to transforming this area in the future.

General Boundaries:
North – Bonita Avenue
South – Arrow Highway
East – San Dimas Avenue (generally)
West – Walnut Avenue (generally)

2.4.3 GATEWAY VILLAGE WEST

A. Existing Setting

In contrast to the properties in the Town Core area, the Gateway Village West area has predominantly larger parcels on irregular-shaped block and sizes. Also, most buildings along Bonita Avenue west of Eucla Avenue and east of Walnut Avenue do not face directly to the street and have large surface parking lots. The placement of buildings in this area are more conducive to automobiles than pedestrians.

Gateway Village West is defined by several auto-oriented commercial, office, or industrial uses. These buildings do not relate well to each other or their surrounding context and do not contribute to the public realm. The irregular pattern and siting of buildings, along with vacant and underutilized lots particularly west of Cataract Avenue, result in gaps in development, which in turn, diminishes the public realm. The construction of the A Line rail line bridge at this intersection could have the potential to create an additional visual barrier between the established historic core and the western portion of the specific plan area.

B. Strategy

The Gateway Village West area is envisioned to bring new commercial, entertainment, and residential uses to San Dimas, creating more activity and vibrancy to the area between the historic Town Core and the 57 Freeway. Although auto-oriented today in respect to its urban form, new buildings in the future will be placed closer to the street to help create a more pedestrian-friendly environment along Bonita Avenue. New buildings are likely to be horizontally mixed/blended uses allowing for different building types and forms in the Gateway Village West area.

General Boundaries:
North – Railroad tracks/Proposed A Line
South – Arrow Highway
East – Eucla Avenue
West – 57 (Orange) Freeway

Character: Retail, entertainment, employment, and residential uses, easily accessible by automobiles and pedestrians.

C. Illustrative Concept Plan and Perspective Renderings for Opportunity Sites

The illustrative concept plan shown in Figure 2-4.2 illustrates how the Gateway Village West area could be developed in the future west of Eucla Avenue, exhibiting a more pedestrian-oriented development character than what exists today. An illustrative concept plan was created for the San Dimas Station North and South properties, which were identified as opportunity sites for new housing in the City's 6th Cycle Housing Element.

Figure 2.4-2: Perspective Rendering - Public Plaza

Through lot consolidation and development of a unified project at higher residential densities/intensities, this area concept plan offers the potential for increasing residential and commercial uses in the western portion of Downtown. New buildings oriented towards major streets and internal streets with wide sidewalks and outdoor seating, would help promote pedestrian activity along Bonita Avenue and Arrow Highway.

The concept plan and perspective renderings show one way the opportunity sites in the Gateway Village West area could be developed under the development standards and design standards/guidelines of the Specific Plan. This plan is illustrative only; it is not intended to prescribe this particular site layout or use.

Figure 2.4-3: Perspective Rendering - Bonita Avenue

Figure 2.4-4: Perspective Rendering - Arrow Highway

Figure 2.4-5: Opportunity Sites - Illustrative Concept Plan

Figure 2.4-6: Aerial Perspective View Looking South

2.4.4 GATEWAY VILLAGE EAST

A. Existing Setting

Gateway Village East is generally bounded by single-family residential uses to the north, railroad tracks to the south, City Hall to the west, and single-family residential uses to the east. Gateway Village East is defined by several uses including residential uses, a preschool, and excess undeveloped federal land adjacent to the USDA Forestry Services building.

B. Strategy

The uses for the Gateway Village East area in the future will consist of a mix of residential and commercial uses with some intuitional uses such as churches and schools. This area will provide new housing opportunities (such as townhomes, apartments, condominiums, etc.) in close proximity to the civic center and new Metro light rail station.

New buildings will be designed to respect the scale and form when adjacent to existing single-family residential homes to the north and east of the specific plan boundaries.

General Boundaries:
North – Single-family residential
South – Railroad/A Line tracks
East – West of S. Gaffney Avenue
West – Walnut Avenue

Character: Mix of uses that are compatible with neighboring residential and public/ quasi-public uses.

2.4.5 PUBLIC/SEMI-PUBLIC

A. Existing Setting

The Public/Semi Public zone is the cultural and civic center of the City of San Dimas. This is where most of the existing governmental and cultural uses are located today, including San Dimas City Hall, the San Dimas Public Library, Senior Center, Post Office, Police Station, and Fire Station. This area also includes the USDA Forestry Services property, which has over five acres of underutilized land that has potential for new development.

B. Strategy

The Public/Semi-Public zone is a critical component of creating a true downtown with civic uses and activities. The strategy for this area is to maintain and build upon its existing government uses and cultural amenities. Maintaining and expanding on these facilities beyond their walls will be crucial to creating a vibrant Downtown.

General Boundaries:
Generally located in vicinity of Bonita Avenue and Walnut Avenue.

Character: Civic and public-serving uses; semi-public uses such as schools.

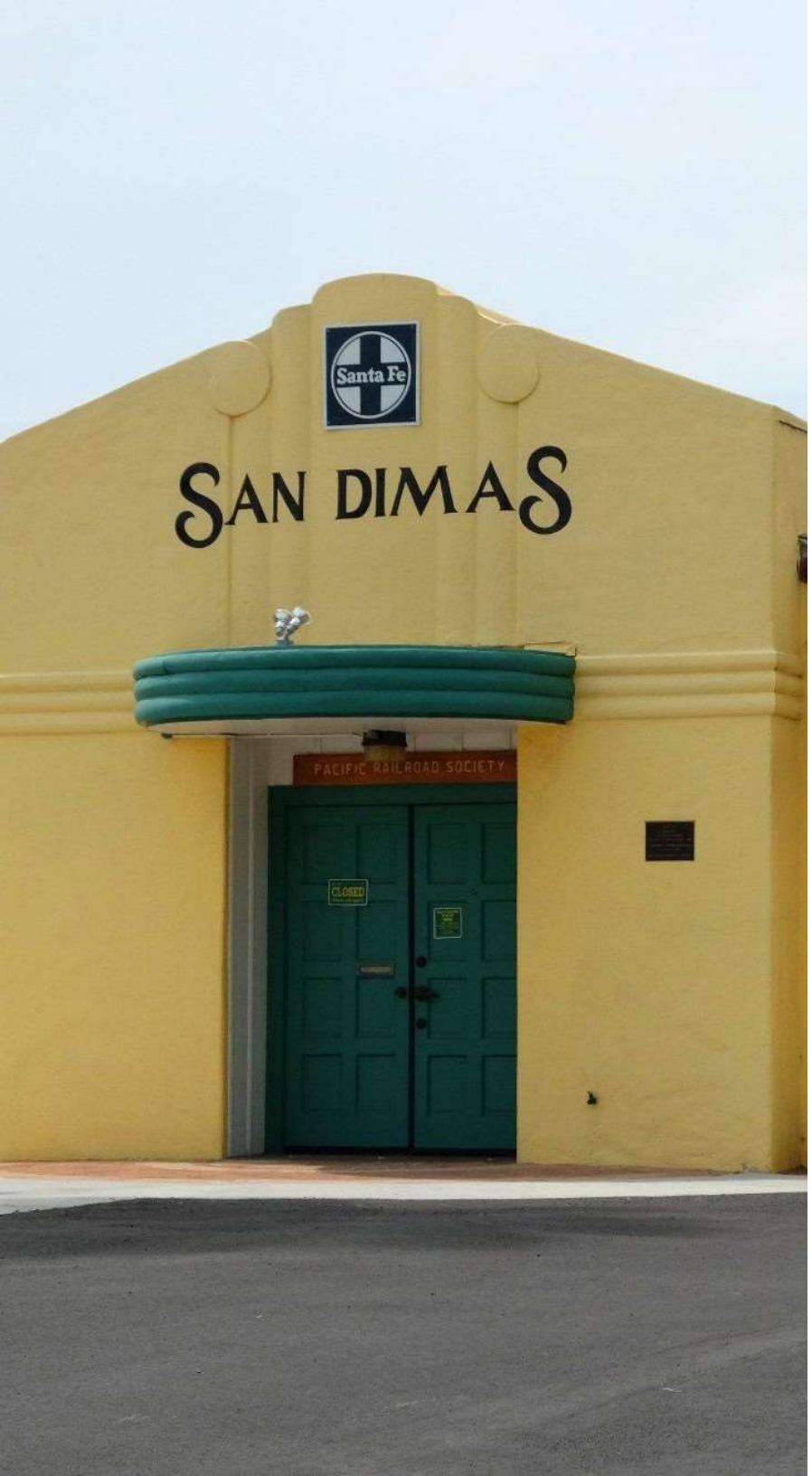
2.4.6 OPEN SPACE

A. Existing Setting

Pockets of land have been dedicated for open space for the public, including Pioneer Park, Rhoads Park, and Civic Center Park. These open spaces are a welcome reprieve for the downtown area, and provide a location for community activities and recreation for the City.

B. Strategy

The Open Space sites promote, protect, and preserve for open space and the preservation of natural resources, as well as for outdoor recreation, education, and public health and safety. Examples of uses for this area include active and passive parks, as well as outdoor plazas with seating.



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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 3:
ZONING AND LAND USE

SAN DIMAS
DOWNTOWN SPECIFIC PLAN

3.1 CHAPTER OVERVIEW

The zoning and land use regulations in this chapter are intended to guide development and decision making to achieve the vision of the DTSP. While broad land use categories are assigned in the General Plan, the DTSP establishes a detailed list of allowed land uses and permit requirements for each zone within the plan area.

This chapter is organized into the following sections:

- 3.1 Chapter Overview
- 3.2 Applicability
- 3.3 Zoning Designations
- 3.4 Allowable Land Uses

Table 3.2-1: Applicable Specific Plan Chapters

Zone	Specific Plan Chapters			
	Vision	Zoning and Land Use	Development Standards	Design Standards and Guidelines
	2	3	4	5
Gateway Village West	✓	✓	✓	✓
Transit Village	✓	✓	✓	✓
Gateway Village East	✓	✓	✓	✓
Town Core	✓	✓	✓	✓
Public/Semi-Public	✓	✓	18.132	✓
Open Space	✓	✓	18.124	✓

3.2 APPLICABILITY

The applicability of the DTSP land use regulations and development standards are organized by zone and plan chapters (Table 3.2-1). Where the standards do not apply, the relevant sections of the San Dimas Municipal Code (SDMC) is referenced.

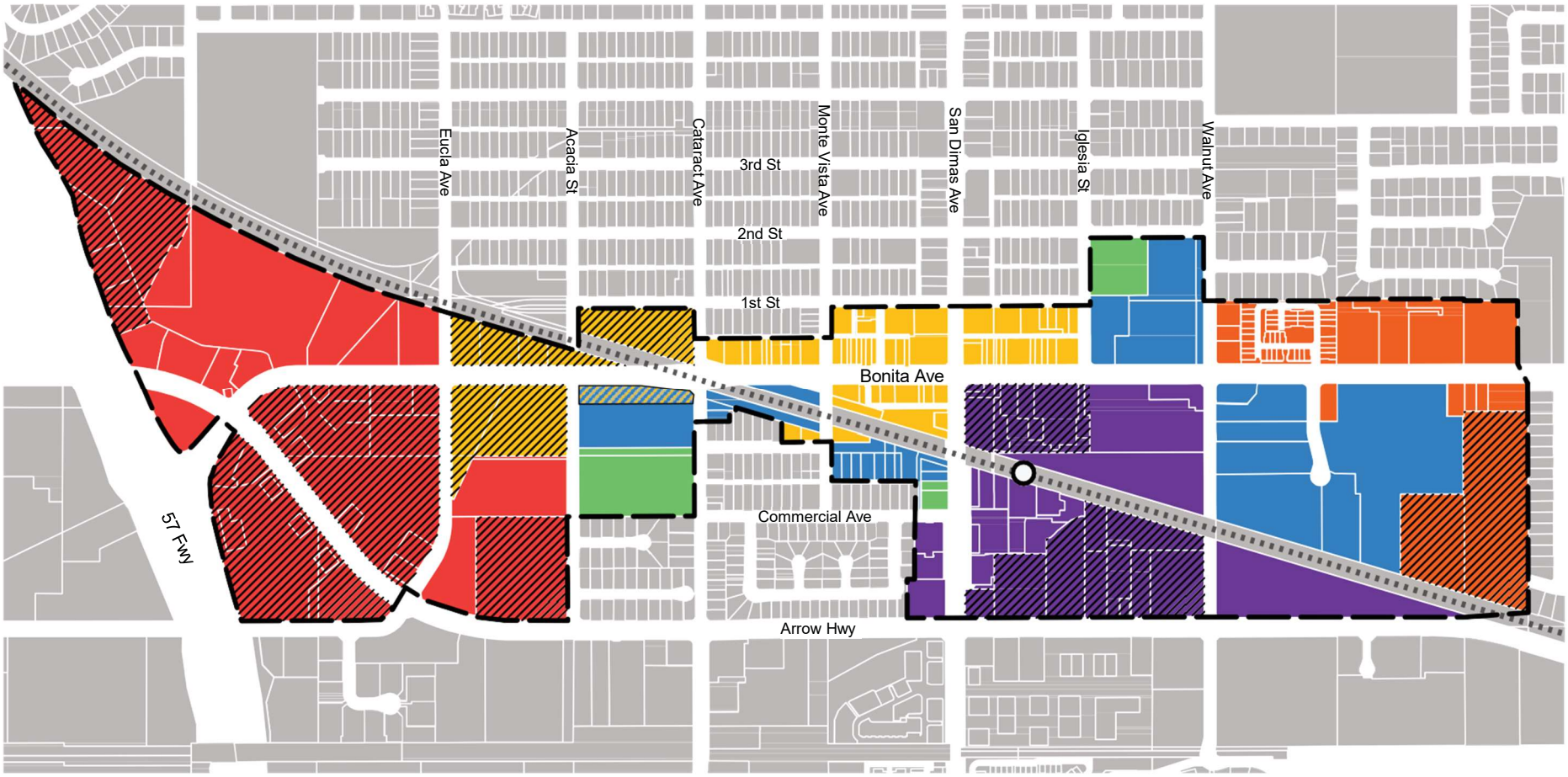
3.3 ZONING DESIGNATIONS

The Regulating Plan shown in Figure 3.3-1 shall serve as the zoning map for Downtown San Dimas. It designates the zones and overlays that apply to each site within Downtown San Dimas.

The Downtown Specific Plan area is divided into six (6) different zones: Gateway Village West, Transit Village, Gateway Village East, Town Core, Public/Semi-Public, and Open Space. A Housing Element Sites Overlay is also utilized. Each zoning area is described below and contains its own distinctive set of allowable land uses, development standards, and design standards and guidelines.

Permitted land uses for each zone are described in Section 3.4 of this Chapter. Development standards for new development and redevelopment within the plan area are provided within Chapter 4 of this Specific Plan. Design standards and guidelines are provided for in Chapter 5 of this Specific Plan.

Figure 3.3-1: Regulating Plan



3.3.1 GATEWAY VILLAGE WEST

The Gateway Village West area is envisioned as a prime redevelopment area that could help bring more activity and vibrancy to Downtown San Dimas. Buildings are likely to be horizontally mixed/blended uses allowing for different building types and forms. This would allow for flexibility and creativity in integrating residential and commercial uses within projects. Commercial and open space amenities would be required in new residential developments to serve the future residents and the community at large.

3.3.2 TRANSIT VILLAGE

The Transit Village area is a special zone focused on station-adjacent parcels and blocks. The Transit Village concept should build upon the success of the existing Grove Station project, and new development and redevelopment is encouraged to incorporate similar site design, building form, and architectural elements. Development standards within the zone will allow for higher density than the Town Core area to capitalize on the proximity to the future transit station.

3.3.3 GATEWAY VILLAGE EAST

The Gateway Village East area marks the eastern entrance into the downtown area. A transitional area that spans from the eastern boundary of downtown towards the civic uses concentrated near the intersection of Bonita and Walnut Avenues, the Gateway Village East area contains established uses as well as undeveloped and underutilized sites, which present valuable development and redevelopment opportunities. As this zone abuts established residential uses to the north and east, thoughtful and anticipatory development standards and design guidelines have been developed in Chapters 4 and 5 to ensure that new development is compatible with existing surrounding uses.

3.3.4 TOWN CORE

The Town Core area contains the 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 along Bonita Avenue in the historic heart of downtown, generally from Cataract Avenue to San Dimas Avenue. Preservation, rehabilitation, and adaptive re-use of historic buildings is strongly encouraged. Pedestrian-oriented uses are encouraged on ground floor street frontages. Building form and site design are to match the historic town core. Commercial vernacular building styles and traditional mixed-use building concepts should be implemented. Maximum setbacks are encouraged to enhance the pedestrian experience. New development or redevelopment within the Town Core is to be architecturally compatible with the existing historic buildings within the area.

3.3.5 PUBLIC/SEMI-PUBLIC

The Public/Semi-Public zone distinguishes sites designated for public and semi-public uses for the growth and general welfare of the city as a whole. The zone allows for joint use and joint development opportunities between public, semipublic, and private uses.

3.3.6 OPEN SPACE

The Open Space zone designates sites to promote, protect, and preserve for open space and the preservation of natural resources, for outdoor recreation and education, and for public health and safety.

3.3.7 HOUSING ELEMENT SITES OVERLAY

The Housing Element Sites Overlay is intended to identify sites within the City where multi-family housing may be established and maintained in compliance with this Specific Plan. The overlay serves to execute the General Plan Housing Element Implementation Plan by designating adequate sites to accommodate the City's assigned housing need as identified in the Regional Housing Needs Assessment (RHNA). The Regulating Plan designates sites with the overlay to accommodate the RHNA for the current Housing Element period. In addition to the uses allowed within the underlying zone, each property designated with a Housing Element Sites Overlay shall be developed with a residential component (market-rate or affordable) subject to the minimum residential densities prescribed in the current Housing Element.

3.3.8 TOWN CORE COMMERCIAL OVERLAY

A commercial use overlay is applied on the south side of Bonita Avenue between Acacia Street and Cataract Avenue, from the northern property line extending 100 feet to the south. In addition to the Public/Semi-Public standards, all commercial uses that are permitted in the Town Core district would apply in the overlay district. Commercial uses in the overlay would be subject to the development standards, design standards and guidelines, and permitting processes that are applicable to the Town Core zone.

3.4 ALLOWABLE LAND USES

3.4.1 ENTITLEMENT OPTIONS

The following section addresses allowable uses and entitlement requirements within the plan area. Certain uses may be subject to special conditions regarding the location, operation, design, or special permitting requirements of the use. Following an application submittal, the Director of Community Development or his/her designee shall make a determination as to whether the proposed use is permitted, permitted with a Minor Conditional Use Permit, conditionally permitted, prohibited, or allowed as a temporary use.

Allowed land uses within the San Dimas Downtown Specific Plan are listed in Table 3.4-2 which starts on the following page. Entitlement options for permitted land uses are provided for in Table 3.4-1. Section 3.4.2 and Chapter 8, Administration describe provisions for unclassified uses and similar use determinations.

Table 3.4-1: Land Use Table Key

Land Use Table Key - Entitlement Options	
Permitted	P
Minor Conditional Use Permit	MCUP
Conditional Use Permit	CUP
Upper Floor / Not on Key Street Frontage Use	(2/NKSF)
See SDMC for Temporary Uses	

(P) designates a permitted use that is allowed without discretionary approval.

(MCUP) designates a use which requires discretionary approval through a Minor Conditional Use Permit, subject to the requirements outlined in Chapter 8 of this specific plan.

(CUP) designates a use which requires discretionary approval through a Conditional Use Permit, subject to the requirements outlined in SDMC.

(2/NKSF) designates an addendum to the above classifications indicating a use may be allowable on the second story or above, or on the ground floor if not abutting Bonita Avenue or San Dimas Avenue street frontages (NKSF = Not Key Street Frontage).

Temporary Uses are not provided for in the land use table but are permitted within the plan area subject to the standards and requirements of SDMC.

Land uses that are not listed or not labeled “P”, “MCUP” or “CUP” are prohibited.

3.4.2 SIMILAR USE DETERMINATIONS

Since it is not possible to list every land use, or to anticipate every land use that might be proposed in the future, the Director of Community Development or his/her designee may determine a use is substantially similar to those provided for in the land use table and may be treated the same way as a listed use through a Similar Use Determination as outlined in Chapter 8.4.2 of this Specific Plan.

3.4.3 LAND USE TABLE

Table 3.4-2: Allowable Land Uses (next five pages)

Allowable Land Uses							
Land Use Types	**Gateway Village West**	**Transit Village**	**Gateway Village East**	**Town Core**	**Public/ Semi -Public**	**Open Space**	**Notes**
Residential Uses							
Multi-Family Residential	P(2/NKSF)	P(2/NKSF)	P	P(2/NKSF)	-	-	
Residential Care/Assisted Living Facilities	-	-	CUP	-	-	-	
Transitional and Supportive Housing	P	P	P	P	-	-	
See SDMC for ADUs/JADUs and Residential Home Care Facilities							
Commercial Uses							
Retail and Service							
Alcohol Sales for Off-Site Consumption when accessory to a permitted retail use of a minimum of 10,000 square feet of floor area	CUP	CUP	CUP	CUP	-	-	
Bar, Lounge, or Night Club	CUP	CUP	-	CUP	-	-	
Food Halls and Markets with a minimum of 75% of floor area dedicated to food-related uses	MCUP	MCUP	-	MCUP	-	-	*Up to 25% of floor area may be used for retail sales of goods.*
Grocery Stores	P	P	P	P	-	-	

Allowable Land Uses							
Land Use Types	**Gateway Village West**	**Transit Village**	**Gateway Village East**	**Town Core**	**Public/ Semi -Public**	**Open Space**	**Notes**
Commercial Uses							
Retail and Service *(continued)*							
Gyms and Personal Fitness Facilities which are greater than 5,000 square feet in gross floor area	CUP	CUP	-	-	-	-	
Hotels	CUP	CUP	-	-	-	-	
Maintenance and Repair Services, Non-Automotive (including but not limited to computers, phones, furniture, household appliances, personal goods, musical instruments, and similar)	P(2/NKSF)	P(2/NKSF)	P(2/NKSF)	P(2/NKSF)	-	-	
Outdoor Dining, Public and Private	P	P	P	P	-	-	*Subject to Staff review if on private property and/or encroachment permit from Public Works Department if located within the public right-of-way.*
Personal services (including but not limited to hair and beauty salons, cleaners and laundries, and similar)	P	P	P	P	-	-	
Pet Boarding, Day Care, Veterinary Care, and Urgent Care	MCUP	MCUP	MCUP	MCUP	-	-	
Pet Stores and Services, including animal and related product sales, with grooming and ancillary veterinary services	P	P	P	P	-	-	

Allowable Land Uses							
Land Use Types	**Gateway Village West**	**Transit Village**	**Gateway Village East**	**Town Core**	**Public/ Semi -Public**	**Open Space**	**Notes**
Commercial Uses							
Retail and Service *(continued)*							
Restaurants, Fast Food/Fast Casual	P	P	P	P	-	-	
↳ With Alcohol Service	MCUP	MCUP	MCUP	MCUP	-	-	
Restaurants, Sit Down	P	P	P	P	-	-	
↳ With Alcohol Service	MCUP	MCUP	MCUP	MCUP	-	-	
↳ With Live Entertainment	MCUP	MCUP	MCUP	MCUP	-	-	
Retail Pharmacies	P	P	P	P	-	-	
Specialty Food Stores (including but not limited to coffee shops, ice cream stores, juice bars, and similar)	P	P	P	P	-	-	
Studios (including but not limited to art, dance, gymnastics, gym and personal fitness facilities, martial arts, music, personal training, photography, pilates, yoga and similar) which are up to a maximum size of 5,000 square feet of gross floor area	P	P	P	P	-	-	*Permitted by right when not adjacent to residential uses that are contained within the same mixed use development project as the studio. If located within a mixed-use project and adjacent to residential uses within said project, a MCUP is required as shown below*

Allowable Land Uses							
Land Use Types	**Gateway Village West**	**Transit Village**	**Gateway Village East**	**Town Core**	**Public/ Semi -Public**	**Open Space**	**Notes**
Commercial Uses							
Retail and Service *(continued)*							
Studios (including but not limited to art, dance, gymnastics, gym and personal fitness facilities, martial arts, music, personal training, photography, pilates, yoga and similar) which are up to a maximum size of 5,000 square feet of gross floor area and when located within a mixed-use development project and adjacent to residential uses	MCUP	MCUP	MCUP	MCUP	-	-	
Specialty Retail Stores (including but not limited to appliances, books, clothing, furniture, hardware, home goods, jewelry, music, sporting goods, toys, and similar)	P	P	P	P	-	-	
Tasting Rooms with off sale retail	MCUP	MCUP	-	MCUP	-	-	
Commercial Uses							
Recreation, Education, and Public Assembly							
Childcare and Adultcare Centers	-	-	MCUP	-	-	-	
Commercial Recreational and Social Experiences, Indoor (including but not limited to art courses, bowling alleys, cooking classes, escape rooms, laser tag, trampoline parks, and similar)	P	P	P	P	-	-	
Entertainment and Performance Establishments (including but not limited to live performing arts theaters, concert halls, comedy clubs, movie theaters, and similar)	CUP	CUP	-	CUP	-	-	
Museums, Art Galleries and Working Studios, and similar Cultural Institutions	P	P	P	P	P	-	
Private Schools (Pre-school through High School)	-	-	CUP	-	-	-	
Religious Institutions and Churches	CUP(2/ NKSF)	CUP(2/ NKSF)	CUP(2/ NKSF)	CUP(2/ NKSF)	-	-	
Social Clubs, Lodges, Event Centers, Private Meeting Halls	CUP	CUP	CUP	CUP	-	-	

Allowable Land Uses							
Land Use Types	**Gateway Village West**	**Transit Village**	**Gateway Village East**	**Town Core**	**Public/ Semi -Public**	**Open Space**	**Notes**
Commercial Uses							
Office, Medical, Professional, and Business Support							
Banks and Financial Services	P	P	P	P	-	-	
↳Walk-Up Automated Teller Machines (ATMs)	P	P	P	P	-	-	*Subject to Staff site plan review*
↳ Freestanding Drive-Up ATM Kiosks	MCUP	MCUP	MCUP	MCUP	-	-	*Must be sited to the rear of buildings*
↳ Drive Thru Service	-	-	-	-	-	-	
Business Support Retail Services (including but not limited to print shops, mail centers, and similar)	P	P	P	P	-	-	
Professional Offices- Medical and Dental (including but not limited to compounding pharmacies, laboratories, and similar)	P(2/NKSF)	P(2/NKSF)	P(2/NKSF)	P(2/NKSF)	-	-	
Professional Offices- Non-Medical and Dental (including but not limited to administrative, business, corporate, sales, and similar)	P	P(2/NKSF)	P	P(2/NKSF)	-	-	
Urgent Medical Care	P(2/NKSF)	P(2/NKSF)	CUP	-	-	-	
Manufacturing and Industrial Uses							
Alcoholic Beverage Manufacturing (micro-brewery, micro-winery, micro-distillery) with tastings and retail sales. Live entertainment may also be provided.	MCUP	MCUP	-	MCUP	-	-	*Incidental food trucks and related outdoor activities may also be permitted through the MCUP process subject to site plan review and approval.*

Allowable Land Uses							
Land Use Types	**Gateway Village West**	**Transit Village**	**Gateway Village East**	**Town Core**	**Public/ Semi -Public**	**Open Space**	**Notes**
Manufacturing and Industrial Uses *(continued)*							
Artisan Production/Hand-Crafted Maker Spaces with Retail Sales (including but not limited to ceramics, jewelry, furniture, glassware, pottery, textiles, and similar)	P	P	P	P	-	-	
Research and Development	-	P	-	-	-	-	*Permitted only when located on Arrow Highway frontage*
Other Uses							
Home-Based Businesses	P	P	P	P	-	-	*See SDMC*
Public Uses and Utilities	P	P	P	P	P	-	
Parks, Plazas, and Open Space	P	P	P	P	P	P	
Transit-Serving Facilities, including Transit Hubs, Park and Ride Lots, and Commercial Parking Structures	CUP	CUP	-	CUP	CUP	-	
Uses permitted under SDMC (Public/Semi-Public)	-	-	-	-	P	-	
Uses conditionally permitted under SDMC (Public/Semi-Public)	-	-	-	-	CUP	-	
Uses permitted under SDMC (Open Space)	-	-	-	-	-	P	
Uses conditionally permitted under SDMC (Open Space)	-	-	-	-	-	CUP	

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 4:
DEVELOPMENT REGULATIONS

SAN DIMAS
DOWNTOWN SPECIFIC PLAN

4.1 PURPOSE AND GENERAL PROVISIONS

4.1.1 PURPOSE AND INTENT

A. Purpose

The development standards in this chapter are requirements that address aspects of land use, site development, and building design that are essential to achieve the overall Downtown Vision. They are precise specifications for such things as building height, setbacks, open space, and parking.

B. Intent

The Development Code is intended to work together with the design standards and guidelines contained in Chapter 5 to ensure that all use of property, including new development, creates high-quality architecture, promotes a more environmentally and economically sustainable downtown, encourages an active pedestrian-scaled environment, and provides connections and appropriate transitions between Downtown Areas.

4.1.2 APPLICABILITY

A. Downtown San Dimas Specific Plan Area

The requirements of this chapter apply within the area shown in the Regulating Plan in Figure 4.2-1. This area is referred to in this chapter as "Downtown San Dimas."

B. Compliance with Standards

All sites, structures, and uses within Downtown San Dimas shall comply with the requirements of this chapter and the Uniform Building Code and Uniform Fire Code as adopted by the City of San Dimas.

C. Precedence

In addition to the requirements of this Specific Plan, all projects shall comply with the San Dimas Municipal Code (SDMC). In the event of a conflict between the City Zoning Ordinance (SDMC Title 18 – Zoning) and this specific plan, the provisions of this chapter shall govern. Any issue not specifically covered in the Specific Plan shall be subject to the regulations in the Zoning Ordinance and/or San Dimas Municipal Code (SDMC). The Director of Community Development may interpret the provisions of the Specific Plan on issues not specifically covered in the City's existing regulations in accordance with Chapter 8 (Administration).

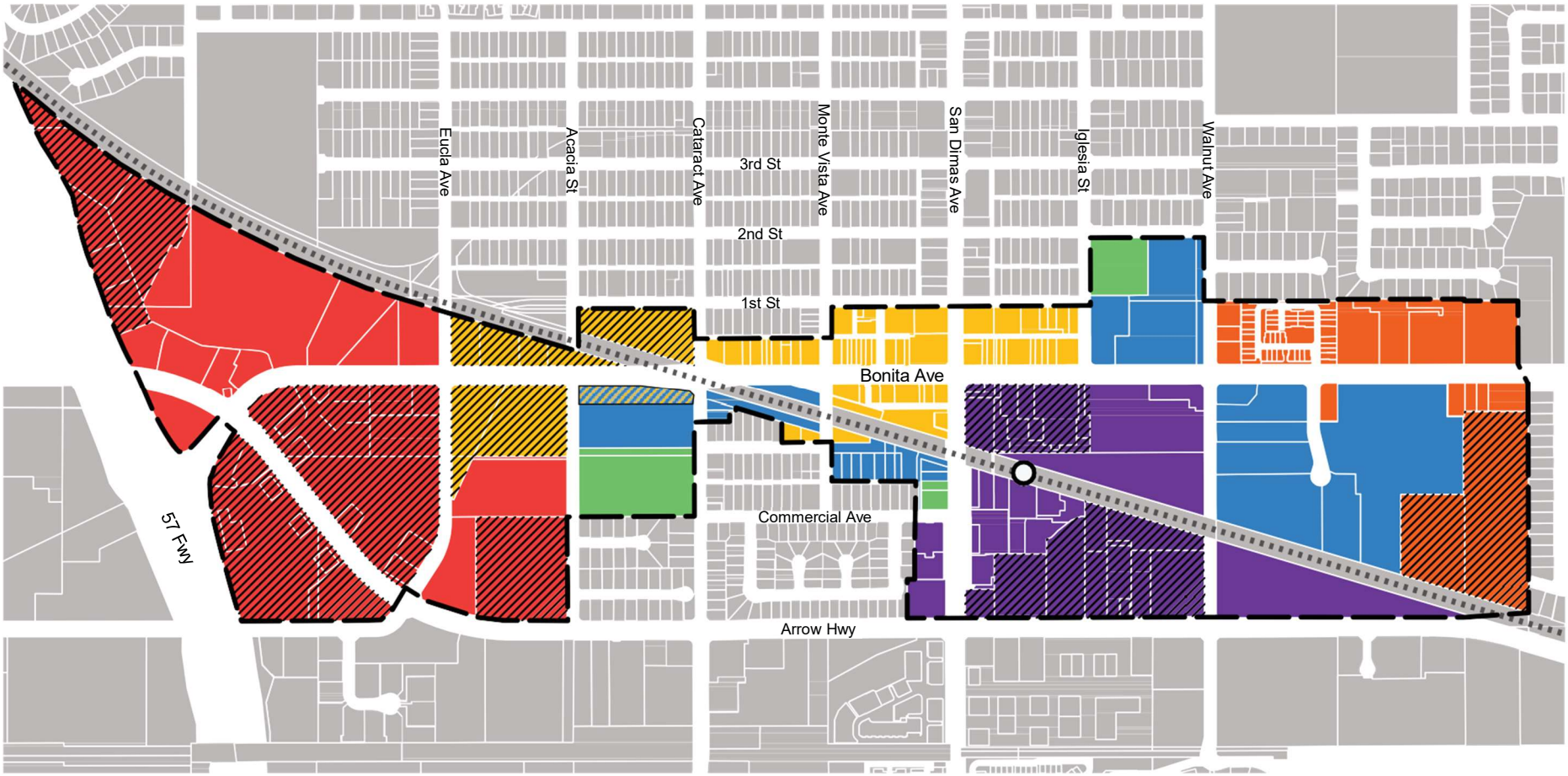
4.1.3 ADMINISTRATION

Compliance with the use and development standards in this chapter, in addition to the design standards and guidelines in Chapter 5, and other policies and regulations of this Specific Plan, shall be verified through the application and review procedures defined in Chapter 8 (Administration).

4.2 REGULATING PLAN

The Regulating Plan was introduced and described in Chapter 3 and is also included for ease of reference in this Chapter via Figure 4.2-1 on the next page. It designates the zones that apply to each site within Downtown San Dimas. Reference Chapter 3 for a description of each of the zones within the Specific Plan area and for permitted land uses.

Figure 4.2-1: Regulating Plan



4.3 DEVELOPMENT STANDARDS

Table 4.3-1 below provides abbreviated development standards by zone that shall apply to all new development and redevelopment projects within the plan area. Full development standards follow in Sections 4.3.1 through 4.3.4 of this Chapter, except for development standards for the Open Space and Public/Semi-Public zones, which are contained within the San Dimas Municipal Code. Permitted land uses for all zones are described in Chapter 3, Zoning and Land Use, and permit processes are described in Chapter 8, Administration. Design standards and guidelines are provided within Chapter 5.

Table 4.3-1: Summary of Development Standards

Standard	Gateway Village West	Transit Village	Gateway Village East	Town Core
Scale				
Allowable Density				
Maximum Dwelling Units per Acre	45	30	35	30
Note: With the exception of Sites 7 & 9 in Appendix B-1 of the Housing Element, which have a set density of 35 DUA, minimum and maximum densities for sites within the Housing Element Sites Overlay shall be consistent with the ranges specified in Appendix B-1. Density on these sites may exceed the maximum allowable density of the base underlying zone.				
Allowable Intensity				
Maximum Floor Area Ratio	2.0	1.5	1.75	1.5
Note: FAR includes residential and commercial building floor area but excludes structured parking areas				
Maximum Number of Stories Above Grade				
Mixed Use (Commercial Ground Floor)	4 stories	4 stories	3 stories	3 stories
Multi-Family Residential (Residential Ground Floor)	4 stories	4 stories	3 stories	3 stories
Commercial/Office	3 stories	3 stories	2 stories	2 stories
Hotels	4 stories	4 stories	N/A	N/A

Table 4.3-1: Summary of Development Standards *(continued)*

Standard	Gateway Village West	Transit Village	Gateway Village East	Town Core
Scale *(continued)*				
Maximum Building Height				
Mixed Use (Commercial Ground Floor)	52’	52’	40’	40’
Multi-Family Residential (Residential Ground Floor)	48’	48’	36’	36’
Commercial/Office	40’	40’	28’	28’
Hotels	55’	55’	45’	45’
Notes: Maximums above are for building plate height. Pitched roofs are permitted to extend 8’ beyond the maximum permitted. Parapets are permitted to extend 4’ beyond the maximum permitted.				
Minimum Lot Size Requirements				
Multi-Family and Mixed-Use	1 acre	1 acre	1 acre	1 acre
Required Building Setbacks				
Bonita Avenue and San Dimas Avenue	10' minimum; 25’ maximum	0’ minimum; 5' maximum	10' minimum	0’ minimum east of Eucla Ave.; 10’ minimum west of Eucla Ave.; 5’ maximum east of Eucla Ave.; 25’ maximum west of Eucla Ave.
Other streets	10' minimum; 25’ maximum	0’ minimum; 15' maximum	10' minimum	0’ minimum; 5’ maximum
Other interiors which are commercial adjacent	None required			
Interior adjacent to single-family residential zoning districts	20’ minimum, of which a minimum of 10’ shall be fully landscaped when directly adjacent to residential sites			
Required Stepbacks	**See narrative in Development Standards Section 4.3.1(F) and Tables 4.3-2, 4.3-3, and 4.3-4**			
Required Modulation	**See narrative in Development Standards Section 4.3.1(G) and Table 4.3-5.**			

Table 4.3-1: Summary of Development Standards *(continued)*

Standard	Gateway Village West	Transit Village	Gateway Village East	Town Core
Frontage				
Ground Floor Dimensions				
Building Facing Street Frontages - Non-Residential Ground Floor Height	16' minimum	16' minimum	16' minimum	16' minimum
Residential Ground Floor Height	10' minimum	10' minimum	10' minimum	10' minimum
Commercial Depth	35’ minimum; 50' average minimum	35’ minimum; 50’ average minimum	35’ minimum; 50’ average minimum	35’ minimum; 50’ average minimum
Minimum Transparency	**See narrative in Development Standards Section 4.3.2(B) and Table 4.3-6**			
Required Shade Structures	**See narrative in Development Standards Section 4.3.2(C)**			
Open Space				
Minimum Area				
Residential Units	150 sf per unit			
Non-Residential	For projects over 40,000 sf, minimum of 5% of non-residential building floor			
Publicly Accessible Open Space	Required for certain projects over 80,000 sf. See Sections 4.3.3(B)2 and 4.3.3(E) and reference Table 4.3-7			
Parking				
Minimum Parking, Vehicle Access, Layout & Design	**See provisions in Development Standards Section 4.3.6**			
Other Applicable Standards				
Density Bonus	See SDMC and Government Code Section 65915			
Landscaping	See SDMC			
Parking & Loading	See Section 4.3.6 and SDMC			
Signs	See SDMC			
Permitted Land Uses	See Table 3.4-2 in Chapter 3, Zoning and Land Use			

4.3.1 SCALE

Purpose. These standards are intended to:

- Implement density (du/acre) and floor area ratio values.
- Shape development in a manner that creates a defined public realm and appropriate scale of buildings for a visually appealing downtown.
- Reduce building massing through setback and stepback requirements that create appropriate transitions from Bonita Avenue and to residential neighborhoods.
- Support high-quality architecture and urban design through modulation requirements and variation in façade length.
- Encourage appropriate transitions to historic buildings in the Town Core.

A. Density - Residential

Projects that include residential dwelling units shall not exceed the allowable dwelling units per acre as specified in Table 4.3-1. Achievement of the maximum development intensity cited in the table is not guaranteed; the actual yield of any development will be determined based upon site-specific physical characteristics and compliance with the development code and the design standards and guidelines.

Sites designated as Housing Element Sites Overlay shall yield a minimum density as prescribed within the Housing Element.

1. Fractions shall be rounded to the nearest whole number; those at 0.50 shall be rounded up.
2. The maximum is based on net project area after any dedications are provided.
3. For projects utilizing state density bonus, refer to SDMC and Government Code Section 65195.

B. Intensity - Floor Area Ratio

Projects that include non-residential space, including mixed-use, shall not exceed the allowable floor area as specified in Table 4.3-1.

1. In mixed-use projects, residential floor area is included in the FAR.
2. The maximum is based on net project area after any dedications are provided.

C. Number of Stories

Buildings shall not exceed the maximum number of stories above grade as specified in Table 4.3-1.

Example of Existing Two-Story Buildings in the Specific Plan Area

Example three-story building in the region

D. Building Heights

Buildings shall not exceed the height limits as specified in Table 4.3-1. Pitched roofs are permitted to extend 8 feet beyond the maximum permitted. Parapets are permitted to extend 4 feet beyond the maximum permitted.

1. Height means the vertical distance from the grade to plate height.
2. Maximum height for massing adjacent to street or interior property lines may be limited by required stepbacks; see Section F of this Chapter.
3. Exceptions are allowed for projecting features such as elevator shafts, mechanical equipment screens, appurtenances, and railings at the discretion of the reviewing body through site plan review.

E. Setbacks

1. ***Street Setbacks.*** Buildings shall comply with the street setbacks set in Table 4.3-1. Setback ranges establish a minimum and maximum for the specified percentage of linear street frontage.
    a. Street setbacks are measured from the property line facing the street.
    b. Minimum setbacks shall apply to all stories of a building; setbacks less than the minimum are prohibited. Maximum setbacks shall apply only to the ground floor.
    c. Residential units on the ground floor on street frontages shall be subject to the underlying zone per Table 4.3-1, but in no case shall residential units be setback less than 5 feet, or less than 8 feet when elevated between 4 and 6 feet above sidewalk elevation; whichever setback requirement is greatest shall prevail.
    d. Exceptions for arcades and recessed ground floors up to 15 feet in depth, as well as parking entrances per 4.3.6, are allowed when a second story meets the specific setback at the discretion of the reviewing body through site plan review.
    e. Features allowed within the street setback include:
        i. Landscaping and planters;
        ii. Hardscape such as stoops and patios;
        iii. Arcades and galleries per Section 4.3.2(D);
        iv. Walls and fences per Section 4.3.2(E);
        v. Seating and furniture;

vi. Outdoor dining; and
vii. Other open space amenities at the discretion of the Director of Community Development.

2. ***Interior Setbacks***. Buildings shall comply with the interior setbacks set in Table 4.3-1 when adjacent to single-family residential zones. No interior setback is required when adjacent to other zones.
   a. Interior setbacks are those abutting other parcels (non-street side and rear) and are measured from the shared property line.

F. Stepbacks

Building stepbacks of a minimum depth of 12 feet from the floor below shall be provided as prescribed below for buildings fronting Bonita Avenue and San Dimas Avenue, buildings fronting other streets, and buildings which are adjacent to single-family residential zoning districts. Uses allowed within the street setback include private open space (terraces), shade structures (trellises), green roofs, and other open space features at the discretion of the Director of Community Development.

1. ***Street Stepbacks on Bonita and San Dimas Avenue***. Third and fourth floors of buildings sited along Bonita Avenue and San Dimas Avenue shall provide a minimum stepback depth of 12 feet from the floor below for a minimum of 70 percent of the building frontage as specified in Table 4.3-2 below. Bonita Avenue and San Dimas Avenue stepbacks are for those building faces which abut Bonita Avenue and San Dimas Avenue.

Building Setbacks. Building on right is setback approximately 10-15' from property line.

Table 4.3-2: Required Minimum Street Stepbacks on Buildings Adjacent to Bonita Avenue and San Dimas Avenue

Project Type	Gateway Village West and Transit Village		Gateway Village East and Town Core	
	3rd Floor	4th Floor	3rd Floor	4th Floor
Mixed Use	12' from 2nd floor	12' from 3rd floor	12' from 2nd floor	N/A
Nonresidential	12' from 2nd floor	12' from 3rd floor	12' from 2nd floor	N/A
Residential	12' from 2nd floor	12' from 3rd floor	12' from 2nd floor	N/A

2. ***Street Stepbacks on Other Streets***. Third floors of buildings sited along street frontages other than Bonita Avenue and San Dimas Avenue shall provide a minimum stepback depth of 12 feet from the floor below for a minimum of 50 percent of the building frontage as specified in Table 4.3-3 below. Street stepbacks are for those building faces which abut public rights-of-way.

Table 4.3-3: Required Minimum Street Stepbacks on Buildings Adjacent to Other Street Frontages

Project Type	Gateway Village West and Transit Village		Gateway Village East and Town Core	
	3rd Floor	4th Floor	3rd Floor	4th Floor
Mixed Use	12’ from 2nd floor	Not required	12' from 2nd floor	N/A
Nonresidential	12’ from 2nd floor	Not required	12' from 2nd floor	N/A
Residential	12’ from 2nd floor	Not required	12' from 2nd floor	N/A

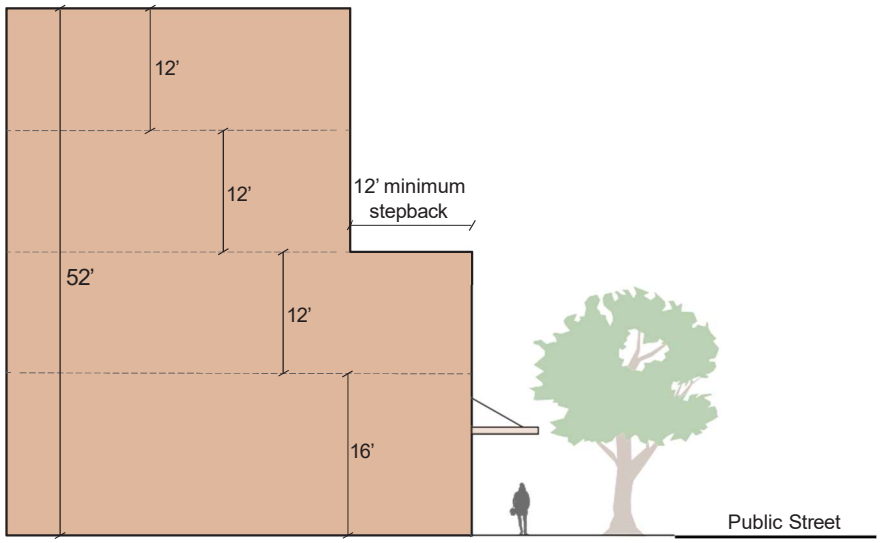
3. ***Interior Stepbacks Adjacent to Single-Family Residential Zoning Districts***. Third and fourth floors of buildings sited adjacent to single-family residential zoning districts shall provide a minimum stepback depth of 12 feet from the floor below as specified in Table 4.3-4 below.

Table 4.3-4: Required Minimum Interior Stepbacks for Buildings Adjacent to Single-Family Residential Zoning Districts

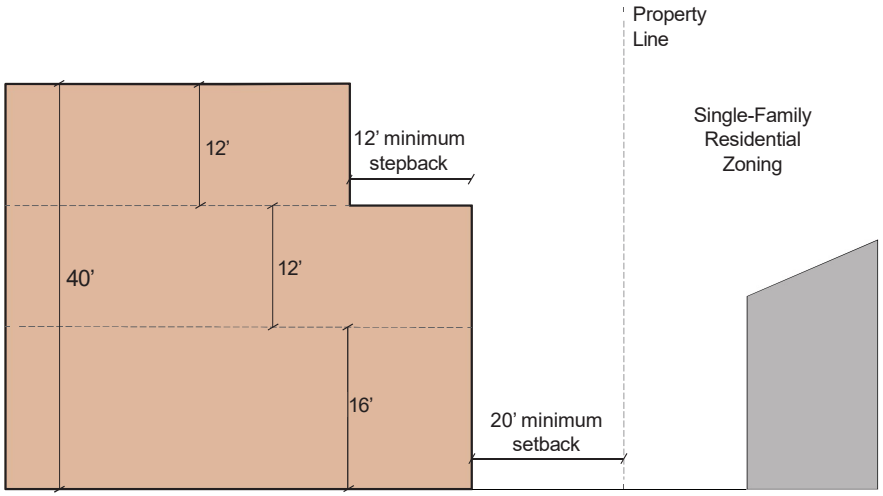
Project Type	Gateway Village West and Transit Village		Gateway Village East and Town Core	
	3rd Floor	4th Floor	3rd Floor	4th Floor
Mixed Use	12’ from 2nd floor	12’ from 3rd floor	12’ from 2nd floor	N/A
Nonresidential	12’ from 2nd floor	12’ from 3rd floor	12’ from 2nd floor	N/A
Residential	12’ from 2nd floor	12’ from 3rd floor	12’ from 2nd floor	N/A

Examples of Third Floor Stepbacks

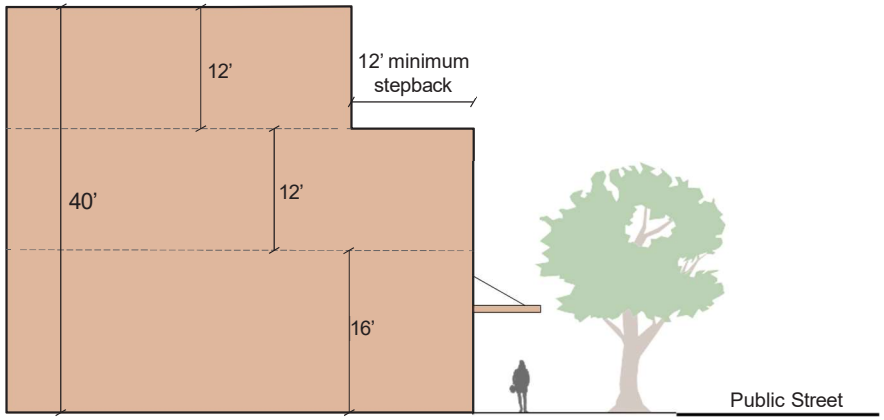
Figure 4.3-1: Upper Floor Stepbacks Examples



Four-story building with third and fourth floors stepped back, not on San Dimas Ave nor Bonita Ave



Three-story residential building with third floor stepped back adjacent to single-family residential zones



Three story building with third floor stepped back from street frontage

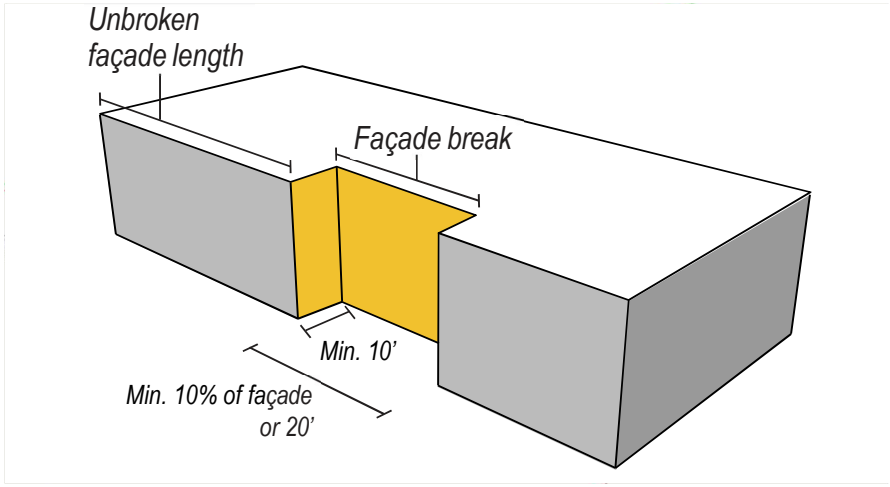
G. Building Modulation

1. ***Façade Length***. Each street-facing façade exceeding the length set in Table 4.3-5 shall include a minimum break of 10 percent of the façade length or 20 feet, whichever is greater. This break shall be a minimum of 10 feet deep and open to the sky; see Figure 4.3-2.

Table 4.3-5: Modulation - Length

Façade	Gateway Village West	Transit Village	Gateway Village East	Town Core
Length	150'	100'	100'	70'

Figure 4.3-2. Façade Length



4.3.2 FRONTAGES

These standards are intended to:

- Promote a consistency of character between varying land uses, buildings, and zones;
- Create and build connectivity between the historic Town Core and the expanded Downtown area;
- Increase visibility into ground floor uses to create visual interest for pedestrians;
- Limit blank walls on the ground floor to enhance visual interest and pedestrian comfort;
- Promote shade through arcades and shade structures; and
- Prioritize pedestrian access by ensuring doorways are open to a public sidewalk or public open space.

A. Ground Floor

1. ***Height***. Buildings facing street frontages shall have a minimum non-residential ground floor height of 16 feet. The minimum height of residential ground floor spaces shall be 10 feet. The height shall be measured from the sidewalk elevation to second-story floor or plate height of a one-story building.
2. ***Depth***. Commercial uses shall have an average interior depth of at least 50 feet and a minimum depth of 35 feet.

B. Transparency

1. ***Windows and Doors.*** Minimum transparency for street-facing facades is set in Table 4.3-6.
   a. For non-residential and residential common space uses, ground floor transparency is measured as the percentage of building frontage that consists of transparent openings between a height of 2 feet and 10 feet above sidewalk elevation. All other transparency is measured as the percentage of façade area, viewed in elevation.
   b. Windows shall be recessed or projecting by a minimum of 2 inches from the façade. Flush windows may be allowed with approval of the Development Plan Review Board provided that the Board finds that they result in no negative impact on the total architectural quality of the building.
   c. Clear glass is the only acceptable glazing color. The use of tinted, mirrored, or highly reflective glazing is prohibited.
   d. Drapes, posters, and shelving of product displays visible to the public right-of-way shall obscure a maximum of 30 percent of the transparent areas of each respective storefront.
   e. Perforated pull-down screens are allowed to screen, but shall be raised after sun down.
2. ***Blank Building Walls***. Windowless expanses of street-facing walls shall not exceed 20 feet in length.
3. ***Security Bars***. Exterior security bars are prohibited. Interior security bars are discouraged. Any interior security bars shall be designed to be fully hidden from view during business hours with devices such as concealed side pockets and ceiling cavities.

Table 4.3-6: Transparency for Non-Residential Uses and Residential Common Space

Non-Residential and Residential Common Space	Gateway Village West	Transit Village	Gateway Village East	Town Core
Ground Floor	50%	70%	30%	70%
Overall Façade	15%	30%	15%	30%

C. Shade Structures

Shade structures, including but not limited to awnings and canopies, are encouraged throughout the plan area and required on buildings with frontages on Bonita Avenue, with exceptions listed in item 5 below. For more specific design standards for shade structures, please refer to Chapter 5.6.8.

1. On buildings which front Bonita Avenue, shade structures are encouraged and shall project a minimum of 3 feet and up to a maximum of 8 feet into the public right-of-way for a minimum of 50 percent of the building frontage. Both Planning Division review and approval and an encroachment permit from the Public Works Department are required.
2. On all other street frontages, shade structures may project up to two-thirds of the sidewalk width, subject to review and approval by the Planning Division and the approval of an encroachment permit from the Public Works Department.
3. Shade structures shall allow a minimum of 8 feet of vertical clearance from sidewalk elevation.
4. Shade structures shall not conflict with existing trees, signs, street lights, or any other existing street features.
5. Shade structures are not required where an arcade or recessed ground floor provides a minimum depth of 5 feet of covered and unobstructed pedestrian clearance.

D. Arcades

1. Any arcades shall be located behind the minimum setback.
2. Arcades shall be a minimum of 8 feet from back of column to building façade.
3. The distance between columns shall be equal to or greater than the arcade depth dimension, as measured from the column center.
4. The façade shall meet the ground floor transparency requirements set forth in 4.3.2(B).
5. Uses allowed within arcades include:
   a. Pedestrian travel;
   b. Seating/street furniture;
   c. Outdoor dining;
   d. Landscape planters; and
   e. Bicycle parking.

E. Walls, Fences, and Hedges

1. Within required street setbacks. Walls, fences, raised planters, screening, and similar structures shall be permitted within the required street setbacks subject to the following performance standards.
   a. Maximum height shall not exceed 42 inches.
   b. Walls/fences taller than 30 inches in height shall be a minimum of 50 percent transparent.
   c. A minimum of a 24 inch setback which is planted and irrigated is required from the sidewalk line. Retaining walls with a maximum height of 30 inches are exempt from this requirement. Walls, fences, or similar structures up to 42 inches in height which are used to delineate outdoor dining areas are also exempt from this requirement.
   d. For specific design standards, please refer to Chapter 5.7.4, Walls, Fences, and Hedges.
   e. Walls, fences, and hedges shall not obstruct any line of sight for public safety.

F. Interior Property Walls

1. Interior walls/fences are permitted to a maximum height of 6 feet.
2. Solid walls/fences which are integrated into the building architecture may be permitted to match the height of the ground floor, with a maximum length of 30 feet. Landscape areas with a minimum depth of 4 feet which are planted and irrigated are required to soften the massing of the wall, with the exception of building/property entrances.
3. Exceptions. Guardrails may exceed the maximum height to the extent required by the Building Code. Guardrails shall be a minimum of 50 percent transparent.

G. Balconies and Roof Decks

1. ***Balconies***. Balconies may project a maximum of 4 feet into a street setback but shall not extend beyond the property line or within 6 feet of any interior property line. Balconies shall not project from a building façade within 40 feet of a single-family residential zoning district.
2. ***Roof Decks***. Roof decks shall be set back 5 feet from the building edge on all sides, and shall not be located within 50 feet of a single-family residential zoning district.

H. Signs

Please refer to SDMC for the City's Sign Ordinance and the design standards and guidelines in Chapter 5.6.7 of this plan.

4.3.3 OPEN SPACE

These standards are intended to:

- Provide a variety of open space types for gathering, recreation, and respite that contribute to enhanced livability;
- Give residents access to natural light and fresh air in and around living spaces;
- Improve building design and site planning through the integration of open space throughout the development; and
- Correlate open space requirements with number of residents and size of buildings.

A. Types of Open Space

A variety of high quality, usable, and accessible open space contributes to an active public realm and successful building design. A combination of open space types serves a range of purposes, including spaces for relaxation and community gathering for residents, employees, and visitors. Open spaces on either the ground floor or on upper level stories, correlated to the building use and size, can also help to break up building massing, thereby improving site and building design. Open space types are defined as follows:

1. Private open spaces, including but not limited to patios, balconies, and front yards, adjoin a dwelling unit and are reserved for the exclusive use of the resident(s) of said unit, and their guests.
2. Common open spaces, including but not limited to courtyards, pool areas, roof decks, tot lots, communal picnic areas, fitness/gym facilities, clubhouses, etc., are usable spaces shared among residents of a building. Common open spaces may or may not be open to the public.
3. Publicly accessible open spaces, including but not limited to plazas, pocket parks, splash pads, and paseos are privately owned but open to the public. They typically include amenities such as outdoor seating, shared/open outdoor dining spaces, landscaping, fountains, and public art.

Private Open Space

Common Open Space

Publicly Accessible Open Space

B. Minimum Area

1. ***Private and Common Open Space***. Projects shall provide the minimum area of open space based on use and size as prescribed below. Areas used regularly for parking, loading, or storage shall not count towards minimum open space requirements.
   a. ***Residential.*** Projects with dwelling units shall provide a minimum of 150 square feet of open space per unit as a combination of private and/or common open space.
   b. ***Non-residential.*** Projects with more than 20,000 square feet of non-residential floor area shall provide a minimum of 5 percent of the gross non-residential floor area as common or publicly accessible open space.
   c. ***Mixed-use.*** Projects shall comply with the requirements applicable to each type of use.

2. ***Publicly Accessible Open Space.*** In addition to the aforementioned provisions, projects with more than 80,000 square feet of floor area, inclusive of residential floor area, shall provide a percentage of gross floor area as publicly accessible open space as prescribed in Table 4.3-7. Publicly accessible open space shall be provided in addition to private and common open space requirements.

   An exemption is provided here for projects which are entirely residential in nature and do not have a commercial component, in either a horizontal or vertical configuration. Such projects are required to provide additional open space at the ratios prescribed in Table 4.3-7; however, said open space may be provided as additional common open space and is not required to be open and accessible to the public.

Table 4.3-7: Minimum Required Publicly Accessible Open Space

Project Size (GFA)	80,000-119,999 Square Feet	120,000+ Square Feet
Required Open Space (% of GFA)	2%	3%

C. Standards for Private Open Space

1. ***Dimensions.*** A minimum area of 60 square feet with a minimum dimension of 6 feet in each direction shall be required for private open space.
2. ***Distribution.*** A minimum of 30 percent of the required residential open space shall be private open space. All private open space shall be outdoors.

D. Standards for Common Open Space

1. ***Dimensions.*** A minimum area of 1,000 square feet with a minimum dimension of 20 feet in each direction is required for common open space.
2. ***Distribution.*** A minimum of 30 percent of the required residential open space shall be common open space shared among tenants. A minimum of 70 percent of common open space shall be outdoors and open to the sky.
3. ***Landscape.*** A minimum of 25 percent of common open space shall be planted area with a minimum dimension of 30 feet in each direction. Landscaping shall comply with SDMC Title 18.
4. ***Trees.*** A minimum of one 24-inch box tree per unit or for every 500 square feet of open space, whichever is greater, shall be planted within the common open space area. A minimum of 50 percent of trees planted shall be shade trees.
5. ***Hardscape.*** A maximum of 45 percent of common open space may be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, or concrete with exposed or special aggregate. Alternative paving may also be allowed through Staff site plan review.
6. ***Access.*** Common open space, or portions of common open space, may be accessible to the public if desired by the property owner.

E. Standards for Publicly Accessible Open Space

1. ***Dimensions.*** A minimum of 400 square feet with a minimum dimension of 20 feet in each direction is required for publicly accessible open space.
2. ***Access.*** A minimum of 50 percent of the publicly accessible open space shall be accessible to the general public and shall not be restricted to patrons of a particular business.
3. ***Signage.*** Publicly accessible open space shall have visible signage from the adjacent sidewalk identifying the space as a publicly accessible amenity and listing accessible hours.
4. ***Hours.*** At a minimum, publicly accessible open space which is not restricted to a particular business/tenant shall be open to the general public from 8 am to 8 pm.
5. ***Elevation.*** A minimum of 3,000 square feet of publicly accessible open space shall be at sidewalk elevation. If less square footage is required, then all required publicly accessible open space shall be at sidewalk elevation.
6. ***Hardscape.*** A maximum of 45 percent of publicly accessible open space shall be paved in standard concrete. Remaining areas shall use one of the following enhanced paving techniques: brick, natural stone, unit concrete pavers, textured and colored concrete, or concrete with exposed or special aggregate. Alternative paving may also be reviewed through Staff site plan review.
7. ***Water Features.*** Decorative water features such as fountains, reflecting pools, or similar may be provided for a maximum of 5 percent of the Publicly Accessible Open Space. Swimming pools and splash pads intended for play by children are not considered water features for the purposes of this standard.
8. ***Seating.*** Seating shall be provided at a minimum of 1 seat per 300 square feet of required publicly accessible open space. Benches shall be calculated as 1 seat per 24 linear inches.

9. ***Landscape.*** A minimum of 25 percent of publicly accessible open space shall be planted area with a minimum dimension of 30 inches in length, width, and depth. Landscaping shall comply with SDMC.
10. ***Trees.*** A minimum of one 24-inch box tree shall be planted for every 750 square feet of publicly accessible open space. A minimum of 50 percent of trees planted shall be shade trees.
11. ***Common Open Space Credit.*** Publicly accessible open space in excess of the minimum may count towards a maximum of 30 percent of the common open space requirement at a 1:1 ratio.

4.3.4 OUTDOOR DINING

A. Overview

The City of San Dimas encourages outdoor dining to revitalize and improve downtown as a community focus. Outdoor dining is allowed as an incidental use to an established restaurant, coffee house, or other food service businesses. The following standards and regulations shall apply for outdoor dining:

B. Development and Design Standards

1. The business owner shall at all times maintain a minimum clearance as required by the Americans with Disabilities Act for use of the sidewalk by the general public.
2. Outdoor dining shall not obstruct any entries, exits, permitted signs, mailboxes, utilities, public seating, public safety measures, or extend into the safe line-of-sight distances at intersections and driveways, as determined by the City Engineer.
3. Outdoor dining shall not inhibit vehicular or pedestrian circulation.
4. Outdoor dining area may be divided or fenced at a maximum height of three feet; glass or fully transparent enclosures of up to six feet may be permitted by the Director of Community Development.
5. A restaurant may use the sidewalk or plaza adjacent to their business for exclusive permanent outdoor dining. The width of the dining area shall not exceed the width of the frontage of the subject business. The depth of the dining area shall depend upon the other required clearances described below.
    a. Dining areas shall allow for at least five feet unobstructed clearance for pedestrian circulation.
    b. The pedestrian path shall be measured from the dining area boundary to the curb face and other obstruction (e.g. planters, utility boxes). No tables, or chairs, umbrellas, shade structures, or other fixtures shall be permitted within the pedestrian path.
6. Awnings, covers, furniture, umbrellas, shade structures, or other physical elements shall be compatible with the character of the main structure and regularly maintained in good working order. Faded and ripped fabric and materials shall be replaced.

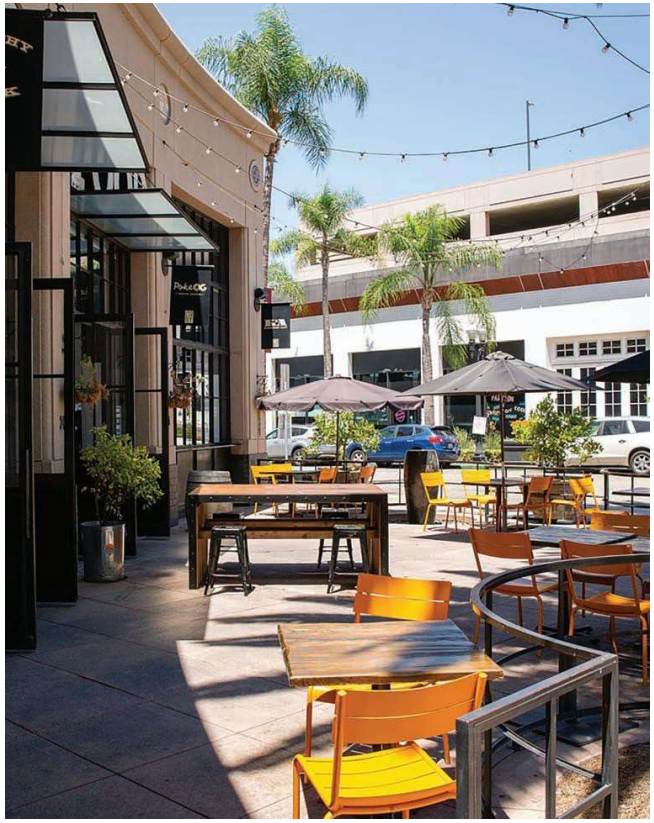
7. Awnings, umbrellas, and similar covers must allow vertical clearance of seven feet above sidewalk level, and shall provide coverage of the dining area only and minimum two-foot horizontal clearance for pedestrian walkways.
8. Shade structures, umbrellas and other decorative materials shall be fire-retardant, pressure-treated or manufactured of fire-resistant material.
9. Heating units are permitted if they are an outdoor approved type, are located in accordance with the manufacturer's recommendations, and are located at least two feet from the edge of public walkways and from any umbrella canvas, any foliage, or any other flammable object or material.
10. Outdoor dining shall be separated from parking facilities by pedestrian walkways, landscaping, decorative fences, walls, or other means approved by the Director of Community Development.
11. Signs, banners, and outdoor events shall be subject to separate application and permit procedures pursuant to SDMC 18.196 Temporary Uses.
12. Additional parking shall not be required for outdoor dining when located within designated patios or plazas, and when located on the sidewalk adjacent to the establishment.
13. Outdoor dining area shall incorporate lighting for evening dining which shall be installed to prevent glare onto, or direct illumination of, any residential property or use.
14. Provisions for outdoor dining which are not addressed under this Chapter shall be subject to the SDMC.
15. When outdoor dining is located in the public right-of-way, an encroachment permit is required to be obtained from the Public Works Department.

C. Operational Standards

1. The business owner shall be responsible for maintaining all chairs, tables, fencing, paving, ground surfaces, landscaping and other improvements associated with outdoor dining in a safe, sound, and visually attractive condition.
2. Tables shall be placed only in the locations shown on the approved site plan.
3. Movable furniture must be secured or moved inside at closing time. No immovable benches will be allowed. Dining equipment, if stored, may not be stored in an area visible from the public right of way or from any plaza area.
4. Outdoor dining areas shall be operated in a manner that meets all requirements of the health department and all other applicable regulations such as noise, laws, city ordinances, or standards.
5. Outdoor dining areas shall contain waste receptacles for use by patrons.
6. Alcoholic beverages may be served in an outdoor dining area, subject to approval by the City and the Department of Alcoholic Beverage Control (ABC).

D. Review and Notifications

1. Outdoor dining shall not be established on any property until an application has been reviewed and approved by the Director of Community Development pursuant to Chapter 18.12 of the Zoning Code. The application shall include a detailed site plan, improvement plan, permission from the property owner and/or management company, and payment of applicable fees.
2. If outdoor dining is located within the public right-of-way, the business owner shall submit an application for an encroachment permit to the Public Works Department. To the greatest extent possible, landscaping in the right of way will be preserved or enhanced. The business owner shall notify the Public Works Department before any work within the public right-of-way begins. Paving, landscaping, and fencing materials and design shall be installed to the satisfaction of the Director of Community Development and the City Engineer.
3. If outdoor dining is proposed in the public right-of-way or in a common area of a shopping center, adjoining business establishments will be notified of the application. Applications will be reviewed by City Staff.



4.3.5 OUTDOOR DISPLAYS OF MERCHANDISE

A. Overview

The City of San Dimas encourages outdoor displays as a means to revitalize and improve the downtown as a community focus. All businesses which engage in the outdoor display of merchandise shall comply with the following standards and regulations:

B. Development and Design Standards

1. Outdoor display shall only include incidental outdoor display items, consisting of a small sample of merchandise or decorative items, placed outdoors adjacent to the responsible business, which represent or complement the goods and services sold or provided by the business. Vendors operating independently from indoor businesses shall not be permitted.
2. The business owner shall at all times maintain a minimum five feet clearance for use of the sidewalk by the general public.
3. Display items shall also not encroach into public landscape areas. In addition, the business owner shall not trim, cut, or otherwise alter any landscaping or make any other modifications to improvements in the public right-of-way.
4. Display items shall only be located adjacent to the building of the responsible business, and shall not exceed a total of 60 square feet of floor area per street frontage.
5. Outdoor display of merchandise along the property frontage shall not exceed 25 percent of the linear frontage of the store front or six linear feet, whichever is greater and items may not project more than four feet from the store front.
6. The display items shall not obstruct any display windows, entries, exits, permitted signs, mailboxes, utilities, public seating, or public safety measures.
7. Display items shall not extend into the safe line-of-sight distances at intersections, as determined by the City Engineer.
8. Display items shall only be placed outdoors during the time the responsible business is open to the public and shall be removed prior to the close of business each day.
9. Display items shall not include not more than one six-foot long clothes rack, display/storage racks with multiple items, folding or portable tables, stacks of merchandise, or any neon or fluorescent materials.
10. All display items shall at all times be maintained in a safe, sound, and visually attractive condition. The business owner shall be responsible for continuously supervising the safe, sound, and visually attractive condition as well as the appropriate placement of the display items.

4.3.6 PARKING

These standards are intended to:

- Ensure new development provides adequate parking to support the uses within a project;
- Encourage developers to provide additional public parking beyond the minimum requirements;
- Regulate appropriate parking supply and location in a manner that prioritizes pedestrian access and multi-modal activity;
- Encourage change of use and adaptive reuse of existing buildings through parking reductions and exemptions; and
- Reduce the visual impacts of parking.

A. Minimum Parking

1. ***Number of Spaces.*** Projects shall provide off-street parking spaces per Table 4.3-8 based on general use classifications, and subject to the standards of the SDMC.

2. ***Shared Parking.*** Parking may be shared among multiple uses per the SDMC.

Table 4.3-8: Minimum Parking Spaces Required by Land Use

Use Classification	Number of Spaces
Commercial	
Banks and Financial Services	1 space per 250 SF
Grocery Stores	1 space per 250 SF
Hotels	1 space per room
Medical	1 space per 200 SF
Office and Professional Uses	1 space per 300 SF
Restaurants and Bars	1 space per 350 SF
Restaurants, Fast Food/Fast Casual	1 space per 500 SF
Retail and Service Uses	1 space per 400 SF
Service Stations	1 space per 250 SF
Industrial	
Light Manufacturing	1 space per 500 SF
Warehousing, Distribution, & Storage	1 space per 1,000 SF
Institutional and Public Assembly	
Private Schools	1 space per 5 students
Religious Institutions and Churches, Social Clubs, Lodges, Event Centers, and Private Meeting Halls	1 space per 75 SF
Recreational and Cultural	
Commercial Recreation, Outdoor	1 space per 500 SF
Commercial Recreational and Social Experiences, Indoor	1 space per 250 SF
Entertainment and Performance Establishments	0.3 space per 1 seat
Museums, Art Galleries and Working Studios, and similar Cultural Institutions	1 space per 500 SF

continued on next page

Table 4.3-8: Minimum Parking Spaces Required by Land Use *(continued)*

Use Classification	Number of Spaces
Residential	
Multi-family*	
Studio or 1-bedroom	1.5 per unit
2 bedrooms	2 per unit
3 bedrooms	2 per unit
4 or more bedrooms	2 per unit
Visitors	1 per 4 units
*Condominiums, townhomes, and other similar complexes require garage spaces	

3. ***Unbundled Parking.*** For any development with new residential units, off-street automobile parking spaces may be leased separately from the unit rental, such that renters have the option of renting the residential unit at a lower price than if the parking was included.
   a. For deed-restricted affordable units, one parking space shall be included in the base rent of each unit. The tenant may choose to receive the parking spaces or receive a rent discount equivalent to half the amount charged for monthly lease of a parking space. Tenants of affordable units shall not sublease their parking spaces.
   b. Renters shall have the right of first refusal to parking built for their unit. Any remaining spaces may be leased to other users on a month-to-month basis. New occupants shall have the opportunity to lease parking built for their unit.
   c. On-street parking permits shall not be issued when tenants have the option to lease spaces within their development.

B. Vehicle Access

1. ***Driveways.***
   a. Driveways shall be prohibited on primary frontages of 200 feet or less where there is access available from a secondary street or alley.
   b. For projects with less than 200 feet of primary street frontage and with no alley or secondary street access, a maximum of one two-lane driveway shall be permitted. For sites with more than 200 feet of primary street frontage and with no alley or secondary street access, a maximum of two two-lane driveways shall be permitted.
   c. The Director of Community Development shall determine the primary frontage.
   d. For further design standards and guidelines, please refer to Chapter 5.5.3, Vehicular Access.

C. Layout and Design

1. ***Siting of Parking Areas.*** Required off-street parking shall be provided underground, in above-ground structures, or behind street-facing buildings within interior parking courts. If surface parking lots are necessary, they shall be located in areas behind buildings and away from the street, open spaces, and corners.
2. ***Surface Parking.*** Parking lots shall be setback a minimum of 30 feet from the primary frontage, 10 feet from any secondary frontage, and 10 feet from any adjacent single-family residential zoning district.
    a. Parking shall be buffered by habitable floor area or landscaped area, with the exception of access and driveways.
    b. Parking lot landscaping shall be provided in accordance with SDMC, with the additional requirement that one tree of at least 24 gallons in size shall be provided for every 6 parking spaces. Trees shall be distributed as evenly as possible throughout the parking area, with a maximum of 35 percent of required trees clustered within the street setback.
3. ***Podium Parking.*** A maximum of one story of above-grade parking is permitted within habitable buildings. Multiple stories of above ground parking are permitted if the project meets the parking structure standards below.
4. ***Parking Structures.*** Structures shall be buffered by habitable floor area between the parking area and Bonita Avenue and San Dimas Avenue, with the exception of access and driveways. Parking structures shall be screened from public view on all public streets through either buffering of habitable floor area or permanent view-obscuring screening materials which also incorporate enhanced landscaping.
    a. Elevators and stairs shall be located adjacent to sidewalks or other public spaces.
    b. Parking areas shall be screened from the public realm using heavy-gauge metal, precast concrete panels, laminated glass, green walls, or other means subject to review and approval by the Development Plan Review Board.
5. ***Underground Parking.*** Subterranean parking is encouraged. No setbacks are required other than those required to comply with building codes.

Example of a well-screened parking structure designed to blend in with accompanying development

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 5: DESIGN STANDARDS AND GUIDELINES

SAN DIMAS
DOWNTOWN
SPECIFIC PLAN

5.1 INTRODUCTION

To make downtown San Dimas a memorable, accessible, and economically vibrant downtown with a distinct sense of place, a well-designed and cohesive public realm will be essential. The character and design of buildings, public spaces, and streetscape elements set forth in this chapter will help create a unique destination and place that residents and visitors will enjoy.

The siting and orientation of buildings, along with exterior architectural features, are critical in defining the character of the downtown district. This chapter's design standards and guidelines provide a framework for public improvements, site design, and building architecture in the downtown area. Upholding these critical design components will help leverage the area's existing strengths and pedestrian scale to create a more unified and welcoming downtown.

Additionally, improved streetscapes will invite more activity and complement adjacent land uses to create a pedestrian-oriented downtown. Streetscape improvements will be implemented over time and may be carried out by various developers as well as the City of San Dimas. Ultimately, these improvements will help enhance local business vitality, promote economic development, foster entrepreneurship and creativity, and bolster a sense of character and place within downtown San Dimas.

5.2 PURPOSE

The purpose of this Chapter is to provide greater clarity and certainty about project design standards, site planning, and architectural design expectations for project applicants and the community. The design standards and guidelines apply for all new residential and non-residential development, including upgrades to existing structures. The goal is to expedite the review process by clearly stating the City's desires for high quality projects that contribute to creating a more cohesive, memorable, accessible, and attractive downtown district for San Dimas.

A development project is to comply with the standards and intent of the guidelines. In the event of a conflict between the standards in the Zoning Code and the Downtown Specific Plan standards and guidelines, these standards and guidelines shall apply.

5.3 STANDARDS VS. GUIDELINES

"Design standards" are mandatory requirements that must be satisfied in project design. For multifamily developments, objective design standards are qualitative or quantifiable rules or measures that must be satisfied unless an applicant requests discretionary design review, wherein additional justification demonstrates that the intent of the design rule is met by alternative means.

"Design Guidelines" are not mandatory requirements, but rather express objectives with respect to specific development features or conditions and explain why a particular guideline or criterion is an appropriate way to achieve the objective.

5.4 APPLICANTS

Applicants should meet with City staff early in the design process for assistance with the interpretation of the Design Standards and Guidelines, and their application to a specific site or project.

For qualifying multi-family projects under SB 35, all of the objective design standards must be met for a streamlined review process. More information regarding this ministerial review process for multi-family residential can be found in Chapter 8, Implementation, Subsection 3, Administration.

5.5 DESIGN STANDARDS AND GUIDELINES: SITE PLANNING

5.5.1 BUILDING PLACEMENT AND ORIENTATION

The site design process involves how buildings are placed on a site, where access will occur, and how structures and spaces are located in relation to each other and to adjacent off-site uses. The following standards and guidelines shall be integrated in the site design of all new projects.

A. Standards

1. Buildings shall be oriented towards streets and public open spaces and away from parking areas, to stimulate pedestrian activity and create an active public realm.
2. On corner lots, a building shall be required at the street corner of the lot to activate the secondary frontage and avoid blank walls.
3. If a lot has two street corners, both street corners of the lot shall be occupied by a building, public plaza, or publicly accessible plaza.
4. Street-facing facades shall be built parallel to the street right-of-way, unless special circumstances permit otherwise.

B. Guidelines

1. Primary entrances of non-residential uses should be visible and accessible from the public right-of-way or public open spaces. Corner commercial uses should have a corner entrance or an entrance oriented toward each street.
2. In the Town Center sub-area, new construction should join or abut adjacent buildings where possible. In addition, new buildings set back from the street should be discouraged.
3. Where permitted, ground-floor residential dwelling units should be oriented toward the street and include identifiable entries.
4. The lobbies, recreation, or community rooms associated with stand-alone multi-family residences and mixed-use buildings, when located at the ground level, should be designed to activate and create a strong visual connection with the street or outdoor public space.

5.5.2 PEDESTRIAN CIRCULATION AND ACCESS

Areas between buildings and open spaces should be linked to and connected by safe, convenient, and accessible pedestrian pathways. Development projects should be designed to encourage walking, biking, and other forms of non-motorized active transportation for access and internal circulation.

A. Standards

1. Private pedestrian walkways and bicycle facilities shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
2. Walkways within a development shall be a minimum of five feet wide and paved with concrete or with another type of paving material.

B. Guidelines

1. Pedestrian amenities, such as special paving materials, landscaping, pedestrian-scaled lighting, water fountains, shade features, trash and recycling receptacles, and street furniture should be provided along sidewalks and bike and pedestrian paths.
2. Bicycle and pedestrian circulation facilities should provide connections to surrounding uses and to existing/planned pedestrian and bicycle networks. Access to these networks on and at the edges of the site should be prioritized in site design.
3. Sidewalks or pedestrians' walkways should be included within surface parking lots to provide safe pedestrian travel from parking spaces to uses served by the parking.

5.5.3 VEHICULAR ACCESS

The siting and design of vehicular access points and areas for parking are important to consider in the design of new development projects. The standards and guidelines below provide guidance on how to minimize conflicts between vehicles and pedestrians in the specific plan area.

A. Standards

1. See Chapter 4.3.4B for standards for vehicular access.
2. All parking areas shall be internally connected when possible and shall use shared driveways within the development.

B. Guidelines

1. To slow traffic and enhance the overall site design, site entry and edge design features should be incorporated, such as colored or textured paving treatments, landscaping, and signage.
2. The number and distribution of driveways/curb-cuts should be limited. Buildings located on the same block should use common or shared driveways/curb-cuts where feasible. Where a driveway crosses a sidewalk or bicycle path, the sidewalk or bicycle path should be clearly demarcated across the entire width of the driveway.

5.5.4 NEIGHBORHOOD COMPATIBILITY AND TRANSITIONS

New development should relate to the existing scale and character of existing surrounding buildings and single-family neighborhoods. This includes reducing the massing of new structures as well as incorporating specific design treatments to help reduce the intensity of new buildings.

A. Standards

1. Residential developments located across the street from single-family neighborhoods shall orient the following features toward the street: individual entries, patio areas, and landscape or planted areas.
2. Multi-family units abutting single-family neighborhoods shall include individual front doors and interior stairs (when stairs are needed) for all ground units fronting the street.

B. Guidelines

1. Create contextual fit with surrounding uses and buildings, through scale and massing, transition in height, and building materials.
2. Create a contextual fit with articulated building form including strong massing and horizontal division (base, middle, top)
3. All buildings constructed in the Gateway Village East district shall be designed to maximize the privacy of any adjacent homes, backyards, and residential neighborhoods.

5.6 DESIGN STANDARDS AND GUIDELINES: BUILDING DESIGN

5.6.1 BUILDING MASSING, FORM, AND SCALE

A. Standards

1. See Building Modulation standards in Chapter 4.3.1.
2. A minimum of two architectural features shall be incorporated into each building as appropriate to the architectural style of the building, including: dormers, bay windows, enhanced individualized entries, and accent materials.
3. Attached housing, such as townhouses, shall look like separate units by the use of clearly identified entries, style and design details, and/or differing roof forms.
4. Architectural elements such as bay windows, cantilevered rooms, and awnings shall project from the façade plane. Cantilevered rooms shall not project more than 48 inches from the main façade.

B. Guidelines

1. New development should respect the scale and character of existing neighborhoods by providing appropriate height, mass, and setbacks and by limiting the general scale of development near existing single-family residences.
2. Individual buildings on the same lot or part of the same development should be modulated to ensure development is consistent with the existing character and scale of San Dimas.
3. In the Town Center sub-area, shopfront widths should be between 20 feet and 50 feet wide.

4. Large development projects should be designed to appear as a collection of appropriately-scaled buildings, and should integrate public open space, including plazas, paseos, etc.
5. Buildings should be designed to include vertical and horizontal articulation to reduce the perception of large-scale, monotonous development.
6. Attention to detail and architectural quality should be used at the ground floor facade of buildings, which should be designed to activate the streetscape and provide an engaging and interesting pedestrian experience.

5.6.2 BUILDING ARTICULATION

Appropriate building facade design will ensure the appropriate scale and character of buildings in the Downtown Specific Plan area. Finely detailed and articulated building facades create a rich character and human scale.

A. Standards

1. The maximum extent of a blank facade without any vertical or horizontal architectural design feature or articulation shall not exceed 30 feet in length.
2. Buildings shall incorporate architectural elements and details on all walls, such as notches, grouping windows, providing for loggias and dormers, adding canopies, wing walls, trellis features, arcades, and colonnades, and varying cornices and rooflines.
3. Storefront configurations and details providing a sense of human scale, variety, and interest within the overall context of buildings' bays and groupings of bays are required. Such details include but are not limited to recessed entries at storefronts, recessed storefronts, display windows, projecting bays, integral awning, utilization of true dividing mullions, transoms over entries, and integral signs and sign boards.
4. Materials, colors, and textures shall be varied to enhance key components of a building's façade (i.e., window trims, entries, projecting elements, etc.).
5. The massing of large-scale buildings shall be broken up with variations in building mass, articulation features, architectural details, and changes in materials and colors.
6. The building design shall articulate the facade to express the building's floor levels as a base for the ground floor, a body for the upper floors, and a cap at the top of the façade.
    a. Base. Differentiate the ground floor with substantial horizontal articulation of the facade at the top of the first story (cornice, belt course, or other architectural element that is appropriate to the building style), different wall materials from upper floors, and/or larger window openings such as storefronts.

b. Body. Differentiate upper floors from ground floors with different wall materials and colors and different window sizes and orientations.

c. Cap. Provide articulation at the parapet (for buildings with flat roofs) or below the eve (for buildings with sloped roofs) that marks the top of the building with a cornice, color change, or material change.

B. Guidelines

1. In the Town Core sub-area, new construction with blank facades to the street or rear parking areas should be discouraged.
2. Activate upper-story stepback areas with balconies, roof decks, and roof gardens.
3. Non-residential uses should use building setbacks and arcaded spaces as an extension of the sidewalk to provide adequate space for pedestrian movement and activity. This space can be used for outdoor seating, street furniture, landscaping, public art, and outdoor dining that can enliven the streetscape.
4. Murals, espaliers/trellises and/or vines should be placed on large wall expanses.
5. Empty and/or vacant storefronts shall have decorative murals or coverings of the storefront windows until the unit or space is leased.

5.6.3 MATERIALS AND FINISHES

High-quality finish materials promote the longevity of a building and add to its character, particularly on the ground floor, where people are most likely to interact with the building and can easily see and touch the materials. Buildings are highly encouraged to use durable, sustainable, low maintenance, high quality materials to develop long-lasting buildings that can be adaptively reused over time and are appropriate to the architectural character of San Dimas and the region.

A. Standards

1. Building materials shall be applied consistently to all facades.
2. Finish materials shall terminate at changes in the wall plane and not on the same plane.

3. Buildings shall have a color palette that consists of at least two (2) body colors and two (2) accent colors (not including roof color). Projects with two (2) or more residential buildings shall include a minimum of two (2) color palettes and shall not use a single palette on more than 70 percent of the residential structures.
4. Large areas of bold and bright colors are prohibited. Bold and bright colors shall be limited to trim and accents, and balanced with soft/ muted colors.
5. Buildings shall incorporate a minimum of two (2) building wall materials on the body of each building elevation. Trim does not count as the second material. No more than three (3) materials shall be used.
6. The primary wall finish material shall consist of stucco, stone and brick masonry, vertical standing seam siding, fiber-cement composite cladding and siding, or wood. Horizonal siding shall be individual siding planks.
7. The following materials are prohibited: T1-11, vinyl or horizontal metal siding, exposed concrete masonry block, textured or patterned wood/stone/brick panels, and glossy and/or reflective colors and materials.
8. Heavier materials (such as masonry) shall be applied on lower levels to support lighter materials (such as stucco or fiber-cement composite cladding).
9. Masonry and stone detail veneer shall be applied in a manner that expresses the structural integrity of real masonry, especially at corners, windows, and doors. Stone material shall not be painted; brick may be painted.
10. Changes in materials and colors shall occur along horizontal lines, vertical lines (such as columns, pillars, etc.), or at internal building corners only. Material changes at outside corners are prohibited.
11. When the span to an inside corner is 25 feet or more, the change in material and colors shall wrap around the corner of the building and extend a minimum of six (6) feet beyond the corner, or terminate at the nearest window or door.

B. Guidelines

1. Materials and finishes should be used consistently and should be appropriate to the architectural style of the building.
2. Materials and finishes for new buildings in the Town Core and Transit Village designations should be consistent and contextual with other buildings in the district.
3. High-quality, long-lasting materials should be used for exterior window sills and trims and should be consistent with the overall architectural style of the building.
4. Exposed wood should be finished in a manner that minimizes maintenance and promotes the material's longevity.
5. Roof materials should complement the materials and colors of the facades and provide texture or relief.
6. Rain gutters and downspouts should be integrated into the facade. At a minimum, their color should blend with adjacent surfaces.

5.6.4 ROOFLINES

The roof forms of new development should be integrated with the overall design and architectural style of the building. New commercial and mixed-use development should try to emulate existing roof shapes and forms as much as possible to maintain the character of an existing district. However, variation in roof shapes can be desirable if compatible with existing buildings on the block.

A. Standards

1. Variation of roof forms shall be used on buildings of over 50 feet in length along the street frontage and accomplished through the use of differences in roof height and/or form. This may include a change in wall or roof height of a minimum of four feet; a change in roof pitch or form; or the inclusion of dormers, parapets, and/or varying cornices.
2. Rooflines shall be designed with changes in ridgeline direction and configuration to ensure variation in rooflines between structures.

B. Guidelines

1. A roof parapet or separate roof screen wall should be architecturally integrated to building design for screening of roof equipment and projections.
2. Varied roof form should be used as appropriate to the architectural style, such as the following: hipped roofs, gabled roofs, varying pitches, and roof dormers.

5.6.5 ENTRIES, DOORS, AND WINDOWS

Entryways are an important design feature in buildings as they guide guests to the interior and provide opportunities for architectural definition. Similarly, the use and location of windows and secondary entrances are a key component of building design.

A. Standards

1. A minimum of one primary entrance shall be located on the primary frontage of each building and open onto a sidewalk or public space.
2. Entrances shall be recessed a minimum of 30 inches from the ground floor building façade.
3. Primary entrances shall be distinguished by architectural features (change in roof form), overhead projections (such as an awning or canopy), or decorative details.

4. For non-residential uses, primary entrances shall be located at sidewalk elevation.
5. For residential uses, the entrance/first habitable floor shall be located between 6 feet above and 2 feet below the sidewalk elevation.
6. Windows and doors shall either be trimmed or recessed. When trimmed, the trim material shall not be less than 4 inches in width by ¾ inches in depth when protruding from the wall. Foam trim molding is prohibited on the ground floor. When recessed, the window shall be recessed a minimum of two (2) inches from the building façade and the finish material shall cover the recessed edge faces and wrap toward the interior face of the window.
7. Clear glass shall be used for storefront windows in the Town Core area.

B. Guidelines

1. Rear entrances to commercial properties from parking areas should be provided instead of developed. The proportions and style of windows and doors should be consistent with the overall appearance of the façade.
2. Encourage windows and doors to include accent elements such as shutters, moldings, and divided lights.
3. Create a sense of entry at a pedestrian scale through well-designed nonresidential storefronts including windows, doors, wall composition, colors, and materials.

5.6.6 LIGHTING

Lighting on buildings and sites can have a dramatic effect on the quality and appearance of commercial and downtown districts. The color, intensity, and types of lighting used in streets, on buildings, and in landscape areas contributes to the character of an area. Adequate and carefully placed lighting can improve the safety and security of a site, adjacent streets, and surrounding properties. Visibility at intersections and pedestrian crossings can also be enhanced with appropriate lighting.

A. Standards

1. On any street frontages within the Town Core, and on all Bonita Avenue street frontages within the specific plan area, pedestrian-scale lighting, such as sconces and goose-neck fixtures, shall be located on the building frontage a minimum of every 30 feet.
2. Fixtures shall be placed between 8 and 15 feet above sidewalk elevation, and shall not project more than 30 inches from the façade.
3. Lighting shall be static. Flashing, pulsating, or other dynamic lighting is not permitted.
4. Lighting is required in all surface parking lots, parking structures, outdoor seating and dining areas, outdoor walkways, outdoor trash/recycling storage area, and other areas routinely used by pedestrians.
5. All structures, entries, parking areas, refuse enclosures, active outdoor/landscape areas, and pedestrian pathways shall include dusk to dawn lighting for safety and security.
6. Lighting fixtures shall not light directly into adjacent residential properties; a translucent or optical lens diffuser globe or shield is recommended.
7. Lighting shall emit a white light that renders true colors. Sodium vapor, or other lights casting a colored glow, should not be used. This standard does not apply to colored accent lighting for special building elements, signs, or landscape or water features.

B. Guidelines

1. Light fixtures and poles should be designed to be compatible with the building's architectural style.
2. Building entrances should be well-lighted with appropriately scaled light fixtures.
3. Select light fixtures so that the light goes exactly where it is intended. Special care should be taken to include louvers, glare shields, or barn doors to the front of floodlight fixtures to prevent light pollution.
4. Mount lighting fixtures in strategic locations to facilitate maintenance.
5. Incorporate lighting into architectural features such as doors, window openings, detail cornices, columns, and arcades to create texture and form unique to the building.
6. Encourage color and finish of lighting metalwork, when used, to harmonize with building metalwork, if applicable.
7. Enhance the front building facades during twilight and night-time hours with architectural lighting.

5.6.7 SIGNAGE

Building signage is an integral part of the architectural design of every building or development. Too much or too large signage can be counterproductive, detracting from the architectural statement of a building, and creating visual clutter and confusion.

A. Standards

1. Signs are for business identification only. The name of the business including any registered trademark is allowed. Extraneous information such as phone numbers, hours of operation, and lists of products or services are prohibited.
2. Signs shall be wall-mounted or suspended from awnings above the sidewalk. Building-mounted signs shall be located on wall areas or architectural features specifically designed for signs, such as recessed wall areas, towers, turrets, or parapets.
3. Signs painted directly onto building walls are prohibited, unless historically accurate for the particular historic structure.
4. Facade signs are required to be individually lettered.

5. A Sign Program shall be required for multi-tenant, non-residential buildings and multi-buildings for multiple-family residential or mixed-use complexes.
8. Wall Signs. A wall sign shall not exceed 15% of the area of the first floor façade, not to exceed 200 square feet.
9. Blade Signs. Blade signs shall be constructed of a uniform finished with high quality materials to insure longevity. Business name or logo to be flat or dimensional. The lowest point of a blade sign shall be a minimum of 8’ above grade.
10. Awning Signs. For angled metal awning, sign panel must be installed vertically below the awning. For horizontal metal awning, sign panel may be mounted on top, below or to the face of the horizontal metal awning.
11. Monument Signs. Monument signs shall be permitted on a site provided that has a minimum street frontage of 75 feet in length. All monument signs shall be architecturally compatible with the building(s) on the site on which the sign is to be located.

B. Guidelines

1. Encourage signs that reflect a well-crafted, high-quality, detailed design approach.
2. Signs should reflect the uses they represent in creative and fun, as well as functional, ways.
3. Sign shapes, type styles, and color combinations should complement building styles and reflect the business they represent.

5.6.8 SHADE STRUCTURES

Shade structures (such as canopies, awnings, and overhead projections) help provide shade and shelter for pedestrians while also adding visual interest to buildings. They encourage a pedestrian scale at the street level and make it more comfortable to walk. While awnings may not be appropriate along every façade, awnings and other coverings should be encouraged as building façade enhancements wherever appropriate.

A. Standards

1. Awnings are allowed on the first and second stories; above the second story, a structured trellis shall be used. However, structured trellis can be used in lieu of awnings on the first and second stories.
2. Awnings shall be placed relative to major architectural elements of the façade. Awnings shall not be placed in a manner in which they cover transom windows or architectural elements such as belt courses, decorative trim, or other notable architectural facade elements.
3. Awnings shall be prohibited from covering building piers.
4. Awnings shall be constructed of durable materials such as canvas or metal.
5. Awnings and other projections into public right-of-way shall require an encroachment permit.

B. Guidelines

1. Awnings, overhangs, and arcades should be provided in pedestrian areas to provide overhead protection and highlight building entrances.
2. Awnings should be designed to be decorative, complementary to the overall facade design, and effective for weather and sun protection.

5.7 DESIGN STANDARDS AND GUIDELINES: LANDSCAPE DESIGN

5.7.1 LANDSCAPE DESIGN

Landscaping, trees, and plantings in the specific plan area will help soften the impact of the built environment and create visual interest. In addition, street trees will provide shade and invite pedestrian activity.

A. Standards

1. All required yards, spaces between buildings, and open space shall be landscaped pursuant to an approved landscape plan in compliance with Section 18.14 Water-Efficient Landscapes of the City of San Dimas Municipal Code.
2. No artificial trees, shrubs, or plants shall be used as landscape within front yards, parkways, or within on-site common open space areas. Artificial turf may be used subject to compliance with Chapter 18.14 of the San Dimas Municipal Code.

3. Landscaped Buffer. The following shall be provided along the edges of all interior side yard and/or rear yard lot lines that abut a single-family residential zoned lot or single-family use:
   a. A decorative masonry wall per the fencing/wall requirements of these standards.
   b. A ten-foot minimum wide landscaped buffer.
   c. A row of evergreen trees to screen views to and from the adjacent lots.
   d. The requirement for the decorative wall may be waived by the Director of Community Development if a decorative wall exists on adjacent lot(s).
4. Landscape areas shall be regularly maintained to keep sites aesthetically pleasing, and to remove unsightly dead or dying plants.

B. Guidelines

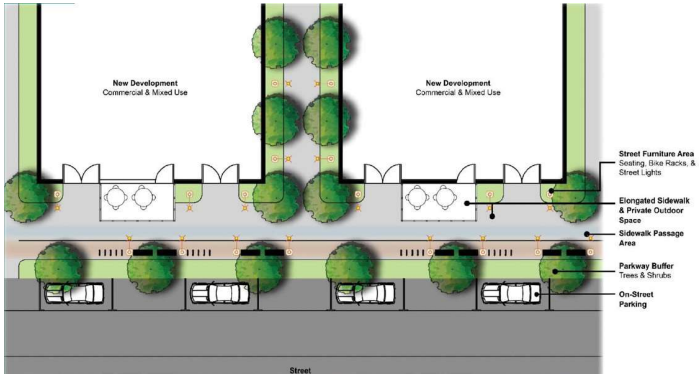
1. Landscaping should be used to enhance the public and private realm, shade walkways, gathering areas, and parking areas, and screen utilities or mechanical equipment.
2. Native, drought-tolerant, or plant species well-adapted to the climate of San Dimas should be used to reduce water usage and maintenance.
3. Permeable paving materials are encouraged to be used to reduce the impervious surface area of the site and minimize stormwater runoff.
4. Paving materials used in yards, setbacks, common open space areas, walkways, and patios should include cast-in-place concrete, stamped concrete, concrete unit pavers, stone, brick, tile, aggregate recycled paving materials.

5.7.2 STREETSCAPE DESIGN

Streetscapes are the collective appearance of all buildings, pedestrian walkways, and landscaping along a street. A streetscape is the visual identity of a neighborhood or district.

A. Guidelines

1. The streetscape should be designed to enhance the pedestrian experience and encourage walking as a form of transportation and leisure.
2. Street furniture should serve a variety of purposes and uses, be a consistent design character, and be located in areas that do not conflict with pedestrian and bicyclist movement.
3. Pedestrian and bicycle-oriented lighting should be provided to facilitate safe and comfortable walking and bicycling in the DTSP area in the early morning, evening, and nighttime.
4. Sidewalks should include a clear zone allowing for the safe and uninterrupted passage of pedestrians between a building façade and curb.
5. A variety of special colored, textured, and/or permeable paving or surface treatments should be used to delineate areas for pedestrians, bicyclists, and other non-motorists within the streetscape, including the use of raised or textured crosswalks.
6. The use of green infrastructure, including pervious materials, bioswales, planting strips, and other sustainable landscape features are strongly encouraged.



5.7.3 PUBLIC OPEN SPACE

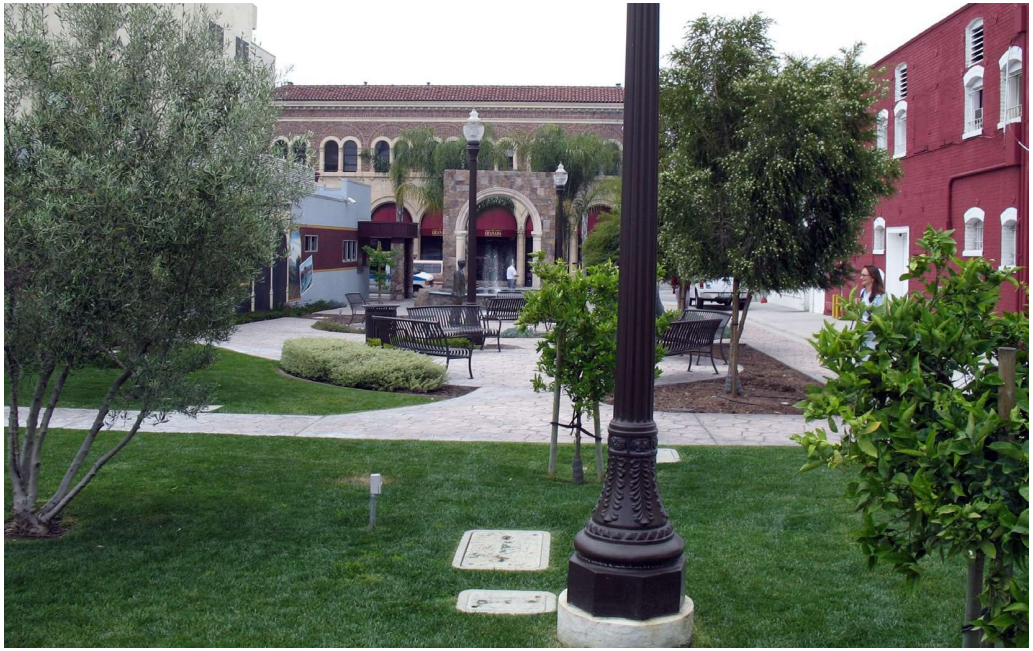
Public open space encompasses the variety of spaces within the urban environment that are readily and freely accessible to the wider community for recreation and enjoyment.

A. Standards

See development standards for public open space in Chapter 4.

B. Guidelines

1. Public open space should be designed and programmed to be inviting and serve a variety of needs and interests, including the incorporation of areas for physical activity and recreation, relaxation, and socialization.
2. Public open spaces should be designed for both day and evening use.
3. Lighting fixtures and systems should be integral in the design of open spaces.



5.7.4 WALLS, FENCES, AND HEDGES

The design and careful treatment of walls, fences, and hedges can create a pleasant and unified appearance of properties and streetscapes in Downtown San Dimas.

A. Standards

1. Walls and fences shall be constructed of durable materials and designed to complement the surrounding architecture.
2. Both sides of all perimeter walls and fences shall be architecturally treated.
3. Perimeter and property line walls shall consist of decorative split-face block, concrete masonry unit (cmu) with a stucco finish, brick, or stone. Interior walls, fences and gates shall consist of the above-mentioned materials or wrought iron, wood, plastic/ wood composites, or brick and stone materials. Walls shall be finished with a pre-cast concrete, stone, or brick trim cap.
4. Retaining walls within the primary or side street setback area shall be constructed of cast in place concrete, concrete masonry unit (cmu) with a stucco finish, brick, or stone and shall be compatible with the design of the buildings on the site.
5. Chain link fences, barbed wire, razor wire, electric wire, and similar wire types are prohibited.

5.7.5 MECHANICAL EQUIPMENT AND SERVICE AREAS

Poorly located accessory and service elements can detract from the visual appeal of a property and a streetscape, increase visual clutter, and create hazards for pedestrians and autos. With proper design, these elements can be integrated and blended into a site and to not be obtrusive.

A. Standards

1. Mechanical equipment shall be located on the roof and fully screened by a parapet wall or within the building whenever feasible and shall be fully screened. For buildings with flat roofs without a parapet, or with pitched roofs, mechanical equipment shall only be permitted when located within an equipment well.
2. When equipment must be located on the ground, it shall be located within the rear yard or interior side yard to the maximum extent feasible. Equipment shall not be located within a unit's private open space area.
3. Air intake and exhaust systems, or other mechanical equipment that generates noise, smoke, or odors, shall not be located on or within 10 feet of the primary street property line, public open space, or any on-site common open spaces.
4. All roof mounted equipment, including air-conditioning units and garage door motors, shall be screened from view from adjacent streets, alleys, open spaces, and neighboring properties with parapets, sloped roofs, or architectural screening that is visually integrated into the building design in terms of color, material, and form.

5. Equipment located on the ground – including air conditioning units, electrical switch gear and panels, compressors, and similar equipment – shall be screened from view from adjacent streets, alleys, open spaces, and neighboring properties with equipment enclosures designed to be consistent with the architectural design of the building.
6. All wall-mounted utility elements shall be located to ensure they are concealed from public view. All flashing, sheet metal vents, exhaust fans/ventilators, meter boxes, and similar equipment shall be painted to match the building wall material and/or color.
7. Trash, recycling, organic waste, and green waste bins and dumpsters shall be housed in a covered refuse enclosure with a gate that screens the trash receptacles. Sizing of the enclosures shall conform to solid waste provider requirements.
8. Trash enclosures shall be constructed of the same primary wall material and color as the most adjacent building within the development.
9. Trash enclosures shall have both a vehicular access gate with a concrete apron, and a pedestrian entrance. Gates shall be opaque. Access shall conform to solid waste provider requirements.

B. Guidelines

1. Trash enclosures shall include interior dusk to dawn lighting for safety and security.
2. Loading and service access areas, utilities, and trash and recycling receptacles should be located on the rear portion of a parcel or development, screened from the public right-of-way, open space, and adjacent properties. Loading and service areas should not be a hazard to or conflict with the movement of automobiles, pedestrians, or bicycles.

5.8 DESIGN STANDARDS AND GUIDELINES: SUSTAINABLE DESIGN

5.8.1 SUSTAINABLE BUILDING DESIGN FEATURES

Sustainable practices in building design, construction practices, and maintenance will help to minimize the impact of new development on surrounding infrastructure, facilities, and the natural environment.

A. Guidelines.

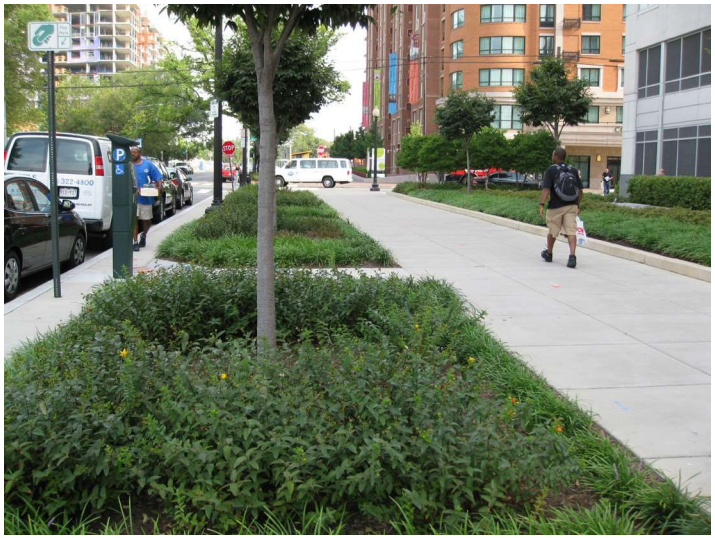
1. Upper stories of buildings should be designed to allow solar access, light, and air to circulate to adjacent structures, open spaces, and adjoining land uses, including windows situated to take advantage of natural light and be operable to allow residents to enjoy natural ventilation.
2. Buildings and development projects should be designed and constructed using sustainable, energy efficient materials and should incorporate strategies for the conservation of water, energy, and other natural resources.
3. White or green roofs, non-reflective coatings, low-emissivity glass, and external shade devices should be used to control heat and glare, while the use of pavement, asphalt, and other heat producing surfaces should be minimized to reduce the heat island effect.
4. Promote the use of natural light through use of large window expanses, clerestories, skylights, etc. to enhance working spaces and reduce lighting

5.8.2 GREEN INFRASTRUCTURE

Green infrastructure is a powerful tool in the revitalization of public spaces and streetscapes and in the design of new projects. Sustainable stormwater management provides benefits including city beautification, improved human health and wellness, increased use and occupancy, higher property values, reduced pollution runoff, better water quality and biodiversity, and overall resiliency.

A. Guidelines

1. Retain and filter runoff using practices such as permeable surfaces, bioretention areas, tree filters, and underground infiltration.
2. Implement permeable pavements on-site to reduce impervious surfaces and manage runoff from adjacent impervious areas.
3. Maximize water infiltration by using natural and/or permeable materials where feasible.
4. Create areas for local water storage and treatment in strategic locations through the use of bio-swales and raingardens.
5. Development should utilize good civil and site design principles which respect and utilize the natural topography of the site to minimize the impact of stormwater runoff.
6. Bioretention and filtration strategies should be sensitive to the site context.
7. Improve the visual interest of green infrastructure design by selecting plants with different colors and blooms through all seasons and using diverse landscape forms such as boulders and channels.
8. Ensure that plants are consistent with desired vegetation management practices and the surrounding climate/microclimate.
9. Improve the pedestrian experience by implementing green infrastructure practices within streetscapes.



5.9 DESIGN STANDARDS AND GUIDELINES: STREET ACTIVATION

5.9.1 BUILDING/STRUCTURE ENHANCEMENTS AND KEY INTERSECTIONS

Several key intersections present opportunities to create a strong and positive visual impact for the community. In addition to the other standards and guidelines outlined in this Chapter, the following design standards and guidelines apply to new construction and additions, as well as alterations to existing structures, located at key intersections. These intersections are:

- Bonita Avenue at San Dimas Avenue
- Bonita Avenue at Walnut Avenue
- Bonita Avenue at Eucla Avenue
- Bonita Avenue and Cataract Avenue
- Bonita Avenue at Arrow Highway
- San Dimas Avenue at Arrow Highway

A. Standards

1. New surface parking lots shall be prohibited on corner sites of key intersections in the City listed above.
2. Pedestrian amenities, such as a shaded plaza areas, generous walkways, and clear and open pedestrian linkages, shall be required to be incorporated into projects to help create a sense of place.
3. Design and construct functional plazas with a minimum area of 600 square feet with the minimum length of smallest dimension of the plaza being no less than 25 feet.

B. Guidelines

1. Encourage landmark qualities by installing public monumentation, themes, public signs, and art.
2. Promote special architectural elements to be incorporated on buildings, such as articulated display windows and entrances or taller, more prominent roof forms or elements.
3. Program placemaking activities and events and design identifiable elements and amenities that activate the plaza space.

5.9.2 RESIDENTIAL: STAND-ALONE MULTI-FAMILY RESIDENTIAL AND RESIDENTIAL COMPONENTS OF HORIZONTAL MIXED-USE DEVELOPMENT

The transition from public sidewalk to private space is especially important when residential uses are located at the ground floor. These design standards and guidelines apply to buildings where ground-floor residential uses are permitted both in cases of new construction as well as additions or alterations to existing structures.

A. Standards

1. Transitional spaces in the form of stoops, overhangs, or porches shall be provided between public areas and entrances to new multi-family residential buildings.
2. Decorative lighting shall be provided at entries.

B. Guidelines

1. Architectural elements should be consistent with the development's architectural style.
2. When exterior staircases are used, the staircases should be architecturally integrated and compatible with the overall building design and massing.
3. Encourage porches with a minimum five feet dimension.
4. Minimize the bulk and massing of a building length by:
    a. Vertical and/or horizontal setbacks and stepbacks.
    b. Changes in roof form and height.

5.9.3 COMMERCIAL: STAND-ALONE COMMERCIAL AND COMMERCIAL COMPONENTS OF MIXED-USE DEVELOPMENTS

In addition to the other standards and guidelines outlined in this Chapter, the following design standards and guidelines apply to new construction, additions, and alterations to ground-floor commercial development. Ground-floor commercial development should be inviting to the pedestrian and draw visitors into the space.

A. Standards

1. Ground floor commercial space shall be designed to orient tenant spaces to the street and to maximize storefronts and entries along sidewalks. Street-level tenant spaces that front a public street shall provide primary entrance/access from the street. Street-level tenant spaces that do not front a public street shall provide primary entrance/access from a pedestrian paseo, courtyard, or plaza.
2. A minimum of least 50 percent of the ground floor façade of commercial and mixed-use buildings fronting the public right-of-way, a pedestrian or bicycle path, or public or semi-public open space shall consist of transparent, non-reflective windows and doors allowing for a connection and interaction between individuals and activities inside and outside of the buildings.

B. Guidelines

1. Provide continuous storefront windows and highly visible articulated entries where commercial uses are located on the ground floor. Pedestrian-oriented features include:
   a. Wider sidewalks
   b. Building entrances and façade articulation
   c. Outdoor cafes
2. Include plazas or other public/private spaces that provide areas for activity.
3. Recommend storefront configurations and details that provide a sense of human scale, variety, and interest within the overall context of the buildings.
4. Encourage ground-floor nonresidential space to wrap the corner onto the intersecting streets.

5.9.4 VERTICAL MIXED-USE DEVELOPMENT

In addition to the other standards and guidelines outlined in this Chapter, the following vertical mixed-use design standards and guidelines apply to new construction, additions, and alterations. Mixed-use development plays a vital role in creating neighborhoods where people can walk between home, work, shopping, and recreation. The primary design issue related to mixed-use projects is the need to successfully balance the requirements of residential uses (such as the need for privacy and security) with the needs of non-residential uses for access, visibility, parking, loading, and the possibility of extended hours of operation. Storefronts should be characterized by continuous building frontages and with awnings over the pedestrian walkway. Mixed-use development should result in the formation of a focal point for retail, office, entertainment, recreation, and community-related activities for the immediate area.

A. Standards

1. Differentiate residential and non-residential vehicular and pedestrian access with paving material, color, landscape buffers, etc.
2. Provide distinctive signs for identification and guidance, appropriate to each use.
3. Focus lighting, including reflected light, so that residential areas receive minimum glare.
4. Add noise-attenuating protection between floors and between units for noise-sensitive uses and to provide privacy for residential areas.
5. Design public spaces to be clearly recognizable as “public” (e.g., a plaza within view of a street or other public space) and publicly accessible. Design private spaces to be clearly recognizable as “private” using gates and signs.
6. Screen private open space areas from public view using landscaping, walls, fences, and changes in elevation.
7. Design or locate public or semi-public spaces to encourage year-round use by providing areas that have awnings, sunshades, and/or landscaping that can provide shelter from the elements.

B. Guidelines

1. Orient uses to facilitate proper transitions to surrounding buildings and adjacent uses.
2. Use landscape features to highlight individual uses.
3. Encourage the overall design palette to include building materials and textures that define each use as part of an overall theme.
4. Design areas to encourage informal meetings and social interaction with other people.
5. Promote visual connections between spaces and uses to be provided within a development, including pedestrian linkages throughout the development and to adjacent land uses.

5.10 HISTORIC PRESERVATION AND ADAPTIVE REUSE

The Specific Plan area, and especially the Town Core district, encompasses the historic downtown center of San Dimas. The pattern and scale of development in the historic core is oriented to pedestrian usage. Buildings are constructed without front or side setbacks, creating a continuous edge along Bonita Avenue. Parking is provided behind buildings in inner block parking areas which are not visible from Bonita Avenue. Many of the buildings on Bonita Avenue are of historic importance to the town. Building heights, proportions, and rhythms are coordinated, and the buildings work in concert to form a heterogeneous and pleasing streetscape. New construction has respected the pattern of development set up by the historic fabric and contributes to the pedestrian qualities of the district.

While the City of San Dimas does not currently have a stand-alone historic preservation ordinance, the City does maintain a historic inventory list and has processes in place under SDMC 18.12 for evaluation of proposed additions to, modifications to, or demolitions of historic structures. Community pride in historic resources and historic preservation has been a clearly expressed community value throughout the public outreach process. Furthermore, historic resources are protected under the California Environmental Quality Act (CEQA).

5.10.1 ADAPTIVE REUSE

Adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of that resource. A historic resource that is altered to support a new use shall:

A. Comply with the permitted and conditionally permitted use standards for the district in which the structure is located, pursuant to Section C (Permitted and Conditionally Permitted Uses) and Table 5-1 (Permitted Land Uses) of this Chapter; and,

B. Comply with the requirements of Section E.1.a (Historic Preservation) above.

5.10.2 STANDARDS FOR ALTERATIONS TO HISTORIC RESOURCES

The following standards shall apply to the alteration and/or adaptive reuse of the structures on the inventory list of the City of San Dimas and as may be added to over time.

A. A historic building should be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

B. The historic character of a property should be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.

C. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.

D. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

E. Deteriorated historic features shall be repaired rather than replaced. Where the severity of the deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and where possible, materials.

F. Replacement of missing features shall be substantiated by documentary and physical evidence.

G. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

H. Archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

5.10.3 GUIDELINES FOR DEVELOPMENT ON SITES WITHIN THE TOWN CORE AREA AND FOR SITES THROUGHOUT THE PLAN AREA WHICH ARE ADJACENT TO SITES LISTED ON CITY'S HISTORIC INVENTORY LIST.

A. Development Within Town Core. New development which is located within the Town Core should be particularly sensitive to the existing, established, historic building form and block patterns. The pattern and scale of development in the historic core should be oriented to pedestrian usage. Buildings should be constructed without front or side setbacks, with the exception of pedestrian walkways to interior courtyards or rear parking areas, and create a continuous edge along Bonita Avenue. Parking should be provided behind buildings in inner block parking areas which are not visible from Bonita Avenue.

B. New Development Which Is Located Adjacent to Buildings on the City's Historic Inventory List. Throughout the entire plan area, new development which is located adjacent to sites on the City's historic inventory list should be especially sensitive to surrounding historic resources, and should utilize appropriate transitions, massing, and scale to avoid overwhelming and dominating historic buildings.

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 6: MOBILITY

SAN DIMAS
DOWNTOWN SPECIFIC PLAN

6.1 INTRODUCTION

This chapter describes the circulation improvements needed to support multimodal mobility within the Specific Plan Area.

The development of the new San Dimas Metro A Line (formerly Gold Line) station, along with other current planning efforts focused on complete streets, provides an opportunity to reduce traffic congestion and greenhouse gases, decrease automobile dependency, encourage transit-oriented development (TOD), and improve multimodal connectivity and first-last mile strategies in Downtown San Dimas and the surrounding region.

With the A Line station under construction, the Specific Plan area is set to provide access to the larger light rail network in Los Angeles County, along with existing local bus service. While the core of Downtown San Dimas is a relatively walkable area, the auto-centric design of the surrounding network, including its location just east of State Route 57, creates a challenge in meeting the needs of both motorized and non-motorized modes of transportation, while supporting connections to the new A Line station.

This chapter examines the existing conditions of the Specific Plan area in terms of the overall street network, transit circulation, pedestrian and bicycle circulation, and parking. It also proposes strategies and recommendations to enhance multimodal design for all users.

Key Concepts:

Multimodal Mobility Multimodal mobility is a circulation and transportation approach which encompasses multiple modes of movement. The approach seeks not to prioritize private cars, but to consider multiple transportation options including private vehicles, ride and car sharing, public transit including both rail and buses, bicycling, and walking. Oftentimes, multiple modes of transportation may be used for one trip; for example, driving one's personal vehicle to a transit station parking lot, then taking a bus or train to another location or city in which one is employed, and then walking a quarter of a mile to one's place of employment.

Complete Streets In support of promoting multimodal mobility, current planning efforts are already geared towards providing "complete streets," which are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights-of-way with all users in mind to make the transportation network safer and more efficient.

Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines. Complete Streets approaches vary based on community context. They may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops, crossing opportunities, median islands, accessible pedestrian signals, curb extensions, modified vehicle travel lanes, streetscape, and landscape treatments.

First/Last Mile The "first/last mile connection" refers to the trips public transit users take for their first and last mile before or after engaging with public transit- how people get to and from a bus stop, rail station, etc. The regional transportation authority- Los Angeles County Metropolitan Transportation Authority (Metro)- which will be responsible for the new A Line station has been and is currently making a focused effort to improve access around transit stations and stops specifically for riders who walk, bike, or roll (using scooters, skateboards, etc.) to and from their nearest station or bus stop.

6.2 MOBILITY STRATEGIES

The following mobility recommendations provide direction for future decision-making and development activities in the Specific Plan area. The strategies were developed from input received from community members, stakeholders, and City staff through community meetings, online engagement, and Community/Technical Advisory Committee meetings. The strategies are intended to be consistent with existing local and regional plans and initiatives.

Strategy 1: Design a network of complete streets that facilitates safe, comfortable, and accessible connections between destinations for all modes of transportation while maintaining the small-town character of Downtown.

1A. Implement complete streets designs that promote a multimodal network of streets and prioritize safety.

1B. Implement traffic calming treatments near entrances to the Specific Plan Area and within the Town Core.

1C. Enhance crosswalk visibility and introduce safety treatments such as leading pedestrian intervals to provide individuals a head-start when crossing intersections.

1D. Design streetscapes that are attractive, inviting, and comfortable by incorporating sufficient lighting, shade from street trees, landscaping, street furniture, and other amenities.

Strategy 2: Improve connectivity to transit through the provision of high-quality bicycle and pedestrian infrastructure, streetscape improvements for all modes, wayfinding signage, and other first/last mile enhancements.

2A. Provide clear pathways to transit through streetscape improvements that improve visibility and access to the A Line Station.

2B. Implement infrastructure improvements that support walking/biking as first/last mile solutions.

2C. Incorporate improvements that support transit operations and facilitate pedestrian circulation.

2D. Implement corridor and intersection enhancements that prioritize safety for multiple modes.

2E. Provide human-scale wayfinding and placemaking signage to enhance direction and sense of place for all modes.

2F. Create safe, comfortable, and accessible transit waiting areas through the provision of amenities, such as shelter, benches, shade structures, and lighting, that are designed to ensure availability for transit riders.

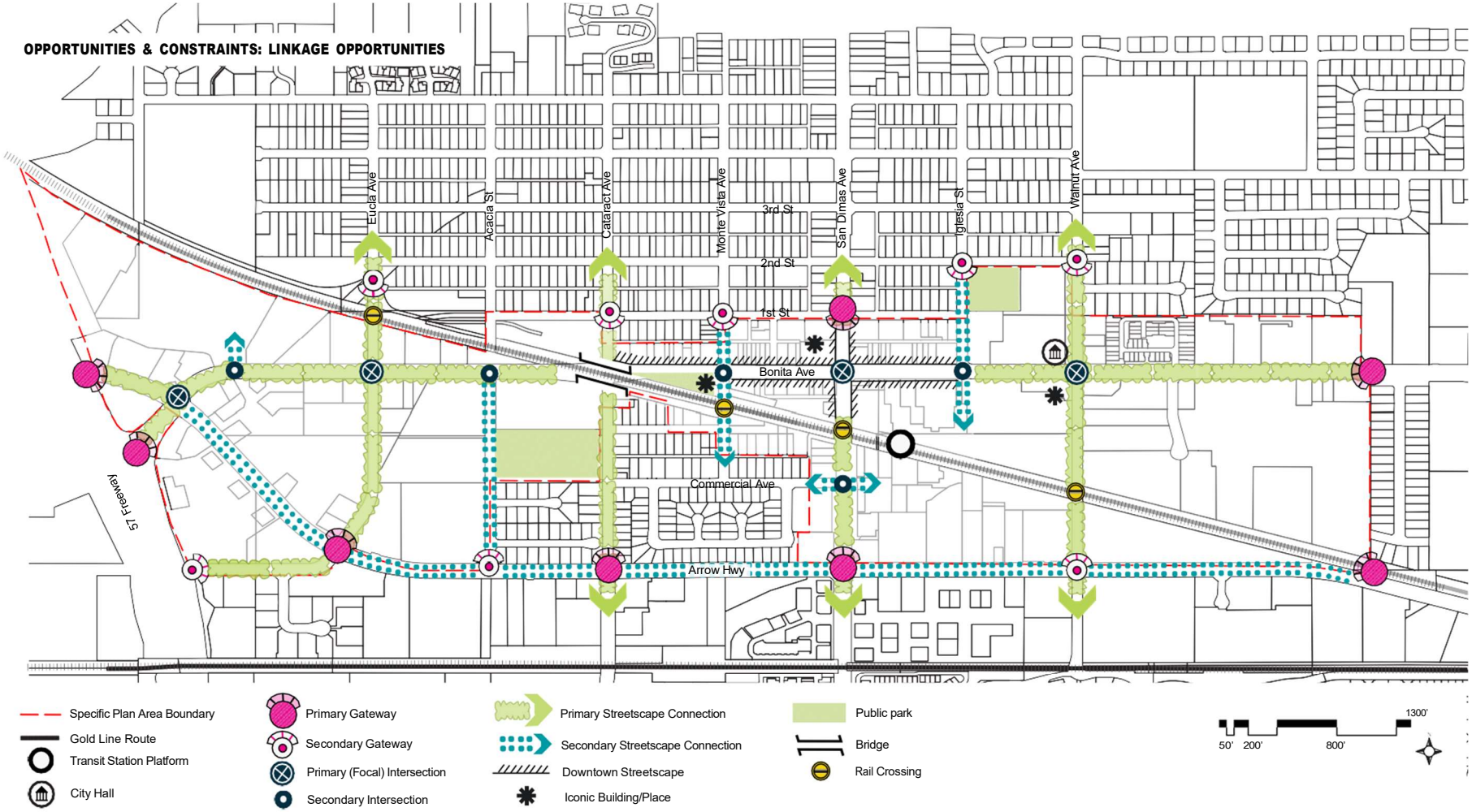
Strategy 3: Design bicycle and pedestrian networks that are connected and prioritize the safety of all users.

3A. Close gaps in bikeway or pedestrian networks, especially to regional pathways and in accordance with local and regional plans.

3B. Design streetscapes that provide a comfortable buffer or sense of separation from vehicular traffic.

3C. Promote walkability in the Town Core and direct vehicle traffic to outer areas according to primary and secondary streetscape connections.

Figure 6.2-1: Linkage Opportunities Diagram



Strategy 4: Develop and incorporate parking management strategies that encourage efficient use of parking resources and support initiatives that can reduce parking supply needed.

4A. Implement more accurate and flexible parking standards that reflect the parking demand for the Specific Plan Area.

4B. Support land uses and infrastructure improvements that can reduce the need for parking and promote alternative modes of transportation.

4C. Support infrastructure that promotes a "park once and walk" strategy.

4D. Implement pick-up/drop-off near transit to facilitate shared-ride options and parking policies that encourage travel by other modes.

Strategy 5: Support transit-oriented land use development.

5A. Invest in first/last mile-supportive pedestrian, bicycle, and parking improvements and land use planning efforts.

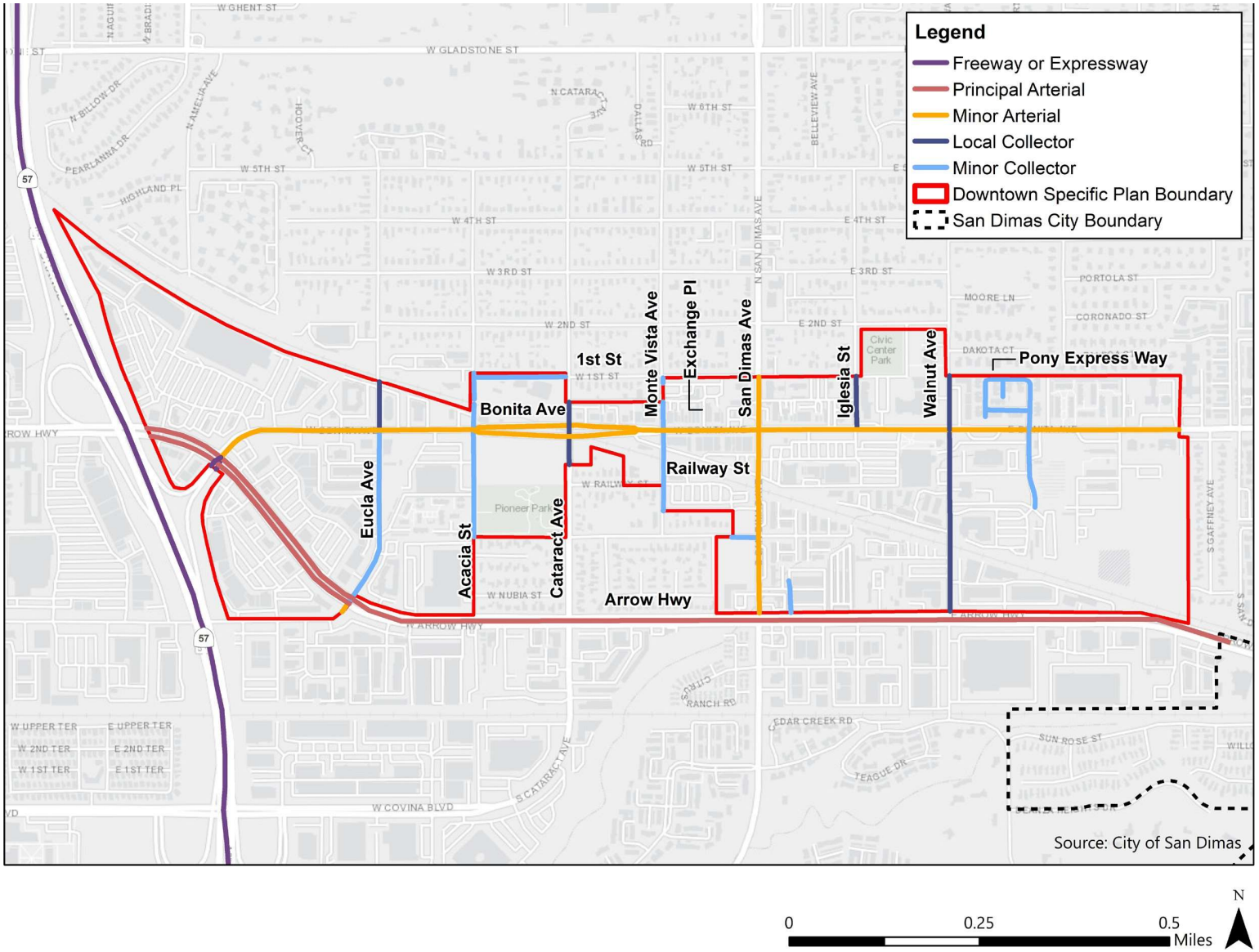
5B. Support increasing the diversity of land uses in the downtown area and activating common areas.

6.3 STREET NETWORK

This section describes the existing conditions of the street network within the planning area and provides a comprehensive and context-sensitive street improvement plan, including a vision, plan strategy, and sample cross sections. The improvements are intended to transform the existing auto-oriented streetscape into a more sustainable, multimodal design. This section presents street-by-street roadway strategies, which include multimodal improvements. Guidance for the design and implementation of these multimodal improvements is presented in more detail in the sections that follow. Note that while exact dimensions may vary depending on future conditions and feasibility, typical cross sections are provided to illustrate the vision described for each corridor and provide guidance for future implementation.

Figure 6.3-1 reflects the existing street network and road classifications in Downtown San Dimas.

Figure 6.3-1: Downtown San Dimas Street Network



6.3.1 BONITA AVENUE

6.3.1 A EXISTING CONDITIONS

Bonita Avenue is classified as an urban minor arterial which also serves as a direct on- and off-ramp for SR 57 northbound at the western boundary of the DTSP area. However, Bonita Avenue changes character on either side of Cataract Avenue and the railway crossing. Bonita Avenue changes from a four-lane street with a center turning median and on-street parking west of Cataract Avenue (0.45 miles in the DTSP area), to a two-lane road with a center turning median and on-street parking east of Cataract Avenue. East of Walnut Avenue (0.30 miles in the DTSP area), Bonita Avenue becomes a four-lane street again. Bonita Avenue is just under 1.25 miles long in the DTSP area spanning from Arrow Highway to near Gaffney Avenue. Bonita Avenue has a posted speed limit of 35 miles per hour west of Cataract Avenue, 25 miles per hour between Cataract Avenue and Walnut Avenue, and 40 miles per hour east of Walnut Avenue. Bonita Avenue has an uncommon bulbous intersection at Cataract Avenue to accommodate the diagonal railway crossing.

Improvements have been made at the Bonita Avenue and San Dimas Avenue intersection and at the Bonita Avenue and Cataract Avenue intersection in preparation of the new Metro A Line Station. Improvements at the Bonita Avenue and San Dimas Avenue intersection include the addition of two right turn lanes, one in the northbound direction and one in the Southbound direction, as well as an upgrade to the traffic signal. The Bonita Avenue and Cataract Avenue intersection has been fully reconstructed, and a new traffic signal has also been installed to replace previously existing stop signs. In addition, a new light rail bridge is being built over this intersection for Metro A Line trains to travel over.

6.3.1 B VISION

Bonita Avenue serves as the central corridor running through Downtown San Dimas. This corridor is essential for facilitating multimodal connections, including for vehicles, transit, bikes, and pedestrians. Transit amenities include Foothill Transit Route 492, including seven bus stops within the DTSP area. Bicyclist amenities include a Class IV bikeway west of Cataract Avenue and a Class III bike boulevard within the Town Core. This corridor runs through several zones proposed in the Downtown Area; from west to east, this corridor runs through the Gateway Village West, Town Core, Transit Village, Public/Semi-Public, and Gateway Village East zones. Given that this corridor runs through such a variety of land uses, this corridor will require multimodal-friendly mobility solutions to fit a variety of traveler needs.

The cross sections represented in the figures that follow reflect the vision for Bonita Avenue within the DTSP area. The vision for the corridor remains to provide safe multimodal connections and maintain the small-town feel in the core area of the corridor, particularly between Cataract Avenue and Walnut Avenue. Additionally, Figure 6.3.2b reflects a future potential option for the segment of Bonita Avenue between Eucla Avenue and Cataract Avenue. This is envisioned as a future option that extends the small-town character further west, supporting additional traffic calming and helping to encourage west-east vehicle through traffic to utilize Arrow Highway instead of Bonita Avenue. Additionally, the cross section represented in Figure 6.3-4 reflects Bonita Avenue east of Walnut Avenue. The vision for this portion of the corridor remains to provide safe multimodal connections. However, this portion of the corridor is surrounded by primarily residential uses and supports a higher volume of vehicular traffic.

6.3.1C PLAN STRATEGY

The DTSP proposes to continue utilizing Bonita Avenue as the central corridor for mobility through Downtown San Dimas. The plan also proposes that the implementation of the new Metro A Line Light Rail Station will require a new suite of mobility improvements to facilitate a higher volume of multimodal travel and provide enhanced first-last mile connections. Improvements listed below aim to improve connectivity, efficiency, and safety for all roadway users, particularly when connecting to the new station. This will be particularly beneficial within the Transit Village. Additionally, bikeway and pedestrian improvements will provide a seamless integration for active transportation users entering the DTSP Area through Gateway Village West and Gateway Village East.

Table 6.3-1: Bonita Avenue Corridor Improvements

Segment	Improvement
Bonita Avenue: Arrow Highway – Cataract Avenue	Class IV Protected Bikeway
Bonita Avenue: Cataract Avenue – Walnut Avenue	Class III Bike Boulevard
Bonita Avenue: Walnut Avenue – San Dimas Canyon Road	Class II Bike Lane

Spot Improvements

- Bike Parking
- Bicycle Friendly Intersection
- Improved Wayfinding
- High Visibility Crosswalk
- Improved Lighting at Bus Stops
- Gateway Treatment

6.3.1D PROPOSED CROSS SECTIONS

The proposed plan strategies are reflected in the sample cross sections below. The cross section reflects the proposed conditions along Bonita Avenue between Arrow Highway and Cataract Avenue and includes 2-foot gutters and a potential Class IV Bikeway. Definitions for various bike classifications are found in Section 6.6.2. A Class IV bikeway would provide a protected bikeway for bicyclists traveling from outside the DTSP study area into Downtown San Dimas. The proposed Class IV bikeway will transition into a Class III Bike Boulevard as Bonita Avenue approaches the Bonita Avenue/Cataract Avenue intersection due to space constraints imposed by the Light Rail Transit (LRT) bridge at this intersection. Physical separation features of the Class IV bikeway, such as bollards, would be discontinued at driveway locations to maintain vehicle access to businesses along Bonita Avenue.

A future potential option between Eucla Avenue and Cataract Avenue extends the median that is being built at Bonita Avenue and Cataract Avenue and reduces travel lanes to one lane in each direction, aligning with the streetscape east of Cataract Avenue. The median would narrow at Eucla Avenue and Acacia Avenue to provide left turn lanes at these intersections, as is being provided at Cataract Avenue. The change in streetscape as compared to the corridor west of Eucla Avenue would also signal to travelers that they are entering the DTSP area. While this option will be subject to further study for feasibility and approval by the California Public Utilities Commission (CPUC), this provides an opportunity to harmonize the streetscape on either side of the new rail bridge at Cataract by extending the multimodal environment and small-town character of Downtown San Dimas further down Bonita Avenue, especially as new development is planned for the area. To supplement the reduction of Bonita Avenue to one lane in each direction in this segment, adjacent cross streets such as Eucla Avenue and Cataract Avenue may be further improved to accommodate traffic volume.

Figure 6.3-2a: Class IV Bikeway along Bonita Avenue (Arrow Highway - Cataract Avenue)

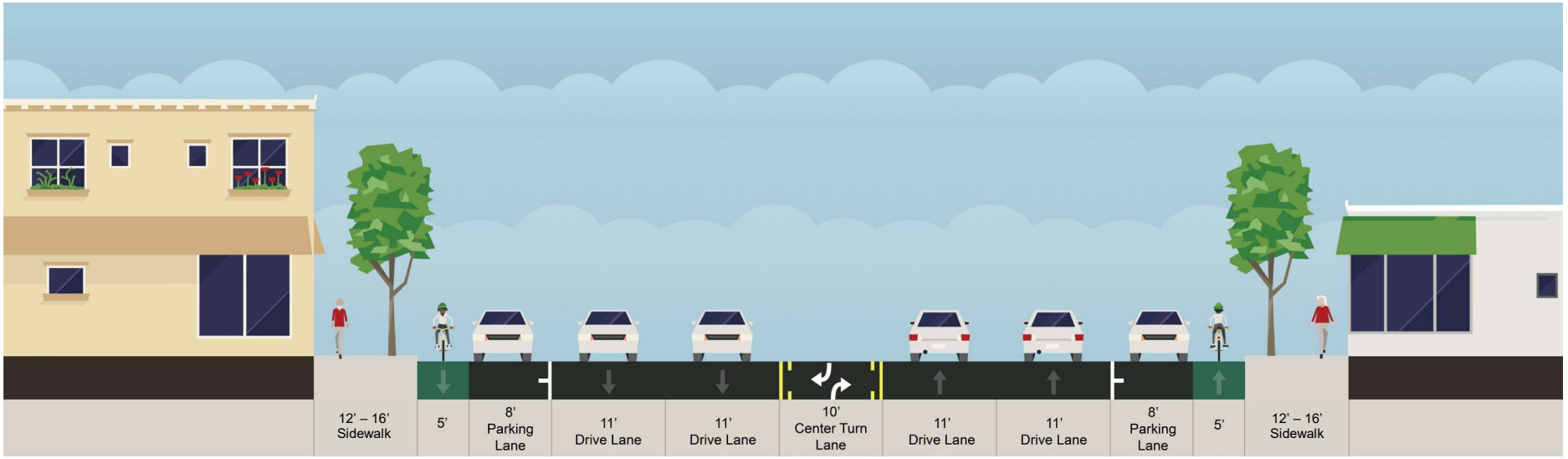


Figure 6.3-2b: Class IV Bikeway along Bonita Avenue (Eucla Avenue - Cataract Avenue)

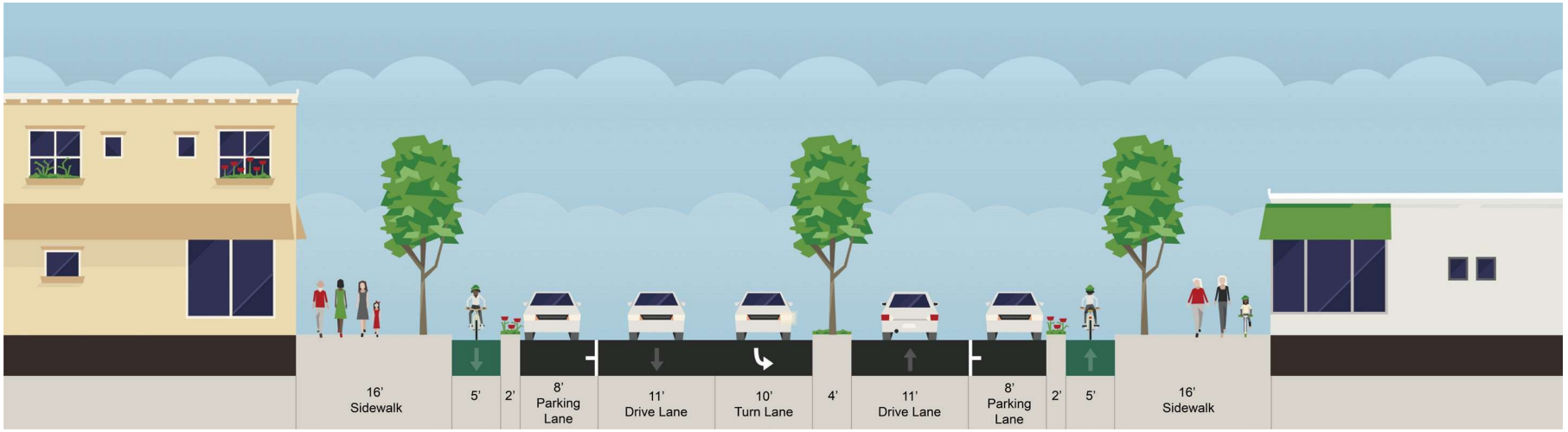


Figure 6.3-3: Class III Bike Boulevard along Bonita Avenue (Cataract Avenue – Walnut Avenue)

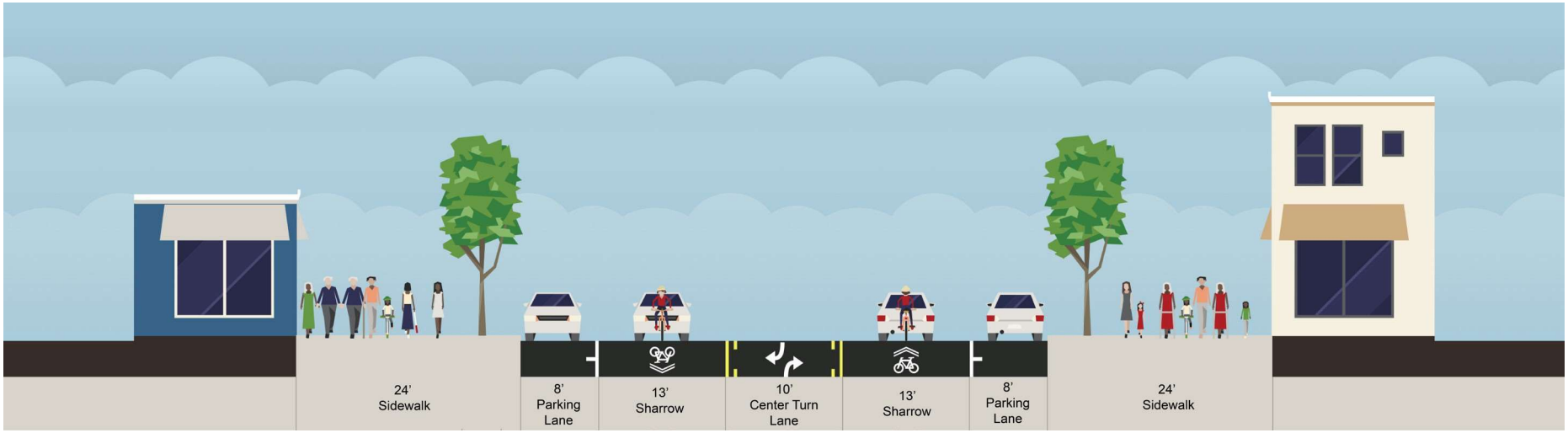
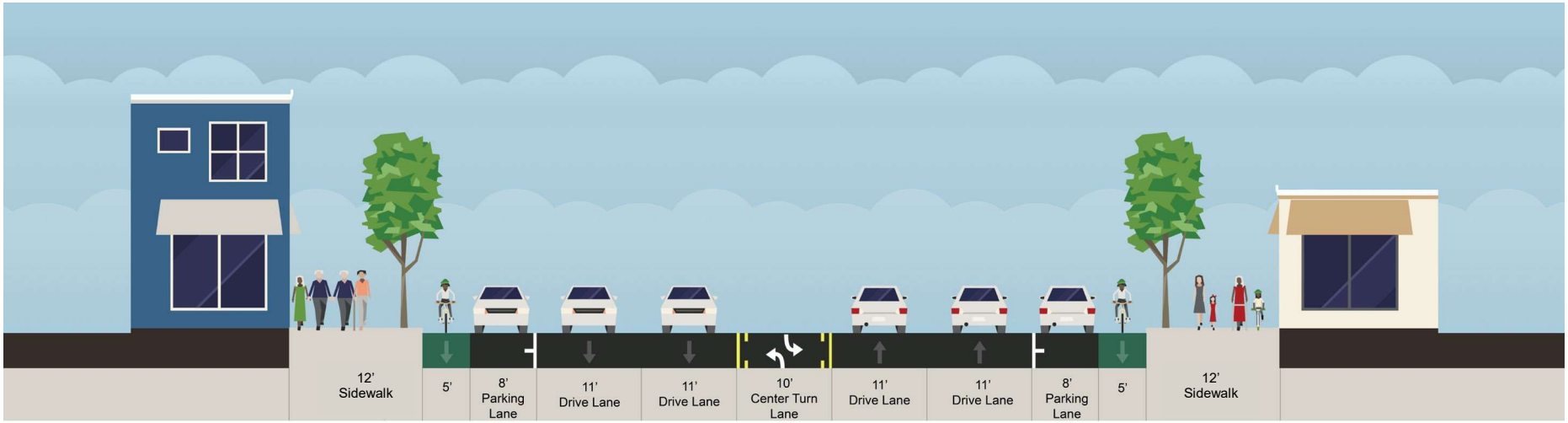


Figure 6.3-4: Class IV Bikeway along Bonita Avenue (Walnut Avenue – San Dimas Canyon Road)



Sharrow: A road marking used to indicate a shared lane environment for bicycles and automobiles (NACTO).

6.3.2 SAN DIMAS AVENUE

6.3.2 A EXISTING CONDITIONS

San Dimas Avenue is an urban minor arterial located in the heart of Downtown where it connects with Bonita Avenue and Arrow Highway. San Dimas Avenue is the gateway north/south corridor into Downtown, with mature oak trees lining San Dimas Avenue from SR 210 to Bonita Avenue. This corridor connects travelers from SR 210 into the DTSP area. The road is two lanes with a center turn median but features a raised center median at its crossing with the railway heading south. San Dimas Avenue is 0.32 miles long within the DTSP area from First Street to the north and Arrow Highway to the south. Parallel on-street parking is permitted, except for a portion northbound between Arrow Highway and the railway where parking is angled off the roadway and separated by a raised median. The speed limit on San Dimas Avenue is 35 miles per hour.

6.3.2 B VISION

San Dimas Avenue serves as a main corridor through the DTSP area, connecting nearby residential areas to Downtown San Dimas. This corridor supports parking for the new Metro A Line Station as well as a Class II bike lane south of the DTSP area. Building upon these connections will further support access to the new Metro A Line Light Rail Station, which will be located just east of the corridor. This will provide enhanced access

for bicyclists and pedestrians entering the proposed transit village and for those entering and exiting the proposed town core.

6.3.2 C PLAN STRATEGY

Several spot and corridor-wide improvements will be required in order to support the vision proposed for this corridor. Corridor improvements are focused on bicyclist and pedestrian access and safety and include a Class III Bikeway in the northbound direction north of the railroad tracks, but ultimately a Class IV is desired and would require additional right-of-way. A Class II buffered bike lane in the northbound direction between the railroad tracks and Arrow Highway. These improvements aim to improve visibility along the corridor specifically for active transportation users. The effect of these improvements will be enhanced through several spot improvements listed below. These improvements aim to make crossings safer for pedestrians and bicyclists, particularly within the Transit Village to the new Metro A Line Light Rail Station.

Table 6.3-2: San Dimas Avenue Corridor Improvements

Segment	Improvement
San Dimas Avenue: Arrow Highway – northern DTSP boundary	• North of railroad tracks: Class II bikeway in northbound direction, but ultimately a Class IV is desired and would require additional right-of-way • South of railroad tracks: Class II buffered bikeway

Spot Improvements

- Bicycle Friendly Intersection
- Improved Wayfinding
- High Visibility Crosswalk
- Curb Extensions
- Improved Lighting at Bus Stops
- Gateway Treatment

6.3.2 D PROPOSED CROSS SECTIONS

Two proposed cross sections are presented below, reflecting conditions along San Dimas Avenue, including 2-foot gutters in the Northbound direction. The first reflects a proposed bikeway along San Dimas Avenue north of the railroad tracks. Under this recommendation, a Class II bikeway is recommended in the northbound direction, which would require additional right-of-way. A Class II buffered bike lane is recommended in the northbound direction south of the tracks to Arrow Highway where there is additional right of way. Together, these bikeways would provide additional comfort for bicyclists, while recognizing right-of-way constraints. This bikeway would continue the route provided by the Class II bike lane south of Arrow Highway.

Figure 6.3-5: Class III Bike Lane along Northbound San Dimas Avenue (North of Tracks)

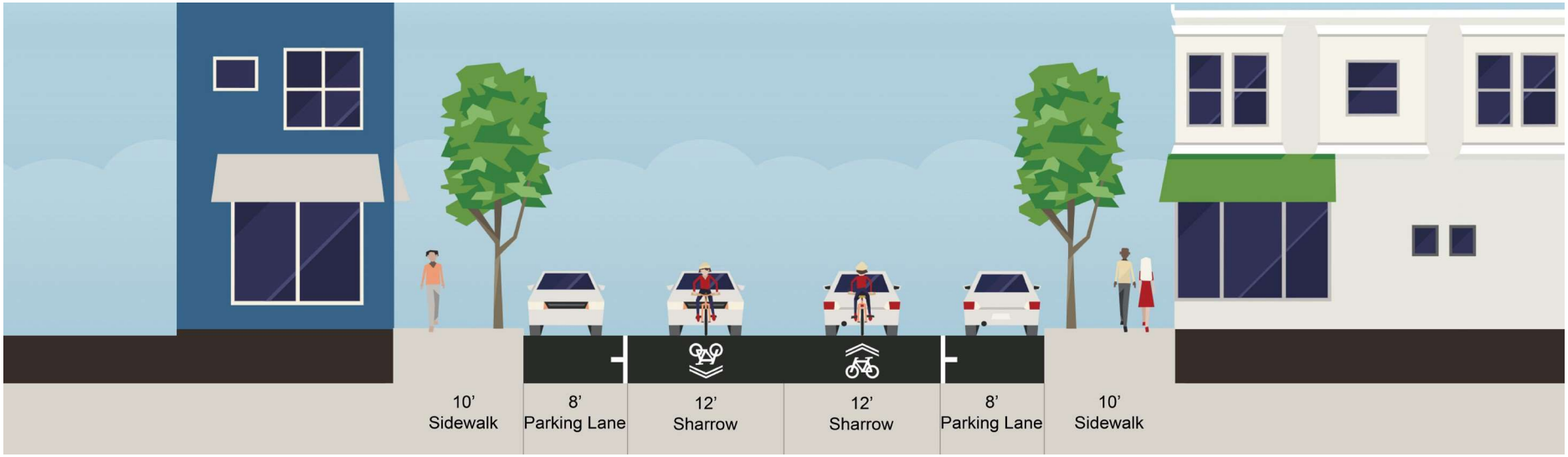
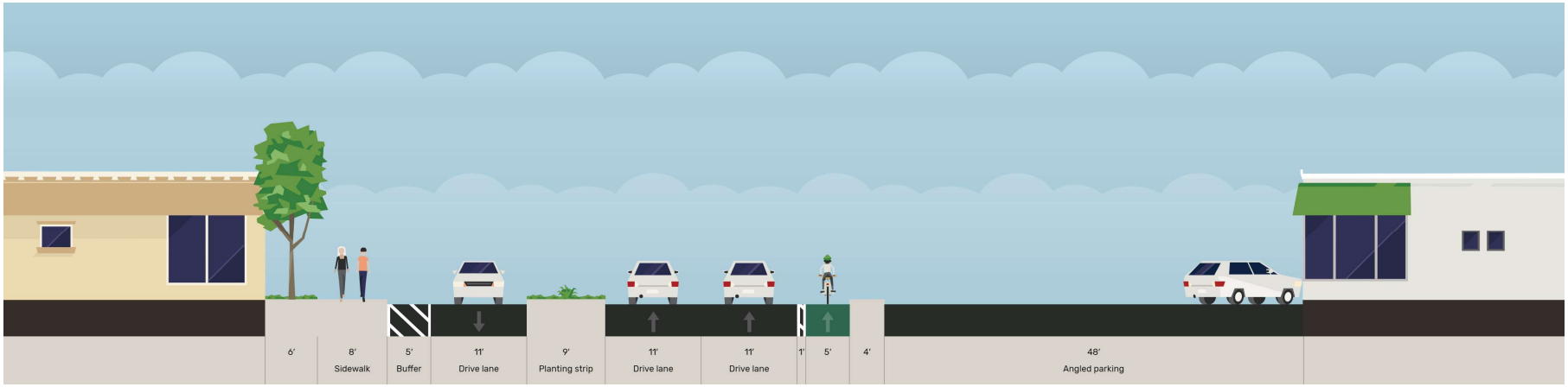


Figure 6.3-6: Class II Bike Lane along Northbound San Dimas Avenue (Arrow Highway – Railroad Tracks)



6.3.3 ARROW HIGHWAY

6.3.3 A EXISTING CONDITIONS

Arrow Highway is an arterial that serves as the main east-west connection through the central portion of San Dimas and may serve as a bypass for Bonita Avenue. Within the DTSP area, Arrow Highway is approximately 0.36 miles long spanning from the SR 57 overpass to Eucla Avenue. This portion of Arrow Highway is six lanes with a center median and no on-street parking. The posted speed limit is 40 miles per hour. Additionally, bicycles travel along this corridor.

6.3.3 B VISION

Although on the edge of the DTSP area, this corridor provides a central connection for vehicular travel, particularly from vehicles entering/exiting SR 57 and traveling through the city. Arrow Highway is not completely encompassed by the DTSP area; however, this corridor runs through the proposed Gateway Village West and Transit Village areas.

6.3.3 C PLAN STRATEGY

The vision for Arrow Highway can be achieved through improvements focused on improving safety at appropriate key points along the corridor. Spot improvements can create a safer and more streamlined experience for transit users making first-last mile connections. Spot improvements that can achieve this are listed below.

Spot Improvements

- Improved Wayfinding
- High Visibility Crosswalk
- Gateway Treatment

6.3.4 EUCLA AVENUE

6.3.4 A EXISTING CONDITIONS

Eucla Avenue is a north-south two-lane urban connector, which features on-street parking and serves as a collector in the DTSP area from the railway to Arrow Highway. It is the westernmost north-south road in the DTSP area and notably completes a triangle shared with Bonita Avenue and Arrow Highway. Eucla Avenue is 0.29 miles in the DTSP area and has a posted speed limit of 30 miles per hour. During community meetings conducted for the DTSP, community members mentioned that this corridor, along with Acacia, is a common route for bicyclists connecting from or to Bonita Avenue as an alternative to Arrow Highway.

6.3.4 B VISION

Eucla Avenue is classified as a Collector street, as it provides a critical connection for travelers between Arrow Highway and Bonita Avenue. Eucla Avenue is a central corridor in the proposed Gateway Village West. The vision for this corridor is to implement streamlined multimodal connections to facilitate more efficient access for all roadway users to Arrow Highway and Bonita Avenue.

6.3.4 C PLAN STRATEGY

The plan strategy for Eucla Avenue prioritizes access for travelers entering the DTSP area, as it is central to the Gateway Village West. This can be achieved by creating safe crossings for bicyclists and pedestrians at several locations with bicycle friendly intersections and curb extensions. Additionally, a Class II bike lane along Eucla increases visibility of bicyclists traveling along the corridor and connecting through the downtown area. This can improve ease of access for travelers visiting the DTSP area or trying to reach the new Metro A Line Light Rail Station.

Table 6.3-3: Eucla Avenue Corridor Improvements

Segment	Improvement
Eucla Avenue: Arrow Highway – Bonita Avenue	Class II Bike Lane

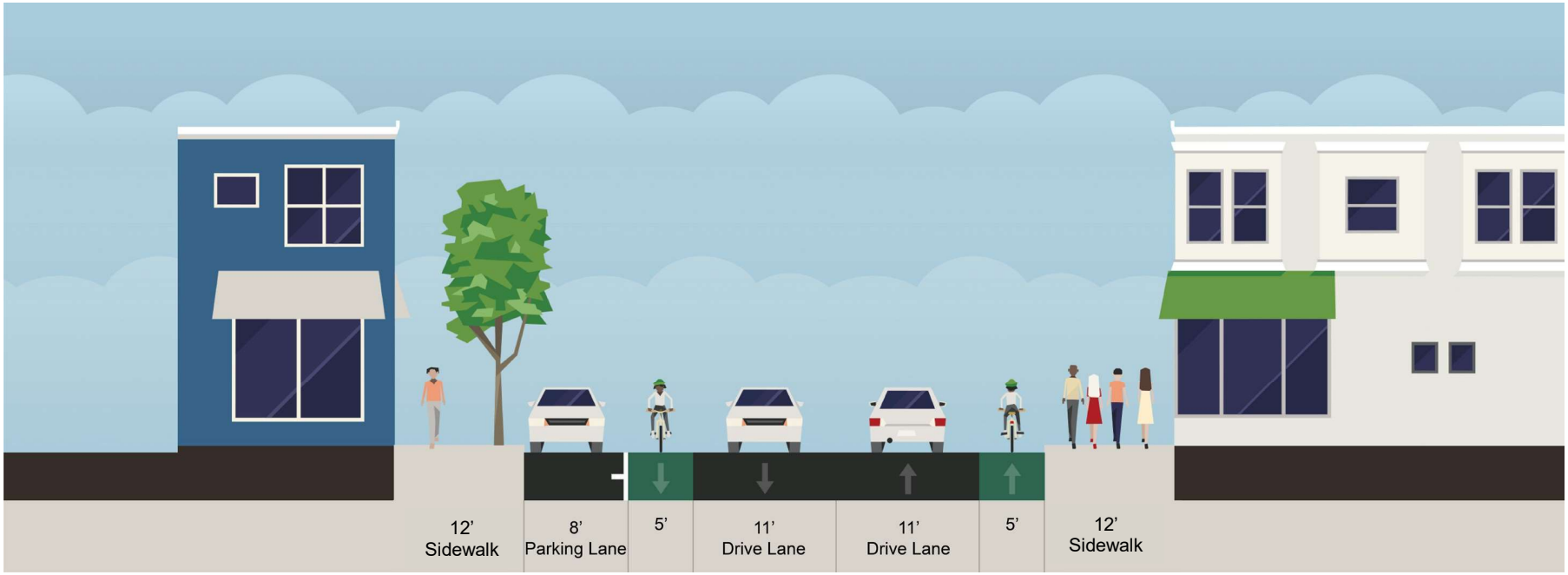
Spot Improvements

- Bicycle Friendly Intersection
- High-visibility crosswalk
- Curb Extensions

6.3.4 D PROPOSED CROSS SECTIONS

The proposed cross section below reflects the Class II bike lane that is proposed along Eucla Avenue. This proposed bikeway will provide a connection between surrounding residential neighborhoods and Downtown San Dimas.

Figure 6.3-7: Eucla Avenue (Arrow Highway – 5th Street)



6.3.5 ACACIA STREET

6.3.5 A EXISTING CONDITIONS

Acacia Street, located between Eucla Avenue and Cataract Avenue, is a collector street which forms a T-intersection with Bonita Avenue at its northern end. The street is 0.13 miles long in the DTSP area and permits speeds at 25 miles per hour. As with Eucla Avenue, community members mentioned that this corridor is a common route for bicyclists connecting from or to Bonita Avenue as an alternative to Arrow Highway.

6.3.5 B VISION

Acacia Street provides a connection between Arrow Highway and Bonita Avenue, which are central corridors within the DTSP area. Given this corridor's location close to Pioneer Park, the vision for this corridor is to enhance traffic calming measures and urban greenery. This proposed land use will also require additional traffic calming elements for people entering and exiting residential spaces.

6.3.5 C PLAN STRATEGY

The plan strategy for Acacia Street is to implement a Class III bikeway along the corridor. It is also focused on facilitating access for pedestrians entering and exiting proposed residential spaces, as well as Pioneer Park. Corridor improvements that can facilitate this vision include implementing additional street trees.

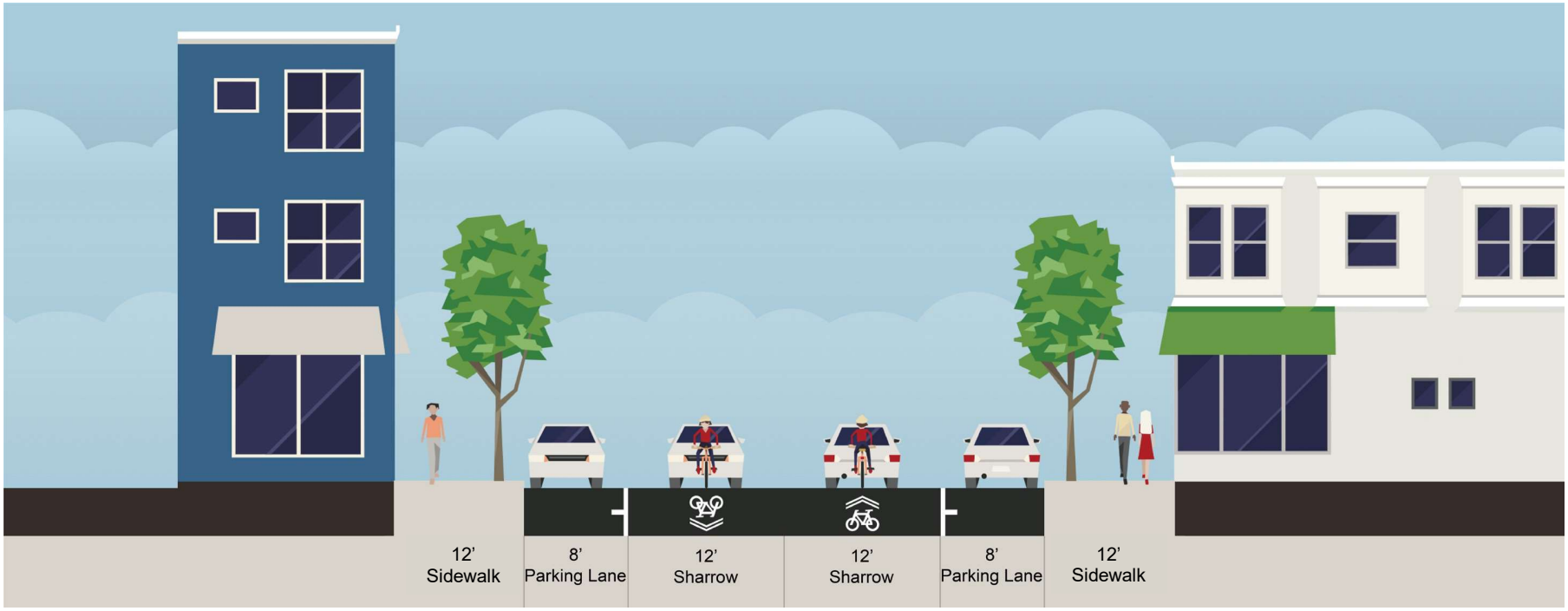
Table 6.3-4: Acacia Street Corridor Improvements

Segment	Improvement
Acacia Street: Arrow Highway – Bonita Avenue	Class III Bikeway
Acacia Street: 1st Street – Pioneer Park	Street Trees

6.3.5 D PROPOSED CROSS SECTIONS

The proposed cross section below reflects the Class III bikeway that is proposed along Acacia Street. This bikeway will provide a safer bikeway connection between residential neighborhoods, Pioneer Park, and Downtown San Dimas.

Figure 6.3-8: Acacia Street (Arrow Highway – Bonita Ave)



6.3.6 COMMERCIAL STREET

6.3.6 A EXISTING CONDITIONS

Commercial Street is a two-lane east-west residential street located between Cataract Avenue and San Dimas Avenue. The eastern portion of this corridor will connect travelers to the future Metro A Line Station just east of San Dimas Avenue. While this street is not entirely within the DTSP area and only a quarter of a mile long, it provides a key connection from the residential neighborhood surrounding it to the DTSP study area and to Pioneer Park located at the western extent of the corridor.

6.3.6 B VISION

Commercial Street is a connecting corridor running through a residential neighborhood and also feeds directly into Pioneer Park on the west. This corridor will also feed directly into the future Metro A Line Station located just across San Dimas Avenue to the east. Therefore, this corridor could likely receive a higher volume of traffic in the future once the new station opens. Therefore, there is a need to provide safe pedestrian and bicyclist connections along this corridor. This corridor should remain both a neighborhood connection and provide access to the future station for visitors.

6.3.6 C PLAN STRATEGY

The plan strategy for Commercial Street includes an improved bikeway connection via a Class III Bikeway along the entire corridor. This will provide a safer connection along this neighborhood corridor between Pioneer Park and the proposed Metro A Line Station.

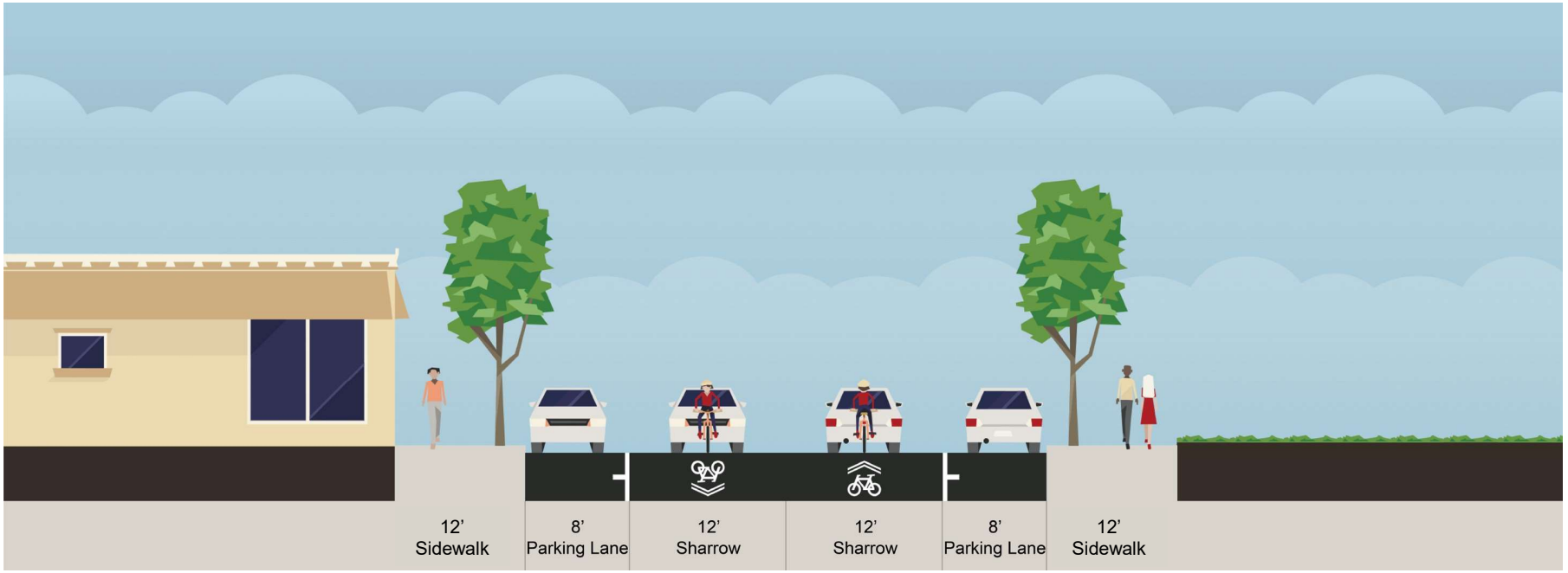
Table 6.3-5: Commercial Street Corridor Improvements

Segment	Improvement
Commercial Street: Cataract Avenue – San Dimas Avenue	Class III bikeway

6.3.6 D PROPOSED CROSS SECTIONS

The proposed cross section below reflects the Class III bikeway that is proposed along Commercial Street. The addition of this bikeway will further improve bicyclist safety and comfort along this primarily residential street. A marked bikeway along this corridor will also be important as this corridor receives more traffic once the new Metro A Line Station near San Dimas Avenue is open.

Figure 6.3-9: Commercial Street (Cataract Avenue – San Dimas Avenue)



6.3.7 CATARACT AVENUE

6.3.7 A EXISTING CONDITIONS

Cataract Avenue is a north-south two-lane urban collector most notably split by the diagonal railway crossing at Bonita Avenue. It is only 0.07 miles long in the DTSP area as the street primarily serves residential uses beyond Bonita Avenue. There is a double yellow line separating the two lanes south of Bonita Avenue, but there is no indication north of Bonita Avenue. The posted speed limit is 25 miles per hour and on-street parking is permitted.

6.3.7 B VISION

Cataract Avenue is a connecting corridor running through Downtown San Dimas. This corridor provides access for bicyclists via a Class II bike lane south of Arrow Highway. There is opportunity to build upon the existing bikeway and implement additional improvements to make this corridor safer for bicyclists. Cataract Avenue runs through several proposed land uses, including the Town Core, Gateway Village West, and Public/ Semi-Public space. The variety of land uses along this corridor indicates that there is a need to support the needs of a variety of travelers, particularly pedestrians.

6.3.7 C PLAN STRATEGY

The plan strategy for Cataract Avenue includes a Class III Bikeway between Bonita Avenue and Arrow Highway. In addition to these corridor-wide improvements, the plan strategy provides safer crossings for pedestrians within the Town Core and Gateway Village West. Proposed spot improvements include high visibility crosswalks.

Table 6.3-6: Cataract Avenue Corridor Improvements

Segment	Improvement
Cataract Avenue: Arrow Highway – Bonita Avenue	Class III bikeway

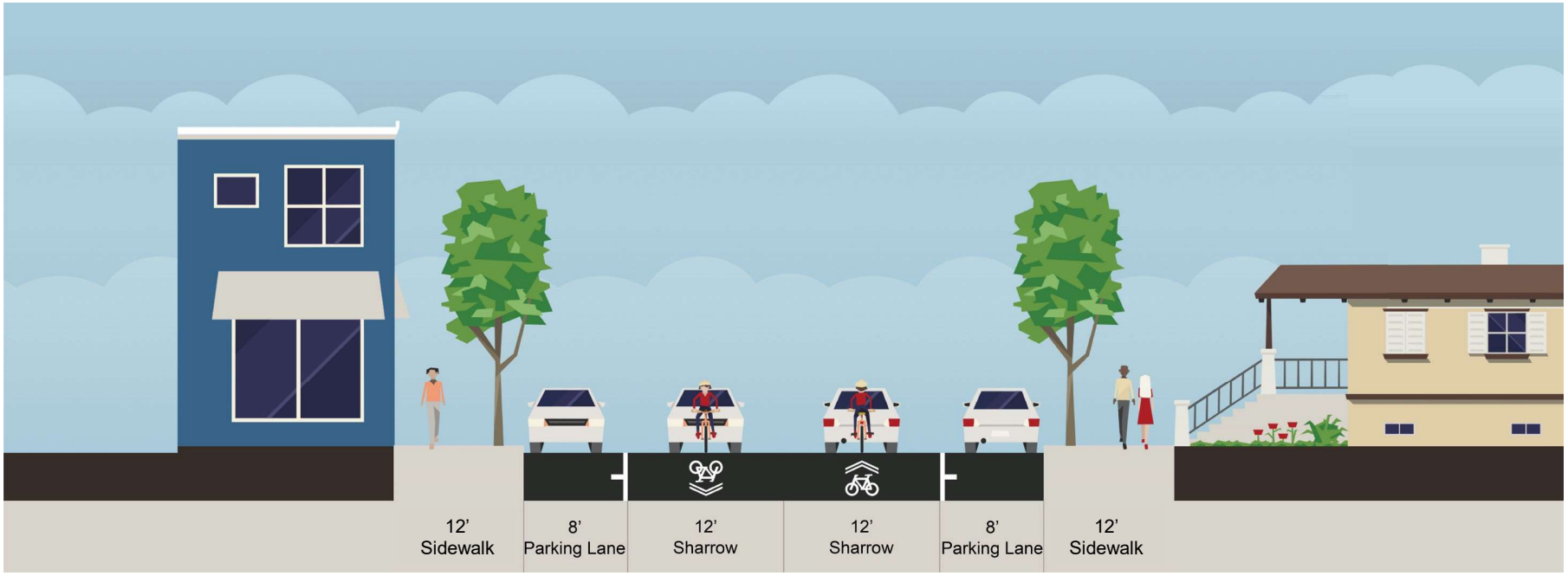
Spot Improvements

- High Visibility Crosswalks

6.3.7 D PROPOSED CROSS SECTIONS

The proposed plan strategies are reflected in the sample cross section below along two segments of Cataract Avenue. The first cross section reflects Cataract Avenue between Bonita Avenue and Arrow Highway and includes a Class III bikeway. This will provide a safer connection for bicyclists as they reach the next segment of this corridor, from Arrow Highway westward away from the DTSP study area.

Figure 6.3-10: Cataract Avenue (Bonita Avenue – Arrow Highway)



6.3.8 MONTE VISTA AVENUE

6.3.8 A EXISTING CONDITIONS

Monte Vista Avenue, only 0.11 miles in the DTSP area, is a north-south two-lane local street in the more walkable area of the Bonita Avenue corridor. It features four bulb-outs at the corners at the intersection with Bonita Avenue. On-street parking is permitted, and similar to Cataract Avenue, a double-yellow line is only present south of Bonita Avenue to the rail right-of-way. The speed limit is 25 miles per hour in this section. While Monte Vista Avenue is permanently closed to vehicles where the corridor intersects with the rail corridor to accommodate the travel of A Line trains over the new light rail bridge, north-south pedestrian access is provided via a pedestrian underpass and connects to Railway Street on its southern boundary with the DTSP area.

6.3.8 B VISION

Although Monte Vista Avenue primarily provides access to vehicular traffic, Monte Vista Avenue will be a central access point for travelers visiting and exiting the new Metro A Line Light Rail Station. There are currently no marked bikeways, or transit routes operating along this corridor. However, given that this corridor provides access to the existing San Dimas Park & Ride facility via Railway Street that will provide parking for the Metro A Line station, it would benefit from enhanced pedestrian and bicycle infrastructure.

6.3.8 C PLAN STRATEGY

The plan strategy for Monte Vista Avenue includes a Class III Bike Boulevard to provide a connection from the residential areas located north and south of the DTSP study area. More specifically, this Class III Bikeway will provide a safer connection for bicyclists to the other proposed bikeways located in the DSTP. Other spot improvements that will improve safety conditions for active transportation users include improved wayfinding and curb extensions. These improvements will both make safer crossings for pedestrians and help orient them as they enter the Downtown area.

Table 6.3-7: Monte Vista Avenue Corridor Improvements

Segment	Improvement
Monte Vista Avenue: 3rd Street – Bonita Avenue	Class III Bike Boulevard
Monte Vista Avenue: Railway – Commercial Street	Class III Bike Boulevard

Spot Improvements

- Improved Wayfinding
- Curb Extensions

6.3.8 D PROPOSED CROSS SECTIONS

The proposed cross section below reflects the corridor improvements listed in the plan strategy for Monte Vista Avenue. Improvements include a Class III bikeway to provide bicyclists with added comfort when traveling along this primarily residential street into and through the DTSP study area.

Figure 6.3-11: Monte Vista Avenue (1st Street – Bonita Avenue)

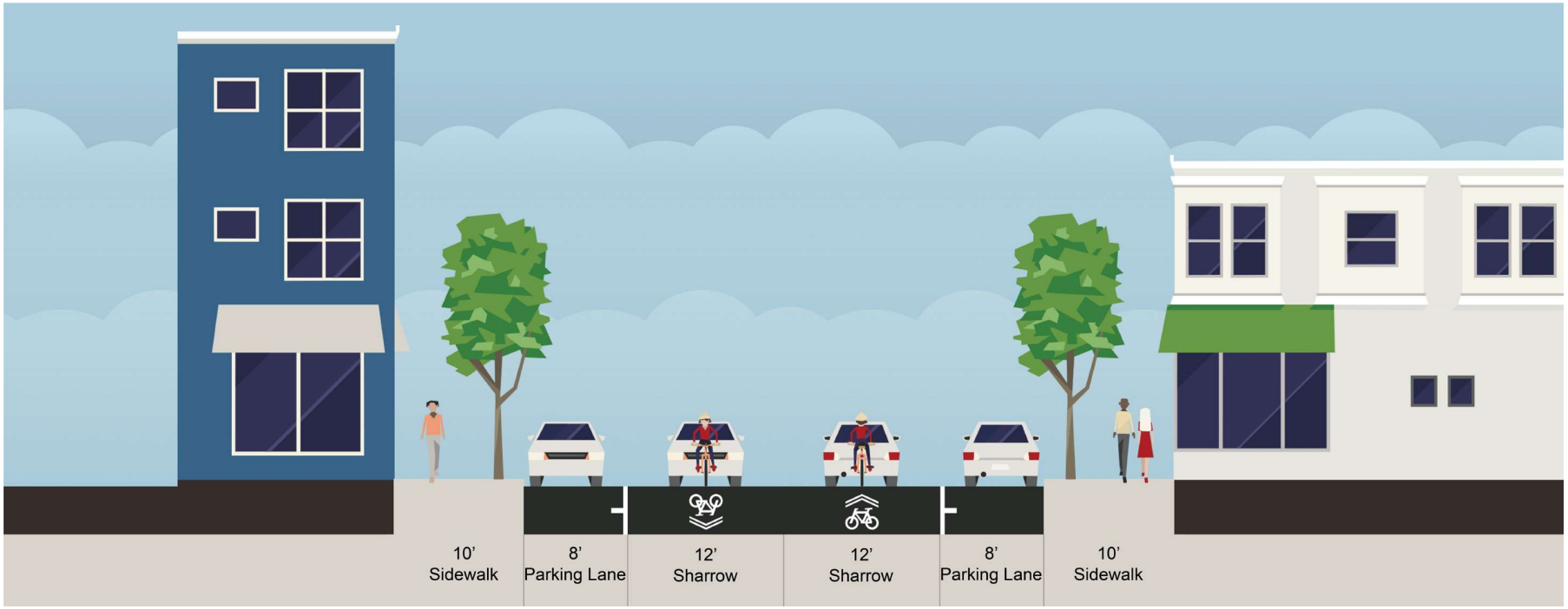
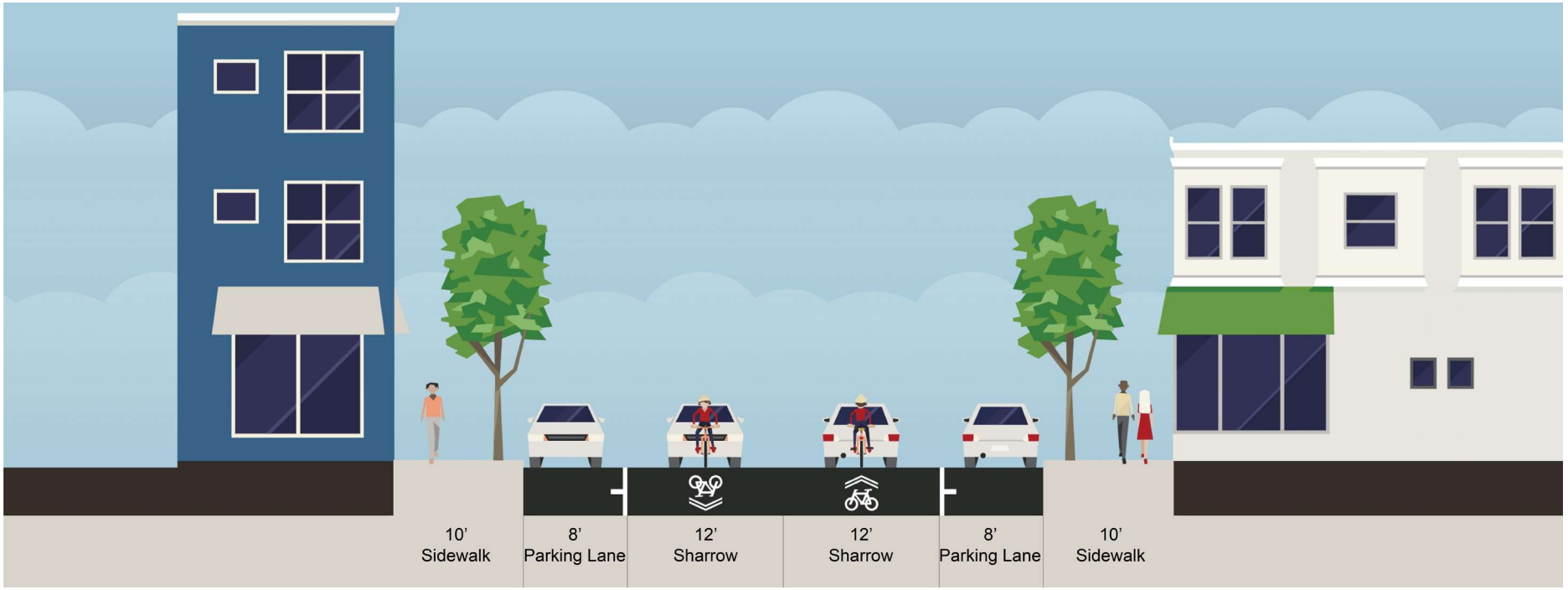


Figure 6.3-12: Monte Vista Avenue (Railway – Commercial Street)



6.3.9 IGLESIA STREET/FIRST STREET

6.3.9 A EXISTING CONDITIONS

Iglesia Street and 1st Street are local two-lane streets that serve public facilities such as San Dimas City Hall, the Senior Center, and the San Dimas County Library. Iglesia Street forms a T-intersection with Bonita Avenue at its southern end and intersects with 1st Street to the north. Both streets are about 300 feet long in the DTSP area, have speed limits of 25 miles per hour, and feature on-street parking.

6.3.9 B VISION

This corridor primarily facilitates access for vehicles entering and exiting residential land uses located north of the DTSP area. Currently, there are no dedicated bikeways and gaps in the pedestrian network in some locations. This corridor runs through several proposed land uses, including the Town Core, Public/Semi-Public Space, and the Transit Village. Given these proposed land uses, this corridor has the opportunity to become a more multimodal friendly corridor with the implementation of traffic calming and bicycle friendly treatments.

6.3.9 C PLAN STRATEGY

The plan strategy for Iglesia Street/First Street aims to improve safety for more vulnerable roadway users, including bicyclists. Corridor-wide improvements that aim to achieve this include a Class III Bike Boulevard and traffic calming elements. These improvements will be further supported by spot improvements including curb extensions that will improve pedestrian crossing safety.

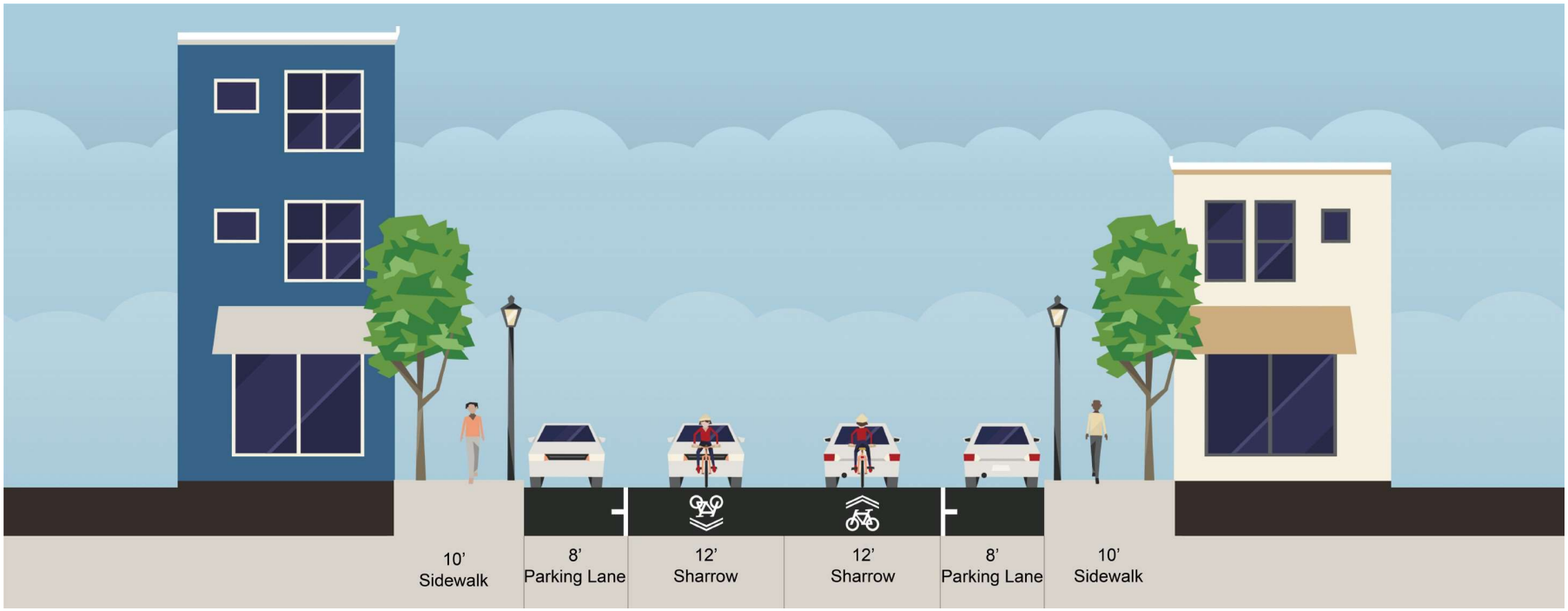
Table 6.3-8: Iglesia Street Corridor Improvements

Segment	Improvement
Iglesia Street: 3rd Street – Bonita Avenue	Class III Bike Boulevard

6.3.9 D PROPOSED CROSS SECTIONS

The proposed cross section below reflects a recommended Class III bikeway along Iglesia Street/First Street. The addition of this bikeway will improve bicyclist visibility to drivers along this primarily residential street as bicyclists travel into and away from the DTSP study area.

Figure 6.3-13: Iglesia Street/First Street (1st Street – Bonita Avenue)



6.3.10 WALNUT AVENUE

6.3.10 A EXISTING CONDITIONS

Walnut Avenue is a north-south urban collector located in the eastern portion of Downtown. The portion in the DTSP area is 0.31 miles long from San Dimas City Hall to Arrow Highway. Walnut Avenue is a two-lane road divided by double yellow lines and features on-street parking only south of the Fire Station. Walnut Avenue is a designated bike route and has speed limits set at 30 miles per hour.

6.3.10 B. VISION

Walnut Avenue is heavily used by vehicles traveling through the DTSP area. However, this corridor also provides access for bicyclists via a Class III bikeway. There is opportunity to build upon these existing conditions and streamline bicyclist and pedestrian access and safety conditions. This will become increasingly important with the implementation of the future Metro A Line Light Rail Station. Walnut Avenue will run through the proposed Gateway Village East, Transit Village, and Public/Semi-Public space.

6.3.10 C. PLAN STRATEGY

Given that Walnut Avenue will provide a central connection for travelers to and from the future Metro A Line Light Rail Station, the plan strategy will improve connections for active transportation users. A Class III Bike Boulevard is proposed along Walnut Avenue to connect travelers moving from the nearby residential land uses into more dense land uses. Additionally, pedestrian scale light improvements and street trees also aim to blend the transition between residential and downtown land uses.

Spot improvements proposed to improve access for multimodal users along Walnut Avenue include bicycle friendly intersections, additional bicycle parking, and high visibility crosswalks. In addition, improvements that will streamline first/last mile connections for travelers include improved wayfinding, and gateway treatments.

Table 6.3-9: Walnut Avenue Corridor Improvements

Segment	Improvement
Walnut Avenue: Arrow Highway – Bonita Avenue	Class III Bike Boulevard
Walnut Avenue: Corridor Wide	Pedestrian Scale Lighting
Walnut Avenue: Corridor Wide	Street Trees

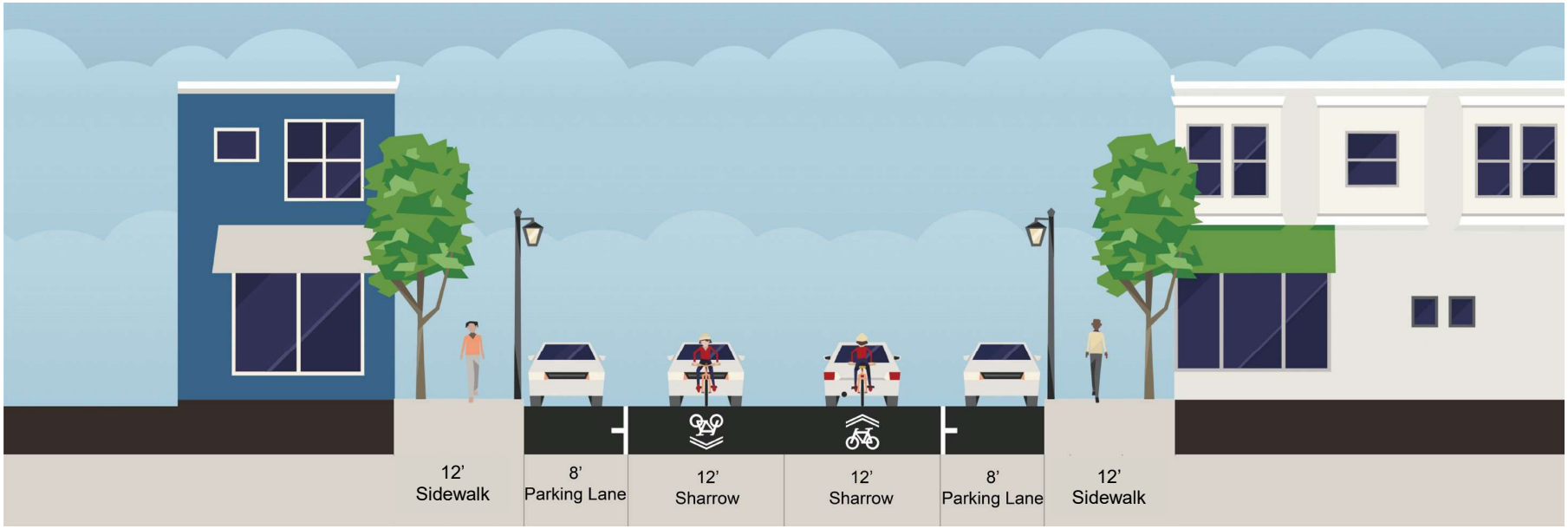
6.3.10 D. PROPOSED CROSS SECTIONS

The proposed cross section below reflects the proposed corridor-wide plan strategies, including a Class III Bike Boulevard, additional pedestrian scale lighting, 2-foot gutters and street trees.

Spot Improvements

- Bike Parking
- Bicycle Friendly Intersection
- Improved Wayfinding
- High Visibility Crosswalk
- Improved Lighting at Bus Stops
- Gateway Treatment

Figure 6.3-14: Walnut Avenue (Bonita Avenue – Arrow Highway)



6.4 TRANSIT CIRCULATION

Transit service in San Dimas and the Downtown area is primarily operated by Foothill Transit. While there currently is no service, Los Angeles County Metropolitan Transportation Authority (Metro) is planning to extend Metro Rail service through San Dimas through the A Line.

6.4.1 FOOTHILL TRANSIT

Foothill Transit provides fixed-route bus service and paratransit service to eastern Los Angeles County and portions of San Bernardino County and Orange County. Foothill Transit operates 39 bus lines in 22 cities, mainly within the San Gabriel Valley.

Existing Routes & Stops

There are two Foothill Transit Routes that operate within Downtown San Dimas. The first is Line 492: Montclair – Arcadia – El Monte via Arrow Highway. This route enters Downtown via Arrow Highway, turns on Bonita Avenue, and continues throughout the DTSP area beyond San Dimas towards La Verne. The route operates 7 days a week from 4:53 AM to 10:32 PM on weekdays and 6:33 AM to 9:58 PM on weekends at the Bonita Avenue/San Dimas Avenue stop specifically. There are 40 westbound weekday buses and 35 eastbound weekday buses with approximately 20 to 30-minute headways. There are 28 weekend buses in each direction with approximate 30 to 40-minute headways. Route 492 has stops on either side of the street in Downtown San Dimas. Bus stop locations for Route 492 are listed below:

- Bonita Avenue adjacent to Arrow Highway (westbound only)
- Bonita Avenue adjacent to Eucla Avenue
- Bonita Avenue adjacent to Cataract Avenue
- Bonita Avenue adjacent to San Dimas Avenue
- Bonita Avenue adjacent to Walnut Avenue

Ridership at each stop in the study area between July 1, 2021 and October 31, 2021 is provided below in Table 1 below. Within the study area, Route 492 experiences the highest ridership at Bonita Avenue and San Dimas Avenue, and the lowest at Bonita Avenue and Cataract Avenue.
It should be noted that the Foothill Transit FY2022 Business Plan indicates that ridership in 2021 dropped by 44 percent of pre-pandemic levels systemwide. However, it should also be noted that this overall decrease in ridership is consistent with the decrease in ridership experienced by transit agencies nationally as a result of the COVID-19 pandemic and stay-at-home orders.

Figure 6.4-1 on opposite page reflects the existing network and future Metro A Line extension, as well as proposed improvements to existing Foothill Transit bus stops in the DTSP study area to further enhance passenger waiting areas. Improvements include improved lighting at bus stops.

Table 6.4-1: Existing Foothill Transit Ridership in Downtown San Dimas

Route	Stop	Boarding	Alighting
492 West	850-Bonita Ave/Arrow Hwy	759	620
492 West	866-Bonita Ave/Eucla Ave	937	730
492 East	865-Bonita Ave/Eucla Ave	1,105	1,787
492 West	860-Bonita Ave/Cataract Ave	70	101
492 East	859-Bonita Ave/Cataract Ave	4	11
492 West	876-Bonita Ave/San Dimas Ave	1,108	1,049
492 East	875-Bonita Ave/San Dimas Ave	1,462	2,075
492 West	883-Bonita Ave/Walnut Ave	939	1,160
492 East	882-Bonita Ave/Walnut Ave	926	833

Figure 6.4-1: Proposed Transit Improvements

6.4.2 METRO A LINE

The Metro Rail A Line currently links East Los Angeles to Union Station before heading northeast into the San Gabriel Valley ending at the Azusa Pacific University and Citrus College Station in Azusa. Metro is planning to extend A Line service from Azusa east through Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair with the addition of six new stations. The San Dimas station, which is second in line eastbound among the newly proposed stations, would be located just east of San Dimas Avenue utilizing the existing railway right-of-way between Bonita Avenue and Arrow Highway. The figure on the left shows the A Line Extension alignment in San Dimas.

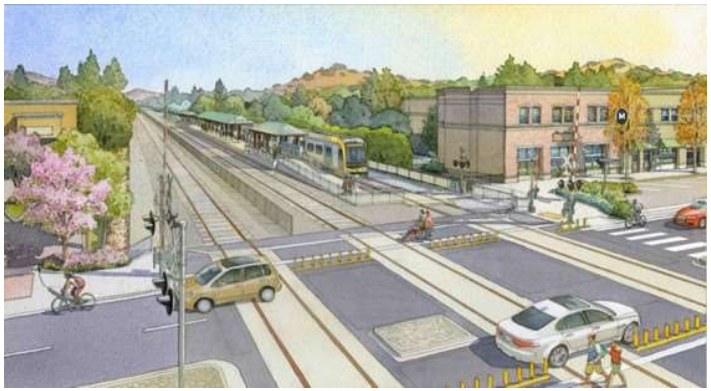
Construction is underway to complete the Metro A Line Extension. As part of the construction, a new bridge is under construction at the time of this draft at the Bonita Avenue and Cataract Avenue intersection to minimize vehicular and rail traffic and conflicts. Other construction includes reconstructing the existing intersection at Bonita Avenue and Cataract Avenue, realigning the street at-grade, and installing a new signalized intersection. The existing freight railway will remain at grade. Due to the right of way and clearance required to construct the bridge, a new pedestrian underpass will be constructed at Monte Vista Avenue with other active transportation improvements.

Station construction began in 2022. San Dimas Station will be a center platform station with an associated parking lot at the former Park and Ride Lot, located west of San Dimas Avenue, north of Commercial Street, and complete with walking, bicycling, bus and drop-off infrastructure and amenities. Once completed, the rail corridor will feature three tracks, two of which will be utilized by the Metro A Line, and the third being the existing freight rail. There will also be safety enhancements including raised medians, on-street parking and loading restrictions on existing streets, turn restrictions, and new fencing and walls throughout the rail corridor.

Figure 6.4-2: Rendering of the Bonita Street Bridge

Source: Metro A Line Foothill Extension Construction Authority.

Figure 6.4-3: Rendering of the New San Dimas Downtown Station



Source: Metro A Line Foothill Extension Construction Authority

6.5 PEDESTRIAN CIRCULATION

This section discusses the existing pedestrian network, including the sidewalk hierarchy, and presents recommendations for pedestrian crossings and amenities. These improvements will enhance connectivity and safety throughout the pedestrian network and first/last mile connectivity between transit stops and key destinations in Downtown San Dimas.

6.5.1 PEDESTRIAN NETWORK/SIDEWALK HIERARCHY

The pedestrian network in San Dimas is primarily composed of recreational trails and sidewalks. The City recognizes that there is both a need and demand for an improved pedestrian network. New infrastructure can also connect with existing trails to better connect commuters to key travel demand locations and nearby cities.

Table 6.5-1 provides data on existing sidewalk widths in the Downtown Specific Plan Area.

Table 6.5-1: Downtown San Dimas Existing Sidewalk Widths

Street	Side of Street	Width
Arrow Highway	East	6 feet
	West	6 feet
Bonita Avenue (Cataract Avenue – San Dimas Avenue)	North	16-24 feet
	South	16-32 feet
Bonita Avenue (Walnut Avenue – Iglesia Ave)	North	11 feet
	South	8 feet
San Dimas Avenue (South of Bonita Avenue)	East	N/A
	West	8-10 feet

6.5.2 PEDESTRIAN CROSSINGS

The City of San Dimas has also noted some areas for improvement that will enhance pedestrian safety in previous studies. Improvements discussed include implementing crosswalks on San Dimas Avenue north of Bonita Avenue and providing signalized crosswalks along Bonita Avenue to improve pedestrian visibility. Additional improvements that have recently been installed include a crosswalk between the future Metro A Line Station and the Park and Ride lot, and closing the sidewalk gap on the north side of Bonita Avenue at the railroad crossing.

6.5.3 PEDESTRIAN AMENITIES

A safe and connected pedestrian network plays a critical role in creating vibrant public spaces that encourage social activity and foster a sense of community. The pedestrian network should include more than sidewalks and incorporate amenities that improve comfort, offer stimulation, and promote activity. These amenities may include:

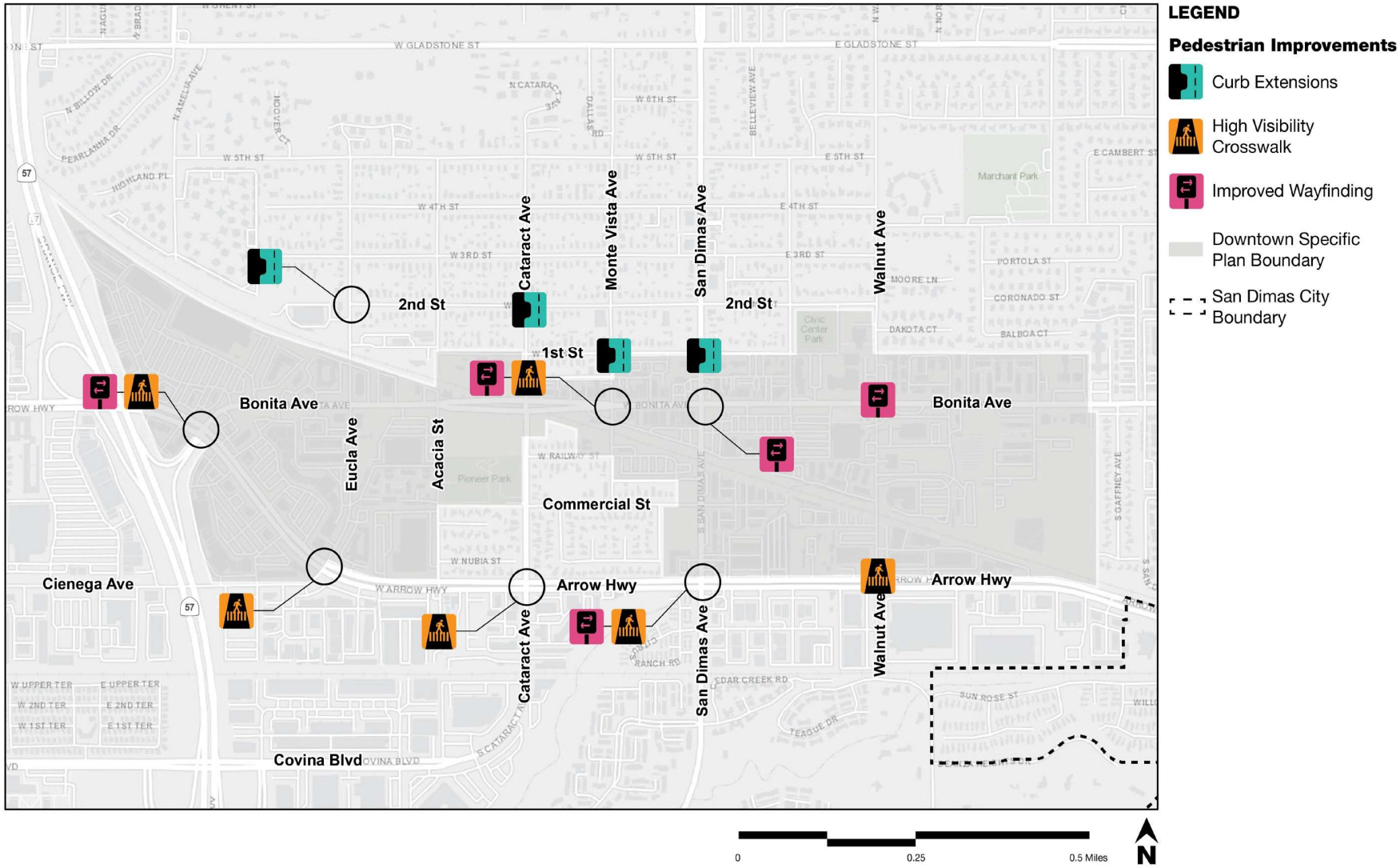
- **Street trees** – Street trees serve a variety of urban design functions such as acting as a pedestrian buffer, accentuating spaces, creating a sense of enclosure, providing shade and filtered light, and improving visual aesthetics along a corridor. Street trees should be incorporated whenever possible, especially along pathway arterials. All street trees should be planted in accordance with established City of San Dimas planting standards.
- **Seating and Shelter** – Seating and shelter provide reprieve for pedestrians and provide a place to rest or wait. Providing comfortable places to sit can transform a sidewalk into a gathering place for social activity. Pedestrian seating and benches should be installed when feasible, should adhere to ADA standards, and should not obstruct pedestrian pathways.

- **Streetlights** – Street lights provide a sense of safety and security for pedestrians and waiting transit patrons, as well as facilitate the safe movement of vehicular traffic. Appropriate levels of street lighting should be installed to provide safe, consistent lighting along a corridor, while reducing energy consumption and costs.
- **Public Art** – Public art features help provide visual stimulation and improve visual aesthetics along a corridor. They can help unify an area or district or help to identify a neighborhood gateway. Care should be given to the installation of public art to ensure that installations do not obstruct pedestrian pathways and adhere to ADA standards.

These images reflect the recommended pedestrian amenities and are intended to illustrate the functionality of these amenities. Implementation of these amenities should be guided by this Specific Plan's Design Standards and Guidelines in Chapter 5.

Figure 6.5-1 illustrates specific locations of pedestrian improvements recommended as priority for the Downtown Specific Plan area.

Figure 6.5-1: Proposed Pedestrian Improvements



6.6 BICYCLE CIRCULATION

This section provides an overview of the existing bicycle network, bicycle facility types, and bicycle friendly intersection treatments. The recommendations posed in this section will fill in gaps in the bicyclist network and also provide critical first/last mile connections between transit stations and key destinations. Additionally, bikeway improvements recommended in this section are reflected in the cross sections found in Section 3. Bicycle Network.

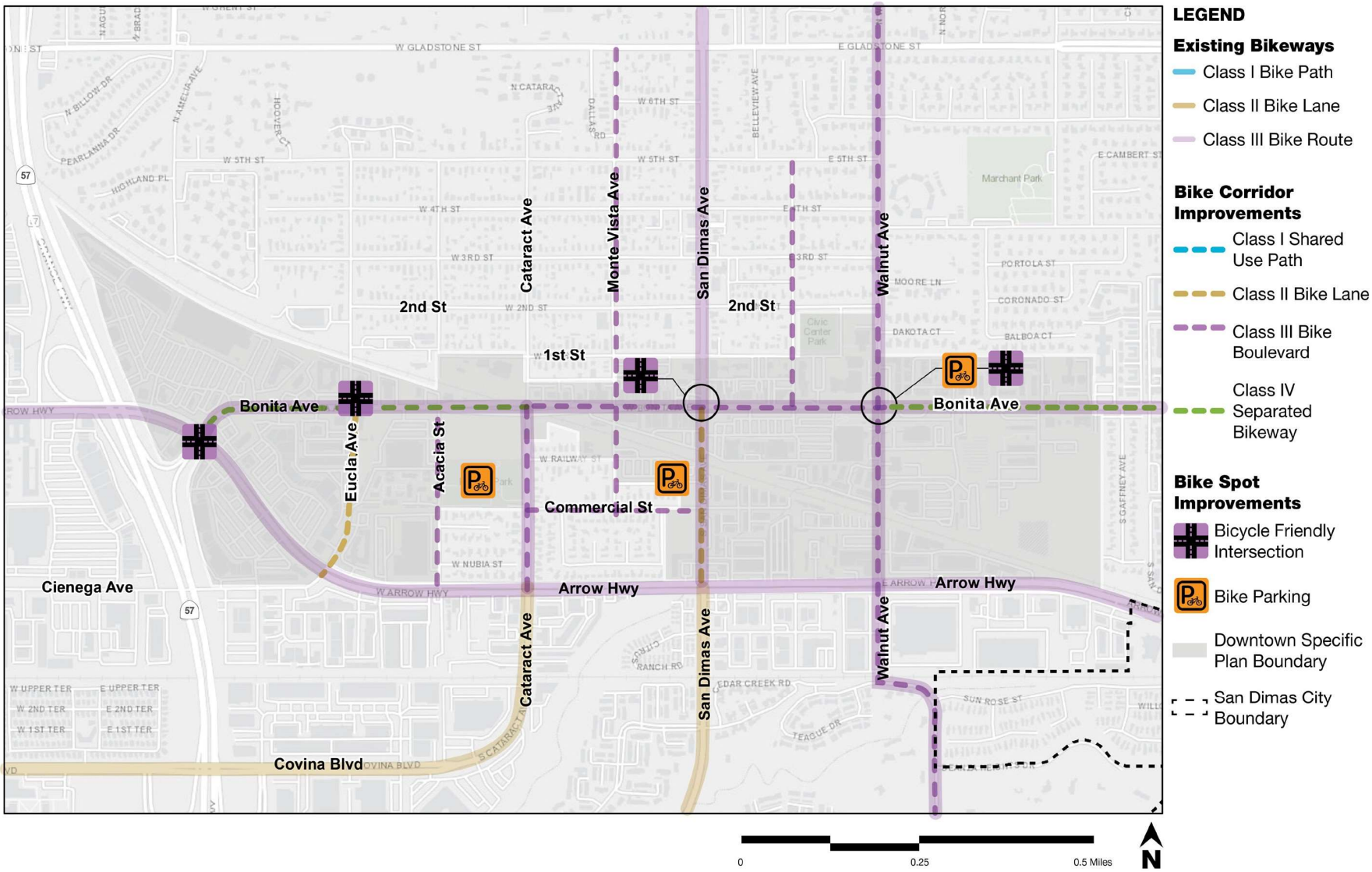
6.6.1 BICYCLE NETWORK

While the bicycle network is limited in San Dimas, approximately 13 miles of bikeways exist along roadways citywide. Class III bike routes currently exist along several corridors in Downtown, including along Bonita Avenue, Arrow Highway, San Dimas Avenue, Cataract Avenue, and Walnut Avenue.

The City recognizes that the bikeway system could also be expanded to serve a greater extent of the City and provide connections to existing links along Via Verde Drive and at Frank G. Bonelli Regional Park. In addition, there is opportunity to connect bikeways with the equestrian and recreational trails that exist in San Dimas.

It should also be noted that the planned Metro A Line extension will be a significant attractor to regional traffic. With the extension will come travelers needing to make first/last mile connections, or travelers trying to connect to bikeways either in San Dimas or in a neighboring city. This provides an opportunity for San Dimas to prepare for this sudden onset of bicyclist traffic and prepare a safe, efficient, and connected bikeway network. As such, the City is currently engaging in efforts to study the feasibility of east-west multimodal routes as an alternative to Arrow Highway, as well as a study for potential bicycle and pedestrian improvements along San Dimas Avenue. With this in mind, Figure 6.6-1 presents the existing bike network, as well as proposed corridor and intersection improvements as a part of the DTSP.

Figure 6.6-1: Proposed Bike Improvements



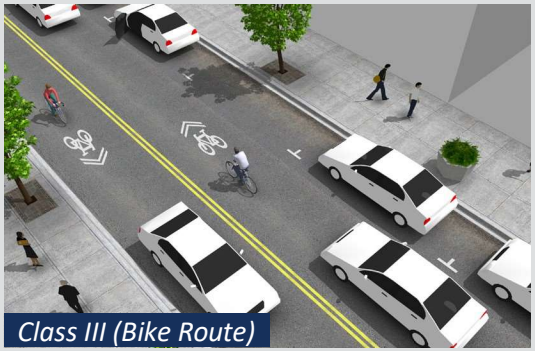
6.6.2 BICYCLE FACILITY TYPES

Existing bikeway infrastructure contributes to the accessibility of residents and travelers to bike to their destinations. This section discusses the existing and proposed bikeway network in Downtown San Dimas. There are four Classes of bikeways discussed in this section:

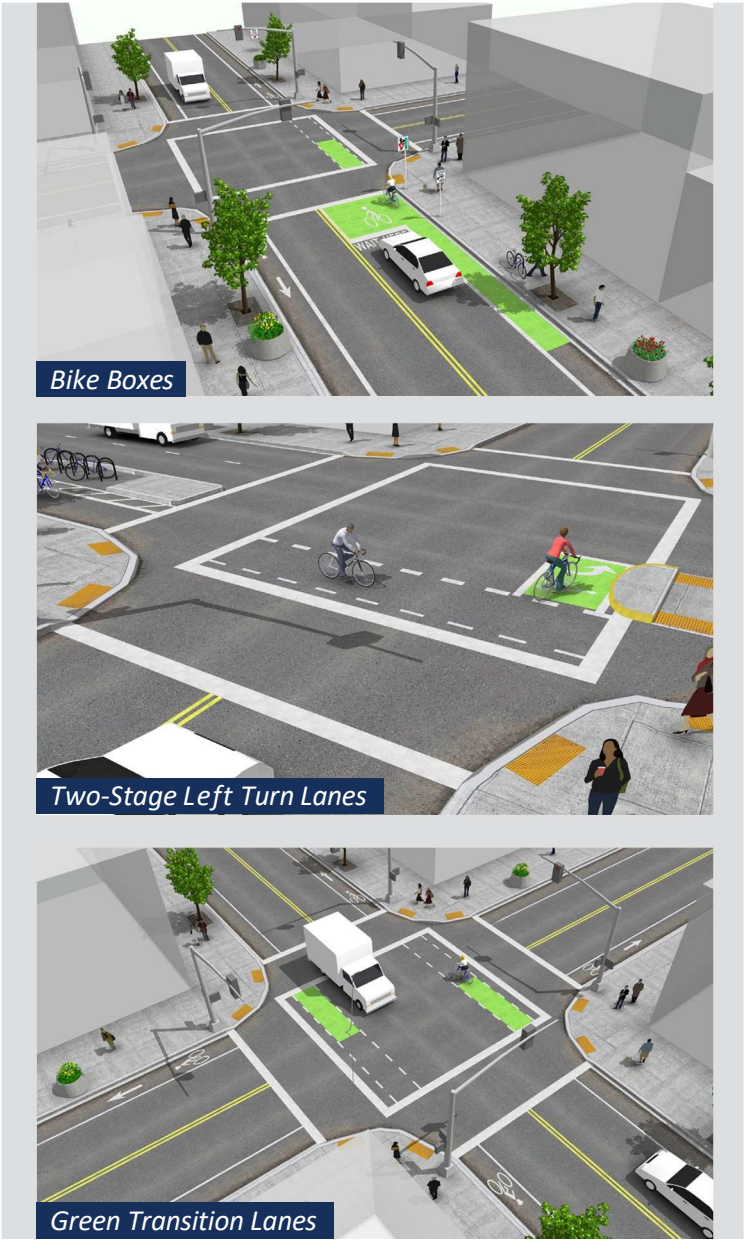
- **Class I (Multi-Use Path)** – Provides a completely separate right of way bike facility for the exclusive use of bicyclists and pedestrians.
- **Class II (Bike Lane or Buffered Bike Lane)** – Provides a striped bike lane for one-way bike travel on a street or highway. Buffered bike lanes provide an additional painted buffer between the bike lane and vehicle traffic.
- **Class III (Bike Route or Bike Boulevard)** – Provides a signed, shared roadway that allows for shared use between bicyclists and pedestrians or motorists. Typically, bike routes are placed on lower volume roadways. Bike boulevards are bike routes with additional traffic calming elements intended to prioritize bicycle safety.
- **Class IV (Protected/Separated Bikeway or Cycle Track)** – A bikeway that is vertically physically separated from vehicle traffic. Protection and separation from traffic can be provided through grade separation, flexible posts, inflexible barriers, or on street parking.


Class I (Multi-Use Path)


Class II (Bike Lane)


Class III (Bike Route)


Class IV (Protected/Separated Bikeway)



6.6.3 BICYCLE FRIENDLY INTERSECTION TREATMENTS

Bicycle friendly intersections provide an added layer of protection for bicyclists and improve bicyclist visibility to motorists at intersections. Bicycle friendly intersections are particularly beneficial at intersections on corridors with a high volume of traffic and on corridors with high vehicular speeds. Treatments that would provide the greatest safety benefits at bicycle friendly intersections within the DTSP study area include bike boxes, two-stage left turn lanes, and green transition lanes. Descriptions of these treatments are provided below:

- **Bike Boxes** – Bike boxes are designated areas at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.
- **Two-Stage Left Turn Lanes** – Two stage left turn lanes offer bicyclists a safe way to make left turns at multi-lane signalized intersections from a right-side cycle track or bike lane, or right turns from a left side cycle track or bike lane. Bicyclists have a safe place to stop outside the flow of traffic while waiting for the traffic light on the cross street to turn green.
- **Green Transition Lanes** – Green transition lanes provide a clear demarcation of the bicyclist through movements across an intersection. This treatment provides improved visibility for bicyclists, leads to more predictable bicyclist and motorist travel movements, and alerts motorists to expect and yield to merging bicycle traffic.

[1] *"Urban Bikeway Design Guide". National Association of City Transportation Officials (NACTO). 2014.*

6.7 SIGNAGE AND WAYFINDING

Signage and wayfinding provide critical information for bicyclists, pedestrians, motorists and transit riders, particularly when making first-last mile connections. Additionally, signage and wayfinding can be particularly helpful near major transit hubs and in Downtown areas, where travelers who are unfamiliar with the area may be visiting. Transit stops including the existing Foothill Transit bus stops along Bonita Avenue and the planned Metro A Line stop located just east of San Dimas Avenue. Signage can also be placed along Bonita Avenue to direct visitors to these transit stations, bike and pedestrian connections, mobility amenities, and other key destinations in Downtown San Dimas, in addition to the station identification and parking signs that are being installed with the construction of the A Line.

6.7.1 GATEWAY VILLAGES

The City of San Dimas Housing Element identified several sites within the DTSP study area that are reflected in the DTSP's Downtown Land Use Plan. These zones have been identified to support the development of higher density multi-family housing, affordable housing, and mixed-use development. Zones include Gateway Village West, Gateway Village East, Town Core, Transit Village, and Public/Semi-Public. It should also be highlighted that there are several Housing Element Opportunity Sites located within the DTSP boundary. These sites are primarily located in Gateway Village West, Gateway Village East, Town Core, and Transit Village. These zones and Opportunity Sites are highlighted in Figure 6.7-1. Additional information is provided in Chapter 3 of this document.

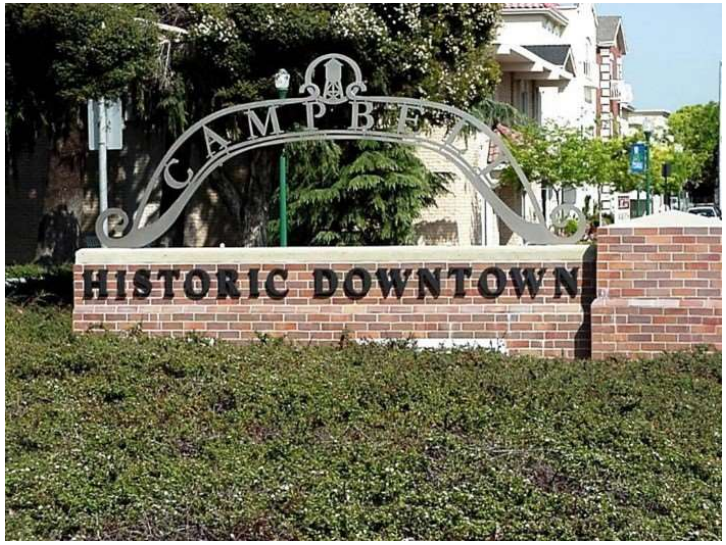
An effective network of wayfinding signage will be particularly important within the Gateway Villages, Town Core, and Transit Village zones identified in the Downtown Land Use Plan. Wayfinding signage can be used in these areas to direct visitors to Bonita Avenue within the Town Core, direct multimodal travelers to Foothill Transit stops within the Transit Village, and to the future Metro A Line station along San Dimas Avenue. Wayfinding signage implemented within these zones should be accessible to multimodal users, particularly for bicyclists and pedestrians.

6.7.2 GATEWAY TREATMENTS

Gateway treatments represent the entry into a destination or downtown for drivers and multimodal travelers. These signs can serve as a meeting place, can integrate archways, public art, or additional wayfinding directions. Gateway treatments in the DTSP area should maintain the historic Downtown San Dimas character, while marking the entry into the DTSP area at key points such as Arrow Highway and Bonita Avenue. Gateway treatments can also include traffic calming elements including curb extensions, pedestrian refuge islands, or raised crosswalks. The images below represent examples of gateway treatments marking the entrance to Downtown areas.

City of Temecula Gateway Sign

Source: Visit California



City of Campbell Gateway Sign

Source: City of Campbell

6.8 PARKING

This section describes off-street and on-street parking supply within the DTSP study area. The area is comprised of a combination of on-street and off-street parking facilities. Off-street parking facilities consist of either municipal parking, unrestricted or nominally restricted parking, the San Dimas Park & Ride lot, and private/ restricted parking.

6.8.1 EXISTING PARKING SUPPLY

6.8.1A OFF-STREET PARKING

The City of San Dimas operates a Municipal Parking District consisting of several free public lots in the Downtown area. These public lots are funded by assessments on properties on either side of Bonita Avenue. They are generally located between Monte Vista Avenue and Iglesia Street. Figure 23 shows off-street municipal, Metro A Line Station, and non-municipal unrestricted parking locations in the DTSP area.

There are eight (8) unique municipal parking locations and one (1) unrestricted non-municipal parking locations within the DTSP study area. There are approximately 457 municipal parking spaces among the eight municipal parking locations, and another 12 spaces within the single unrestricted private parking lot. The one unrestricted non-municipal lot, located on the southwest corner of Bonita Avenue and Monte Vista Avenue adjacent to Rhoads Park, is leased to the Pacific Railroad Society.

The San Dimas Park & Ride is being converted to the A Line San Dimas Station parking facility. The parking facility is found in the center of Downtown San Dimas between Monte Vista Avenue and San Dimas Avenue, north of Railway Street. The park & ride under conversion accommodated approximately 175 vehicles, where seven (7) are ADA accessible and three (3) are electric vehicle charging stations. The new parking facility under construction is projected to provide approximately 114 additional parking spaces, for a total of approximately 289 spaces. The new parking facility is proposed to be complete with a kiss & ride drop-off area, enhanced lighting and safety features, parking and fare payment control features (payment kiosk and license plate readers), bicycle parking, new landscaping, and new pedestrian pathways to the station platform.

Based on previous analysis and aerial inventory, an approximate number of spaces in each lot is as follows, categorized by off-street parking type. This table does not include off-street parking restricted for customer use only. In total there are 746 parking spaces between municipal, unrestricted non-municipal, and proposed A Line Station off-street lots.

Figure 6.8-1: Off-Street Parking Inventory

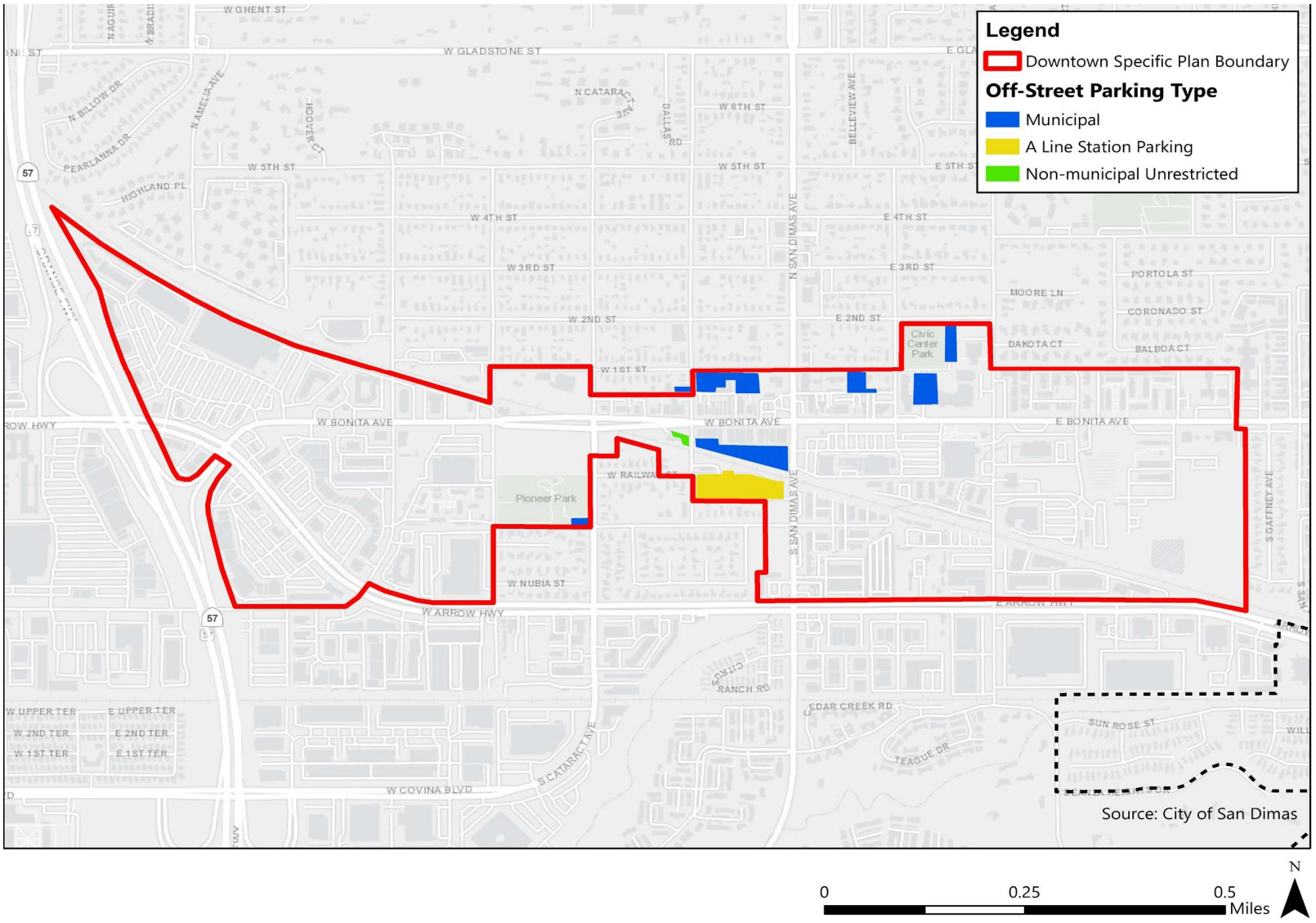


Table 6.8-1: Off-Street Parking Inventory

Lot Location	Number of Spaces
Municipal Parking	**457**
Frontier Village Shopping Center	133
Exchange Place	111
Southwest of First Street/ Monte Vista Avenue	8
Southwest of First Street/ Iglesia Street	56
Northwest of Bonita Avenue/ Iglesia Street	12
Civic Center	70
Civic Center Park/ County Library	56
Pioneer Park	11
Metro A Line San Dimas Station	**289 (proposed)**
Unrestricted Non-Municipal Parking	**12**
Pacific Railroad Society	12
Total Spaces	**758**

There are also private lots accessible to retail customers throughout Downtown, the largest being the surface lots at Foothill Village anchored by Lowe's Home Improvement, at Chaparral Lanes, and at the complex anchored by Albertsons and CVS south of Bonita Avenue and east of San Dimas Avenue. Other private lots are dedicated to residential complexes throughout the DTSP area.

Table 6.8-2: Parallel On-Street Parking Spaces

Street	Direction	Approximate Number of Spaces	Notes
Bonita Avenue	EB	82	65 spaces E of Cataract Avenue
	WB	86	71 spaces E of Cataract Avenue
1st Street	E	30	26 spaces E of Monte Vista Avenue
	W	52	43 spaces E of Monte Vista Avenue
Arrow Highway	E	0	No Parking
	W	0	No Parking
Eucla Avenue	NB	31	
	SB	23	
Acacia Street	N	32	
	S	27	
Cataract Avenue	N	13	
	S	16	
Monte Vista Avenue	N	17	
	S	17	
Exchange Place	N	6	
	S	0	One-way
San Dimas Avenue	N	0	No Parking
	S	8	
Iglesia Street	N	6	
	S	8	
Walnut Avenue	N	17	10 spaces N of Bonita Avenue
	S	21	11 spaces N of Bonita Avenue
Total	**DTSP**	**492**	

6.8.1B ON-STREET PARKING

In addition to the off-street municipal, Park & Ride, and unrestricted parking lots, there are several on-street parking locations throughout the DTSP area. Streets that accommodate parallel on-street parking include Bonita Avenue, San Dimas Avenue, Monte Vista Avenue, and other streets further from the center of Downtown. There are approximately 492 parallel parking spaces in the DTSP study area, though a significant number of spaces are anticipated to be removed with the addition of driveways for development and/or the addition of Class IV Bikeways. Parking spaces are approximate, as there are just a few individual parking space indicators in Downtown. For the approximate count, one (1) parking space is noted for curb space about 25 consecutive feet in length. Table 6.8-2 details the approximate count on all available on-street parallel parking spaces in the DTSP area, categorized by traffic direction.

While parallel on-street parking is most common, corridors that have public perpendicular or angled on-street parking include First Street just west of San Dimas Avenue (19 spaces), and on San Dimas Avenue north of Arrow Highway in the northbound direction only (25 spaces). The total number of public perpendicular or angled on-street parking spaces is 44. There is private angled parking within the DTSP area, on both sides of E Commercial Street east of San Dimas Avenue (17 spaces).

6.8.2 PARKING RATIOS AND STRATEGIES

Minimum required parking ratios for the plan area are provided for in Chapter 4 of this document, and are based upon land use classifications in the specific plan area. As on-street parking is likely to be impacted by increased demand and infrastructure changes such as the addition of driveways for developments and/or the addition of Class IV bikeways, Table 6.8-3 provides some alternative strategies that the City may choose to consider further in the future to address parking in the downtown area.

Table 6.8-3: Parking Strategies

Modifications to Parking Requirements	Strategy	Concept
Decreased Parking Requirements	Decrease minimum parking ratios	Implement minimum parking requirement reductions for non-residential uses
	Blended rates	Allow all non-residential uses within a defined area to utilize the same parking ratio rate, regardless of use
	In-lieu parking fees	Allows new proposed uses to pay a fee in place of providing all or a portion of the minimum parking required. Revenues from this program would be used for TDM measures or new public parking facilities.
	Parking reductions for transportation demand management (TDM) measures	Allow for the reduction of parking requirements if TDM measures are implemented, as TDM measures help reduce the number of vehicle trips
	Shared parking	Permit mixed-use developments to share parking facilities between compatible land use patterns
Change of Use	Change of Use Parking Standards	Allow businesses to participate in adaptive reuse of existing buildings with limited parking spaces by forgoing minimum parking requirements
Off Site Parking	Option to provide parking off-site	Allows for the provision of parking off-site but located within 1,500 of the parcel

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 7: INFRASTRUCTURE

SAN DIMAS
DOWNTOWN SPECIFIC PLAN

7.1 INTRODUCTION

The infrastructure discussion provides an overview of existing and future conditions for water, sewer, and storm systems serving the San Dimas Downtown Specific Plan (DTSP) Area. The DTSP area is serviced by Golden State Water Company, California Department of Transportation, Los Angeles County Department of Public Works (LACDPW), the Los Angeles County Sanitation District (LACSD), Southern California Gas Company, Spectrum, and Frontier. Information was gathered and compiled to generate utility maps and an analysis of the DTSP area. This section identifies the current conditions of these infrastructure systems, along with recommended upgrades to accommodate potential new development.

7.2 WATER SERVICE

7.2.1 WATER SERVICES EXISTING CONDITIONS

The DTSP area is supplied with potable water from Golden State Water Company's San Dimas District and is controlled by two storage reservoirs located on the south side of Gladstone Street, east of Amelia Avenue. These reservoirs are located less than 1,500 feet from the northern boundary of the DTSP area. Reservoir capacity can be expanded by increasing the volume of storage and flow rates can be expanded by increasing the pump sizes.

Due to the complex connectivity of the DTSP area water lines, minimal headloss is identified in the existing system's variable demands. The main streets serviced by the distribution network are connected through 8" to 12" pipes. The majority of the DTSP area is within the Wayhill Zone of the San Dimas service area, which spans from southwest to northeast. With lower elevation zones in the southwest, the pressure in this area ranges from 85 to 95 PSI. The higher elevation is located in the northeast portion which experiences normal pressures of 50-60 PSI. A small portion of the DTSP area is located in the Eaglecliff zone – Bonita Avenue East from Walnut Avenue. The pressures in this area are between 110-125 PSI based on elevations.

Distribution mains that connect the neighborhoods are comprised of 4" and 6" pipes. The existing pipe sizes are adequately sized to provide flow to the DTSP area. A Holiday Inn Express, Best Western Hotel & Suites, Red Roof Inn, Motel 6, and Extended Stay America are the estimated existing high demand locations in the DTSP area. The water line sizes in the area are adequate to provide the hotels with adequate flow without creating pressure loss in the system. The DTSP area is adequately serviced with fire hydrants. The 10" and 12" main network, with their proximity to the reservoir, adequately allows necessary flow rates without losing pressure in the system.

The majority of the distribution network is steel or asbestos-cement pipe (AC pipe). Some ductile iron pipe and PVC pipe are present in the area including a 24" main on Arrow Highway which helps distribute the large flow coming from the reservoirs. Conditions of the pipes are unknown, but they are assumed to be in good condition. Figure 7.2-1 illustrates the water system servicing the DTSP area by pipe size and Figure 7.2-2 illustrates the water system servicing the DTSP area by pipe material.

Figure 7.2-1 Water System Map – Pipe Size

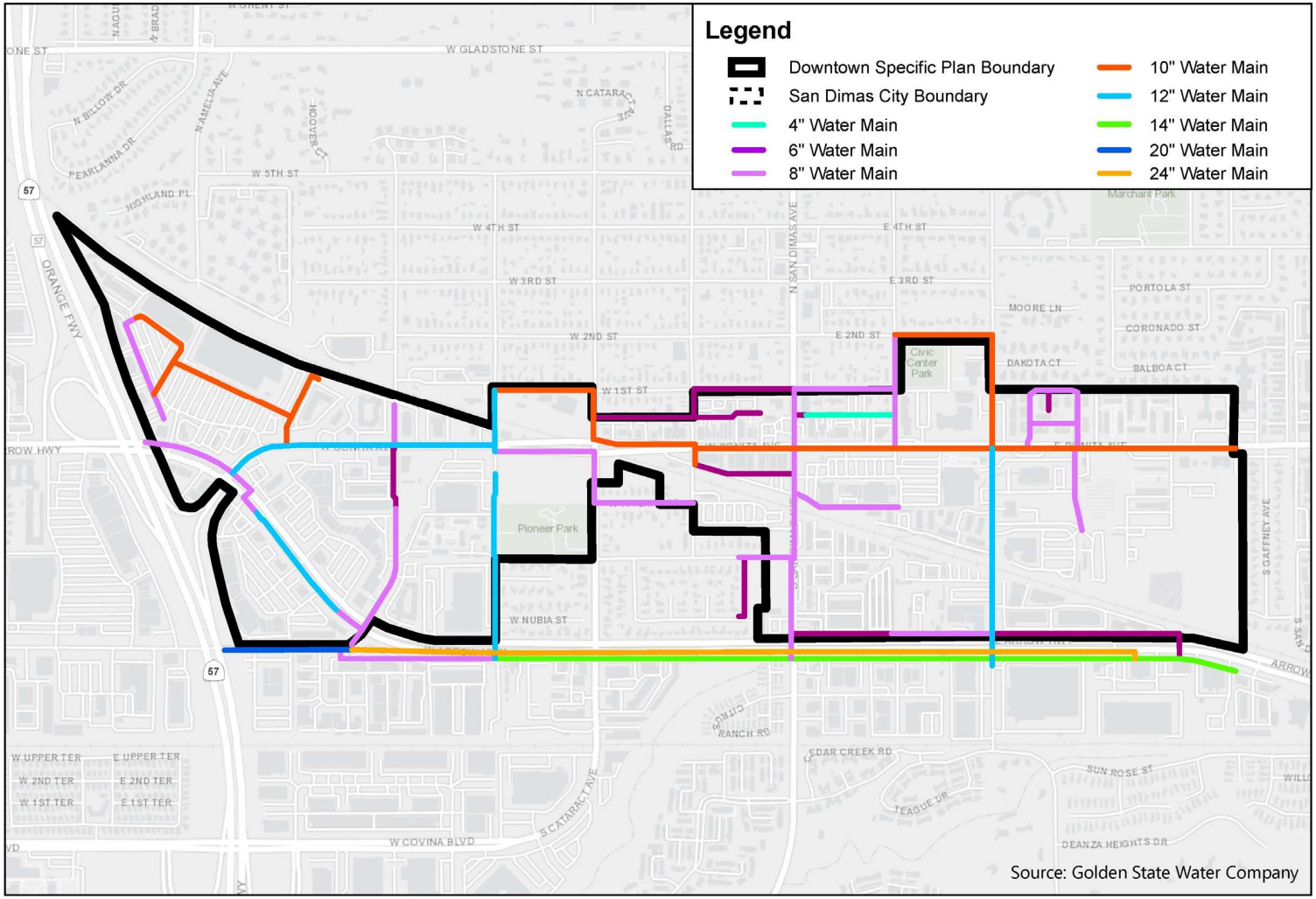
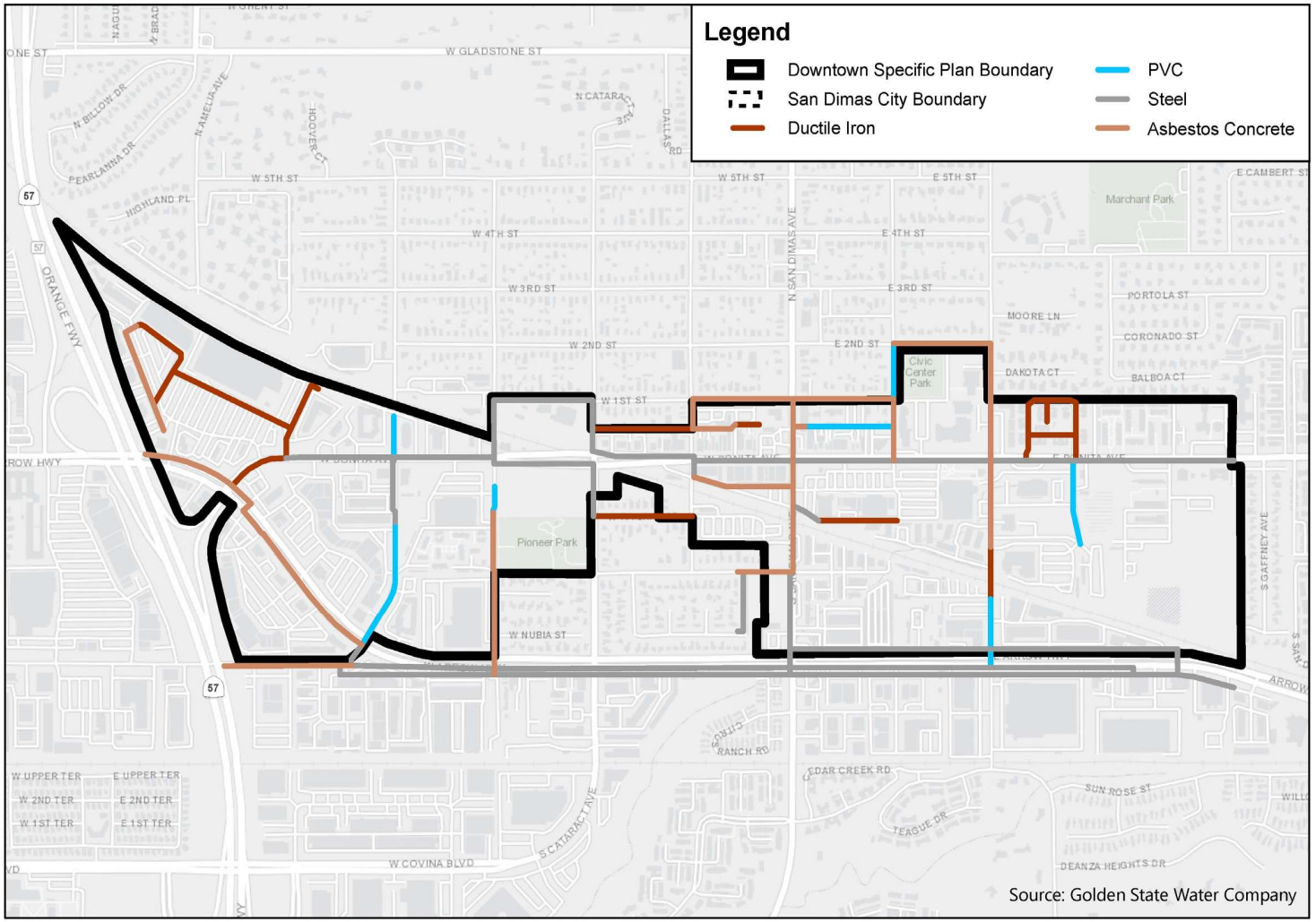


Figure 7.2-2 Water System Map – Pipe Material



7.2.2 WATER SERVICES FUTURE CONDITIONS

The San Dimas DTSP provides land use estimates for a 2045 buildout. These changes to the existing land use include a relatively large increase of residential households in the east and west regions of the DTSP area. Water demand estimates for these areas and the rest of the DTSP were calculated using the assumptions below:

- 300 gallons per day (GPD) per household
- 200 GPD per 1,000 square feet for commercial space
- 500 GPD per 1,000 square feet for industrial space
- 35 GPD per employee for institutions
- 2.5 Peak Factor

Using these water demand assumptions, the total water flow into the DTSP area would increase from an average of 0.63 million gallons per day (MGD) with the existing land use, to 1.38 MGD with the 2045 buildout land use. Additionally, the proposed land use changes would generate a peak flow increase from 1.58 MGD to 3.45 MGD, which is equal to an increase of peaks from 1,100 gallons per minute (gpm) to 2,400 gpm of instantaneous flow to the DTSP area.

The plan for the downtown area includes six districts: Gateway Village West, Gateway Village East, Transit Village, Town Core, Public/Semi-Public, and Open Space. Each area was then broken down by acreage further for each zoning type: Residential, Commercial, Office, Industrial, and Institutional. The Table below displays the water demands and flows for each district determined by the assumptions listed above and the total proposed buildout of the DTSP.

Table 7.2-1 Water Demand and Peak Flow by District

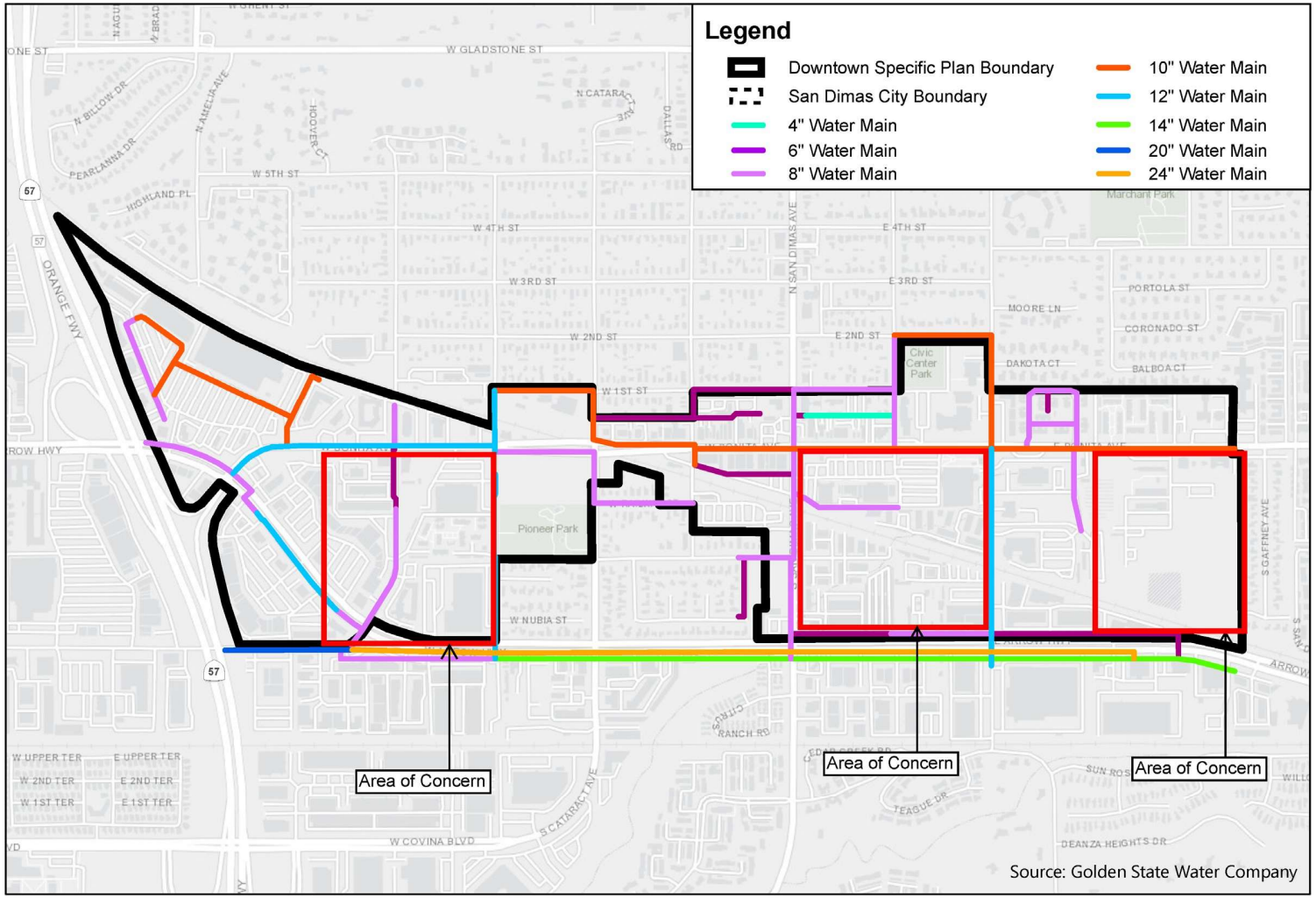
District	Land Use Estimates		Water Demand (GPD)	Peak Flow (gpm)
	Type	Area (ac)		
Gateway Village West	Residential	48.8	772,402	1,341
	Commercial	27.9		
	Office	8.3		
Gateway Village East	Residential	15	195,218	339
	Commercial	2.7		
	Office	3.7		
	Institutional	3.7		
Transit Village	Residential	19.7	315,322	547
	Commercial	9.8		
	Office	5.9		
	Institutional	3.9		
Town Core	Residential	4.5	92,846	161
	Commercial	10.7		
	Office	2.7		
Public/Semi-Public		29.0	14,775	26
Open Space		7.3	--	--

Holistically, the DTSP area has adequate distribution piping to serve the full 2045 buildout. Each zone has access to 6”, 8”, 10” and/or 12” water lines, which will serve the future demand without exceeding the headloss requirement. The DTSP area is also bordered to the south by 14”, 20”, and 24” mains, which allow for service lines to be upsized if necessary.

Outlined in Figure 7.2-3, an area of concern is the Gateway Village - West district. The peak instantaneous flow requires at least a 10” pipe to maintain the headloss requirement. While the district has 10” and 12” lines to serve the demand, there are stretches of 6” and 8” lines that would restrict the amount of flow to any new development. Similarly, the areas serviced South of Bonita Avenue and East of San Dimas Avenue do not have high interconnectivity and are serviced by smaller waterlines. If the areas are to be developed, the City will need to be mindful when connecting new services to the lines in this district. The City could either elect to upsize existing waterlines in these areas or increase interconnectivity by adding more lines and reducing overall headloss.

This analysis is based off an assumption of flows into the districts of the DTSP area that are independent of factors in the surrounding area. Golden State Water Company will have to perform a holistic analysis to confirm and address these observations and concerns.

Figure 7.2-3 Water System Map – Areas of Concern



7.3 SANITARY SEWER SERVICE

7.3.1 SANITARY SEWER SERVICES EXISTING CONDITIONS

Two sanitary systems exist within the DTSP area: local collection lines and trunk sewers. The local collection lines are a series of 8", 10", and 12" gravity mains with 4" and 6" laterals connecting to existing houses and buildings. All of these sewers are composed of vitrified clay pipe (VCP), lined clay pipe (LCP) or lined vitrified clay pipe (LVCP). All local sewer lines are owned by the City of San Dimas and operated/maintained by the Los Angeles County Department of Public Works (LACDPW) through their Consolidated Sewer Maintenance District (CSMD). The trunk line sewers are operated/maintained by the Los Angeles County Sanitation District (LACSD).

The DTSP area has one sanitary sewer lift station which is located in the Northwest portion of the DTSP area (shown in Figure 7.3-1 as a red circle), which pumps the sewage from the area into the 12" gravity line along Arrow Highway. Sanitary lift stations are used where elevation changes do not allow gravity flow into the larger collection units. Based on topography of the area, this lift station collects sewage from the mixed-use area of the Northwest corner near Arrow Highway. Figure 7.3-1 illustrates the existing sanitary sewer service within the DTSP area. This map shows the location of lines, as well as the size and type of sewer. The trunk sewers in this area are between 12" and 24".

In 2015, the sewers in the DTSP area were inspected by the County using a CCTV inspection protocol for both structural and maintenance defects. During the inspection, the sewers were rated using the following criteria:

- Grade 1 - Minor: Minor or no defects; unlikely to fail in the foreseeable future.
- Grade 2 - Minor to Moderate: Defects that have not begun to deteriorate; estimated to fail in 20+ years.
- Grade 3 - Moderate: Moderate defects that will continue to deteriorate; estimated to fail in 10-20 years.
- Grade 4 - Significant: Severe defects that will become grade 5 defects in the foreseeable future; estimated to fail in 5-10 years.
- Grade 5 - Most Significant: Defects requiring immediate attention; has failed or will fail within 5 years.

The DTSP was rated on maintenance and structural defects using this scale. Approximately, 85 percent of pipe inspected was in minor to moderate condition. Only 15 percent of pipe will require immediate attention in the near future. After condition assessment, any areas in significant or most significant condition were scheduled to be fixed within 24 months as part of an Accumulative Capital Outlay Project. Maintenance defects include grease build ups, line sags, etc., that do not structurally damage the pipe, but could potentially cause flow issues. Figure 7.3-2, taken from the County's inspection report with the DTSP boundary overlaid, shows the ratings of each pipe in the DTSP area from the 2015 sanitary assessment.

There are two trunk sewers, owned and operated by LACSD, that area in the DTSP. The northern trunk sewer, while traveling through the DTSP, is a concentrate only sanitary line from the nearby water plant. This trunk sewer does not collect sewage from the DTSP. The northern concentrate trunk sewer main starts north of the DTSP area on Juanita Avenue and continues on Third Street before heading south on North Acacia Avenue into the DTSP area. It then heads west through the Bonita Avenue line out of the DTSP area. The main southern trunk sewer, which services the area, starts east of the DTSP. The DTSP has two sections of trunk sewer in the DTSP – one starting at the intersection of Bonita Avenue and Walnut Avenue, the other starting at Acacia Avenue, just south of Pioneer Park. The sections flow south and connect into the main trunk line on the southern edge of the DTSP area. The trunk sewers are between 12" and 24" before expanding outside the DTSP area. The trunk sewers are non-reinforced concrete pipe and have had no known issues in the DTSP area. A detailed sewer flow analysis study shall be conducted to fully capture the effect of the sewer flow outside of the DTSP.

Figure 7.3-1 Sanitary Utilities Map – Pipe Size

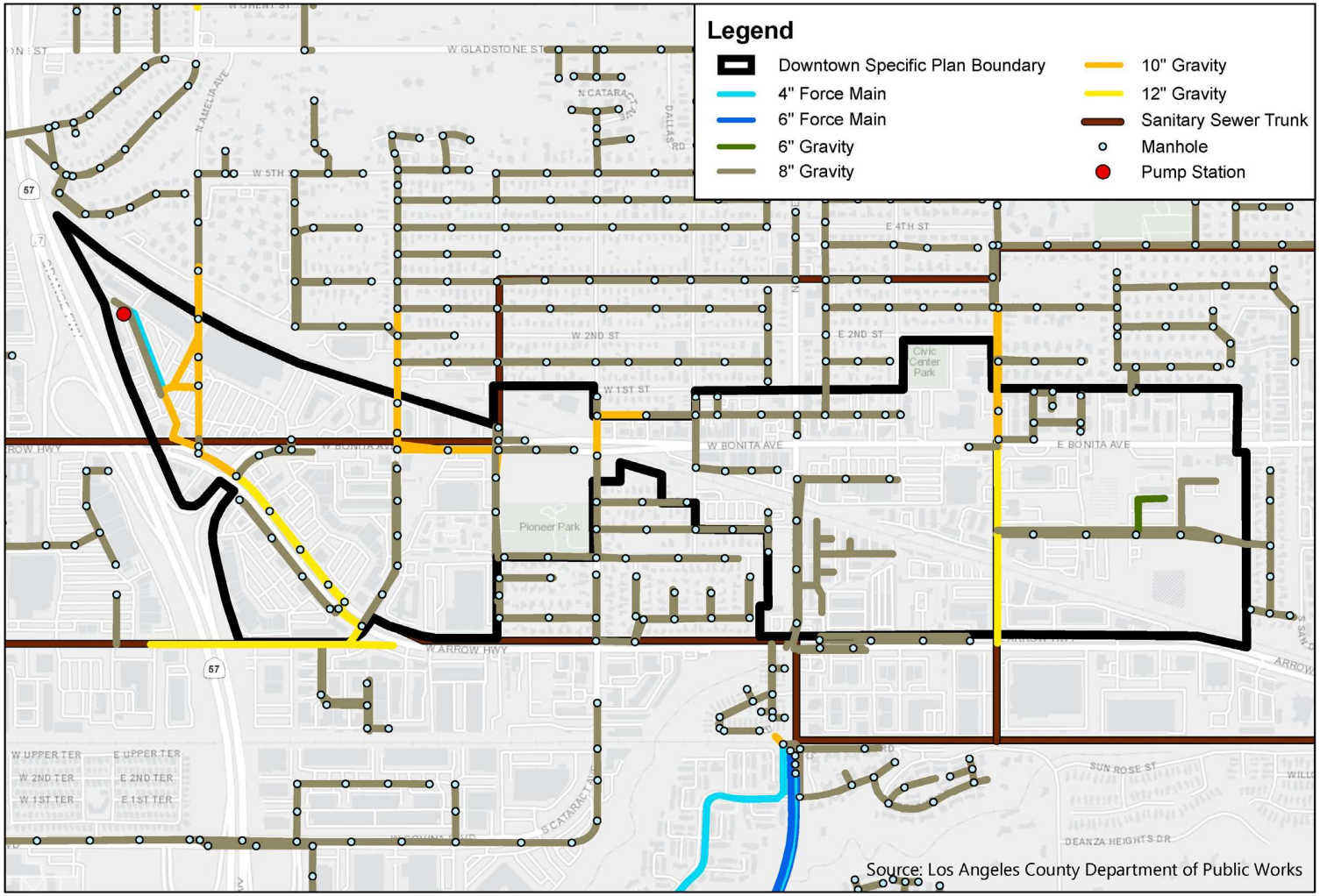
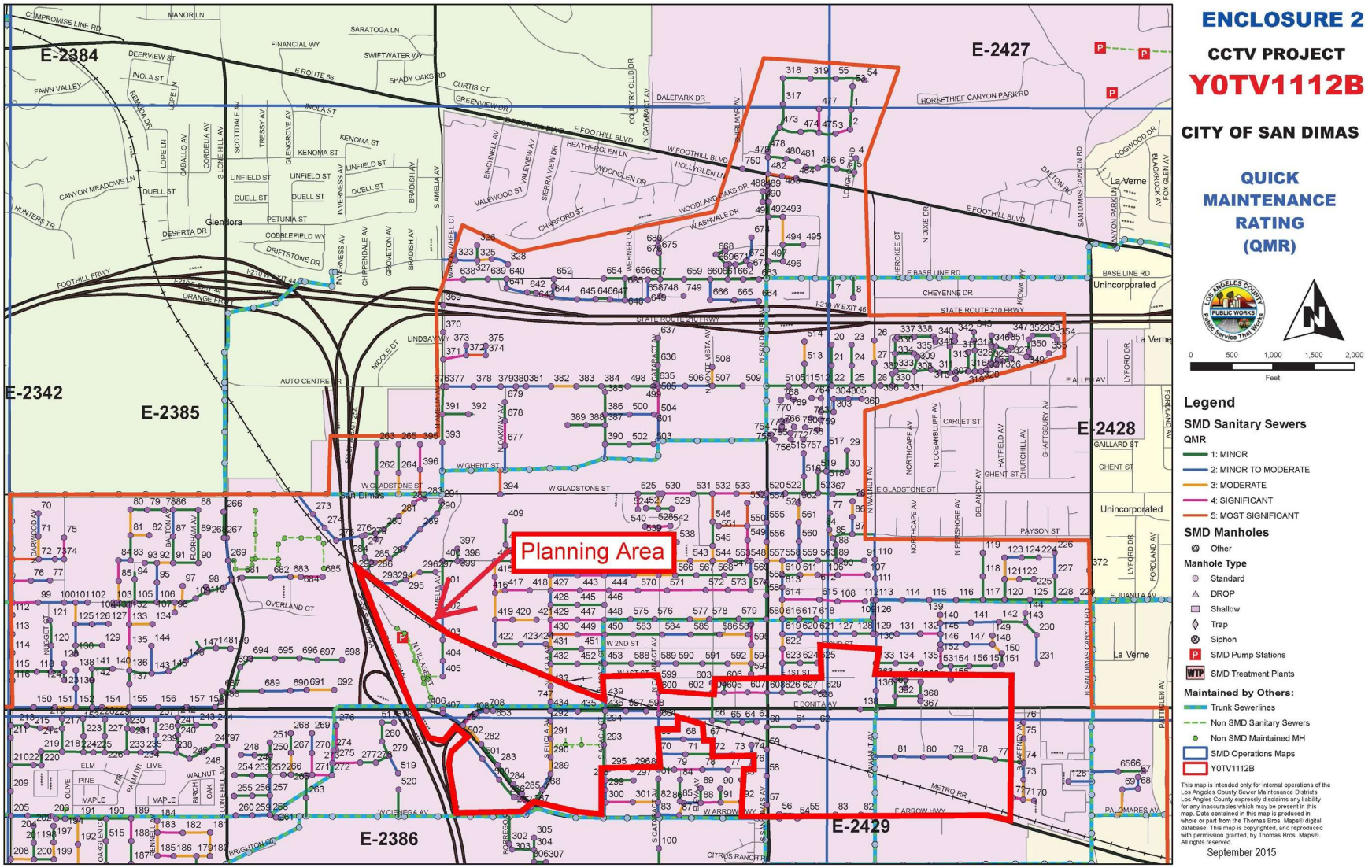


Figure 7.3-2 Sanitary Ratings Map



7.3.2 SANITARY SEWER SERVICES FUTURE CONDITIONS

To analyze the future sanitary sewer conditions, it is assumed that the sewer collection demand is equal to the water distribution demand. This assumption does not account for inflow and infiltration flows. Additionally, the following assumptions were considered to examine the capacity of the 8", 10", and 12" sewer services:

- "Full capacity" considered to be 50%
- Minimum slope 8": 0.40%
- Minimum slope 10": 0.28%
- Minimum slope 12": 0.22%

Sewer services in the DTSP area will need to be expanded in order to accommodate the proposed land use buildout. There are large sections of Transit Village and smaller sections of the East and West Gateway Villages that do not have many, or any, main lines. To accommodate the desired residential influx, services connecting into the trunk lines will need to be constructed.

An area of concern is in the southeastern area of the Gateway Village - West district. This portion of the district is bordered by 8" sanitary sewer lines on the east and west, and a 10" line to the north. The total sanitary flow for the district (Seen in the Table in Section 2.2) exceeds the above rated "full" capacity of 8" and 10" lines, therefore residential and other development may be restricted. A 12" sanitary sewer line would accommodate the expected total flows for the district, which identifies a possibility of the existing 12" line being utilized to route the district's flow to the trunk sewer. However, that would have to be determined during district planning.

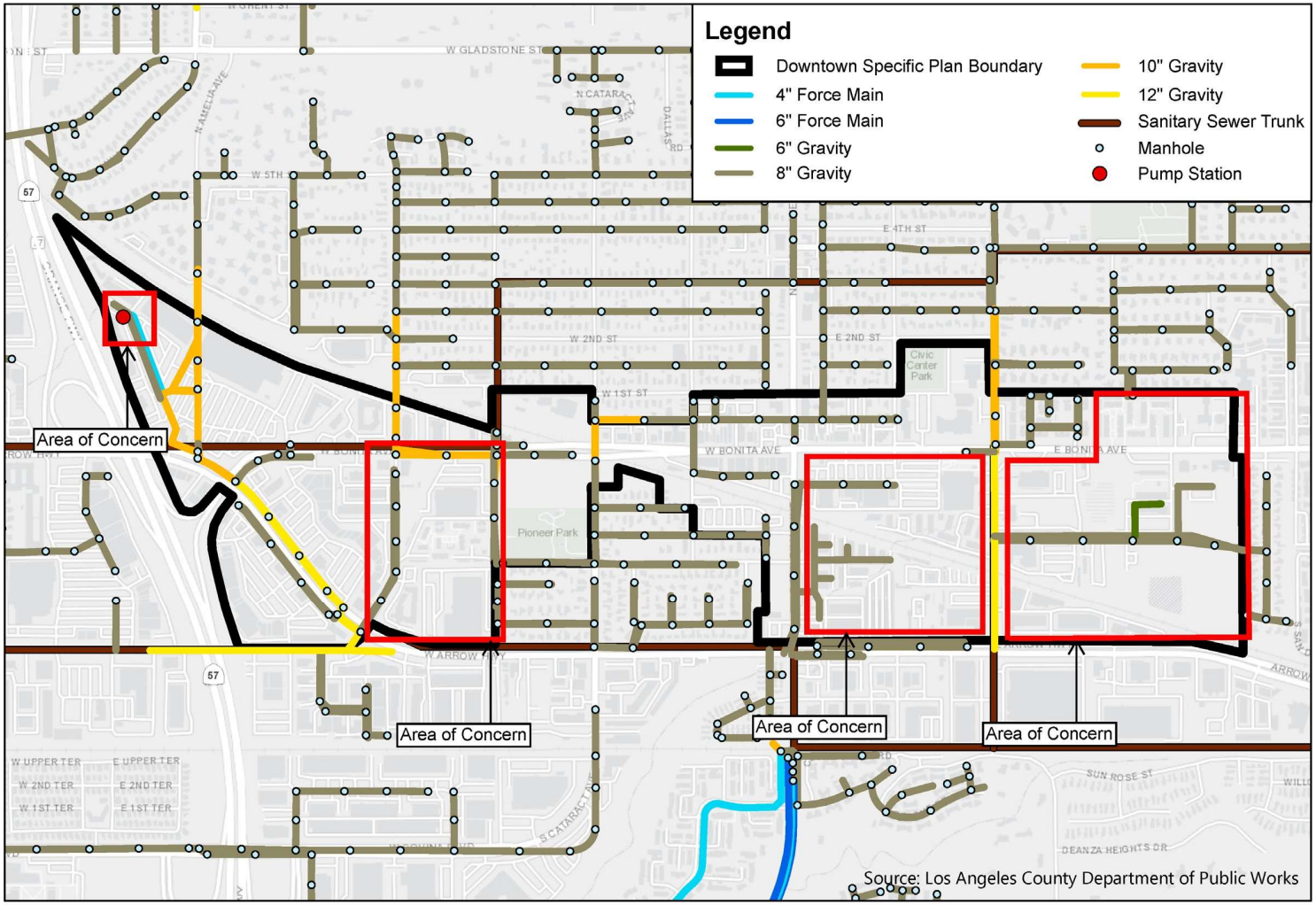
Another area of concern is in the region of the DTSP area east of San Dimas Avenue, which includes the Gateway Village - West, Public/Semi-Public, and Transit Village zones. As the Transit Village is anticipated to increase development in the area it is anticipated demands will increase with higher trafficked areas. This section of the DTSP area could potentially be zoned for residential purposes, and therefore would require sewer services. The few 8" lines in the area are of an adequate size, however they are currently not disbursed enough to provide sufficient collection for new development. As the DTSP area is developed further, additional sewer service will need to be implemented.

A final area of concern is the lift station in the Northwest corner of the DTSP area. Small lift stations are traditionally sized for known flow rates with minimal variances in design. If the area were to undergo significant changes affecting wastewater flow, it could potentially require modifications to the lift station (wetwell or pump upsizing, increased diameter of force main, etc.). As the lift station collects flow from a relatively small area of the DTSP area, it is anticipated that if modifications are required, they will be minimal.

The areas of concern can be seen in Figure 7.3-3.

If flows are to increase significantly, a larger trunk line will have to be installed. It is unknown the extent of changes in the DTSP area which would affect the sizing of the trunk line, increases in sewage quantity and quality can vary with introduction of new housing, mixed use development, or commercial business. Until the DTSP area is developed further, an accurate estimation and evaluation cannot be performed to identify the appropriate trunk size. At the time development proposals are made to the City, sewer capacity studies will be required to determine if existing systems are sufficient for the proposed additional flows and/or to determine the appropriate sizing of any new sewer system

Figure 7.3-3 Sanitary Sewer Map – Areas of Concern



7.4 STORM DRAINAGE

7.4.1 STORM SERVICES EXISTING CONDITIONS

Storm water runoff in the DTSP is collected and flood control occurs through a series of gravity storm drains owned and operated by Los Angeles County Flood Control District (LACFCD) and the City of San Dimas. The major storm drain travels under San Dimas Avenue, with catch basins at most intersections along it. The storm drain begins one half mile north of Bonita Avenue at the intersection of Gladstone Street and Walnut Avenue. The storm drain becomes a 48" drain – named BI 0516 Line A. The line was installed in 1960, according to Los Angeles County Records. The storm drain enters a 72" outfall that travels under East Arrow Highway and discharges into a dry-weather stream outletting to Walnut Creek and the Puddingstone Reservoir.

The northeastern portion of the DTSP area drains towards the dry weather stream under Arrow Highway through a small section of collection pipes, connecting at the main 72" outfall. The far east section of the DTSP, which is currently undeveloped, does not have stormwater collections. Smaller catch basins in the northwest portion of the DTSP area drain to the southwest under the Orange Freeway (Highway 57) and under Arrow Highway.

Figure 7.4-1 illustrates the storm drain system within the DTSP area.

It has been reported that localized flooding occurred on the north side of the DTSP area near Cataract Avenue and First Street prior to storm drain system improvements in the area. The DTSP area has areas of small sized residential lots, areas of mixed-use retail and entertainment locations (with large areas of impervious parking lots), and areas of undeveloped lots and parks.

7.4.2 STORM SERVICES FUTURE CONDITIONS

Due to the variety of open area and impervious area in the DTSP area, groundwater infiltration and stormwater runoff will be greatly affected by development in the area. The existing Open Space zone is expected to remain the same in the 2045 buildout, at 7.3 acres. This would maintain the pervious area and continue to allow groundwater infiltration at the same rate.

Alterations of streets or increase of impervious surfaces would be required to meet existing design standards of Los Angeles County and the City of San Dimas. The existing storm drain system is designed for a 10-year storm event. Los Angeles County identifies that infrastructure be designed for 25-year storm event conveyance with overrun from storm sewers to be conveyed by the streets. Addition of impervious surface or reconfiguration of the streets would have to be designed within these constraints. Stormwater mitigation efforts for new developments – such as semi-permeable construction, rain gardens, stormwater detention basins, etc. could all be used to alleviate instantaneous runoff to decrease strain on the storm sewer system.

With any development, holistic analyses of existing to proposed impervious areas are required to examine the resulting changes in runoff flows. If these pervious surfaces are replaced with impervious surfaces, such as the development of the planned Metro A Line station, more storm drain capacity may be required. The station is proposed to be located off Bonita Avenue and San Dimas Avenue which is currently developed space with a small section of pervious area between the road and parking lot. There is also a bridge planned for Bonita Avenue and Cataract Avenue, which will occupy a large area of currently undeveloped surfaces on the south side. The far east portion of the DTSP area currently is identified as open space. If that area is developed, it would result in a large increase in impervious surface which will greatly increase stormwater runoff.

Figure 7.4-1 Storm Drain System Map

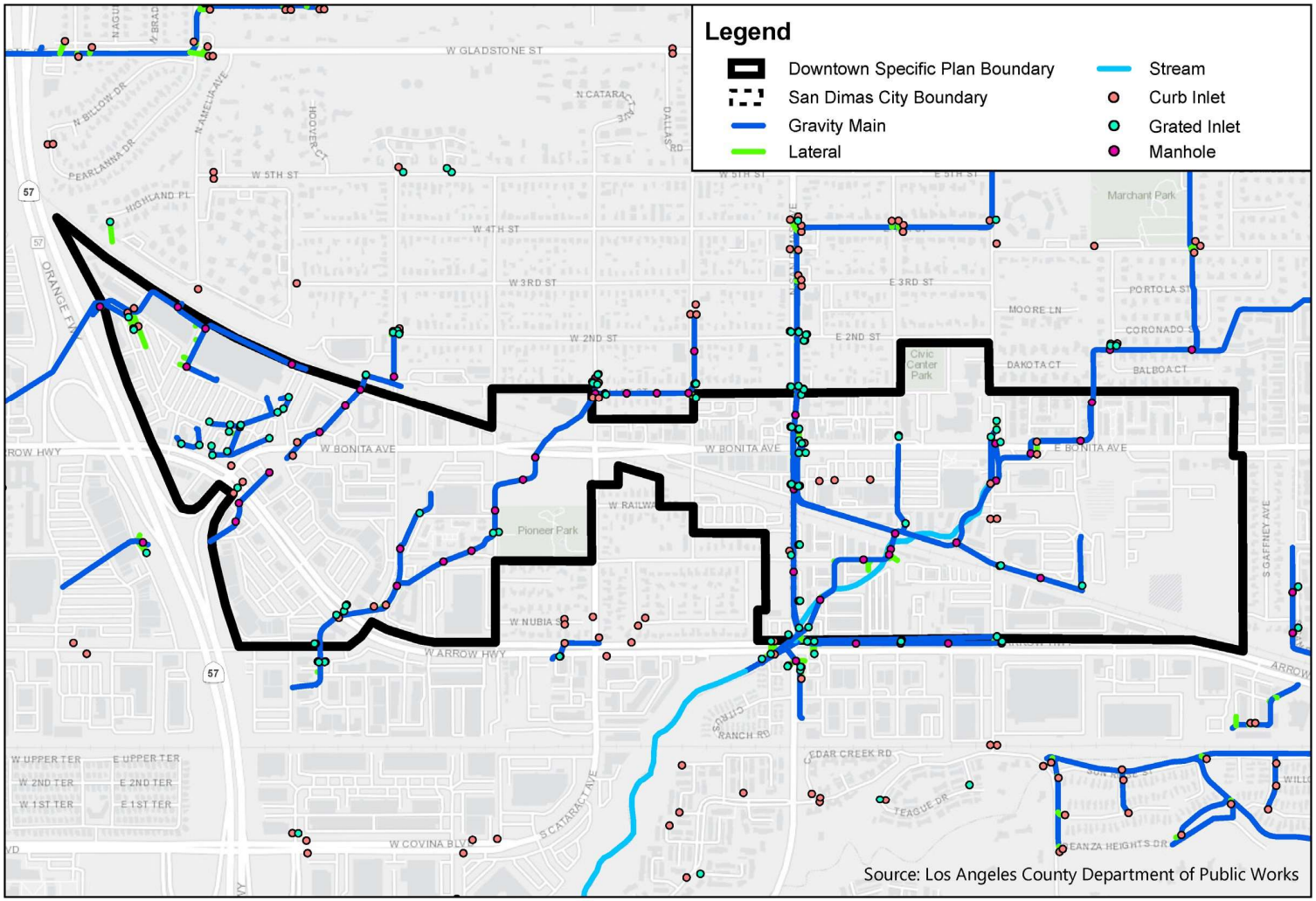
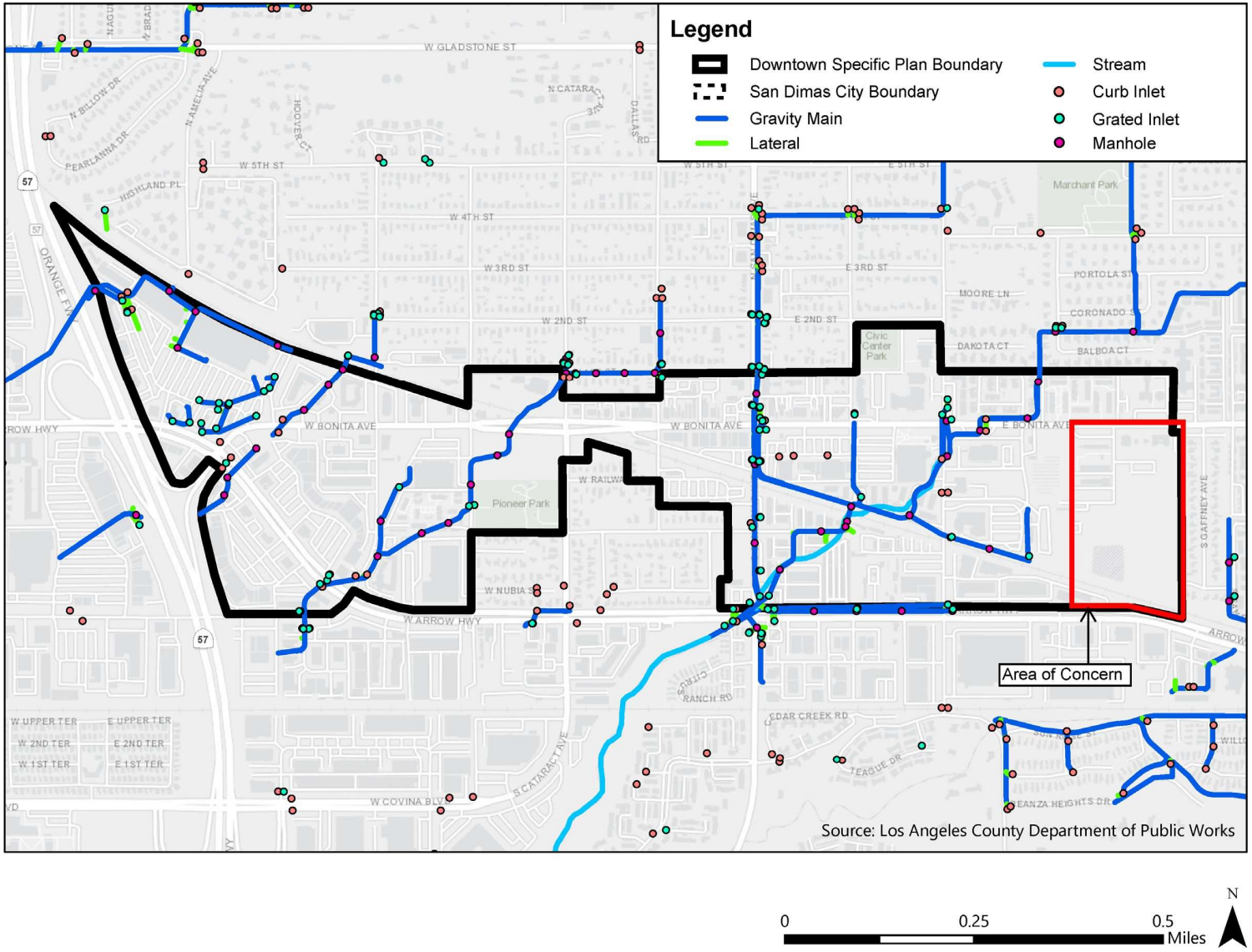


Figure 7.4-2 Storm Drain System Map – Areas of Concern



As the DTSP area continues to form, it is important to identify when areas of pervious surfaces are being replaced with concrete, asphalt, and other impervious surfaces as they will have a large effect on stormwater collection system. At the time development proposals are made to the City, hydrology and hydraulic studies will be required to determine if existing systems are sufficient for the proposed additional flows and/or to determine the appropriate sizing of any new storm drain system.

7.5 ELECTRICAL SERVICES

Electricity is provided to the Specific Plan area by Southern California Edison (SCE), a private utility company. SCE sets its own service standards, with oversight from the California Public Utilities Commission (CPUC), and facility improvement strategies. Electricity is transmitted by a system comprised of both underground and above-ground/overhead/ aerial power lines that currently supply sufficient electrical service to the Specific Plan area. At the time development proposals are made to the City, the applicant will be responsible for submitting applications to SCE for electrical service. SCE would determine whether adequate capacity is available or whether system upgrades may be required.

7.6 NATURAL GAS

The Southern California Gas Company, a subsidiary of Sempra Utilities (The Gas Company), a private utility company, is the natural gas service provider for the Specific Plan area. Natural gas pipelines exist along major street rights-of-way within the area.
The analysis and decision on capacity to meet future demand under buildout of the Specific Plan will be conducted by the Gas Company in coordination with the City at the time development occurs and building plans are submitted.

7.7 TELECOMMUNICATIONS AND CABLE

Charter Communications and Frontier Communications provide local and long distance communications services in the Specific Plan area. Both companies also provide cable and high-speed internet services. Various wireless carriers provide service within the Specific Plan area. The analysis and decision on capacity to meet future demand under buildout of the Specific Plan will be conducted by the individual telecommunications and cable providers. It is likely that local system upgrades will be required to serve the future build out

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 8: ADMINISTRATION

8.1 GENERAL

The coordinated and systematic administration of the San Dimas Downtown Specific Plan (DTSP) is essential to accomplish the vision for the area's future. This Administration Section sets forth the administrative processes to review proposed land uses and development.

The San Dimas DTSP serves as the implementation tool for the General Plan and establishes the zoning regulations for the Specific Plan area. All development proposals within the Specific Plan area are subject to the procedures established herein. The standard and other requirements of this Development Code shall be administered and enforced by the Development Services Department, the Planning Commission, and City Council in the same manner as the provisions of the City's Zoning Code.

8.1.1 AUTHORITY

This Specific Plan was prepared pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457), which allows the preparation of specific plans as required for implementation of the general plan.

The Downtown Specific Plan is the regulatory document guiding land use and development within the boundaries identified in this specific plan. Upon adoption, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

8.1.2 INTERPRETATION

In the event of ambiguity or circumstances not specifically provided in this DTSP, the Director of Development Services shall interpret the intent of the land use standards. The director may, at his or her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with SDMC Chapter 18.212, Appeals.

8.1.3 CONFLICT

Where any provision of this Plan and the Municipal Code appear to be in conflict, the provisions of this Plan shall prevail. For matters on which this Plan is silent, the provisions of the Municipal Code shall apply.

8.1.4 SEVERABILITY

If any section, subsection, sentence, clause, phase, or portion of this Specific Plan, or any future amendments or additions, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of the DTSP, or any future amendments or additions.

8.2 LAND DIVISIONS

Applications for, as well as processing and approval of proposed divisions of land, including, but not limited to, parcel mergers, lot line adjustments, parcel maps, and tract maps within the Specific Plan Area shall comply with the policies, development standards, and design guidelines contained within this Specific Plan, provisions of the California Subdivision Map Act, the subdivision ordinance of the City of San Dimas (Title 17), and the applicable procedural requirements of the San Dimas Municipal Code.

8.3 ENTITLEMENT PROCESSES ESTABLISHED IN THE SAN DIMAS MUNICIPAL CODE

The following list highlights some of the chapters within the San Dimas Municipal Code that address specific standards and procedures for the following entitlement reviews and are applicable to such requests for land within the downtown specific plan area. All standards of the SDMC apply unless otherwise amended or replaced by this specific plan.

- Chapter 18.12 for Development Plan Review, including new construction, additions, and signs
- Chapter 18.162 for Tree Removal Requests
- Chapter 18.196 for Temporary Use Permits
- Chapter 18.200 for Conditional Use Permits
- Chapter 18.204 for Variances
- Chapter 18.208 for Zone Changes and Amendments, including amendments to this specific plan
- Chapter 18.212 for Appeals

8.4 ENTITLEMENT PROCESSES ESTABLISHED IN THIS SPECIFIC PLAN

For purposes of streamlining land use and development proposals while also providing standards to protect the public health, safety, and welfare, this Specific Plan provides additional mechanisms to allow the Director of Development Services to approve Minor Use Permits and to make Similar Use Determinations as outlined below. These processes are applicable only to the specific plan area.

- Section 8.4.1 for Minor Use Permits
- Section 8.4.2 for Similar Use Determinations. This process replaces and supersedes SDMC 18.192, Classification of Use, for the specific plan area.

8.4.1 MINOR USE PERMITS

The Minor Use Permit review process provides for a streamlined discretionary review process for land uses that require special consideration due to their type or intensity, but do not necessarily warrant a public hearing or review by the Planning Commission. The Minor Use Permit process allows the Director of Development Services to make determinations on certain land use requests, but still provides for the opportunity for an Administrative Hearing if requested by an applicant or any concerned party. Action on a Minor Use Permit is discretionary, and may include approval, approval with conditions, or denial, based on findings of fact as outlined below. Processing procedures shall be as follows:

A. Application Content. The content of a Minor Use Permit application shall be as prescribed on the application form maintained by the City of San Dimas Planning Division. The fee shall be as established by City Council resolution.

B. Uses Subject to Minor Use Permit. Uses designated as "MUP" in the Land Use Table contained within Chapter 3, Section 4, Table 3.4-2 may be permitted or conditionally permitted subject to the provisions of this chapter.

C. Director Authority and Right to Forward to Planning Commission. The Development Services Director may approve, conditionally approve, or disapprove Minor Use Permit applications. The Development Services Director may, at his or her sole discretion, require that the Minor Use Permit be referred to the Planning Commission for review and decision.

D. Findings Required. In approving or conditionally approving a Minor Use Permit, the Director or subsequent reviewing body shall make required findings. The findings for a Minor Use Permit shall be the same findings required for a Conditional Use Permit as outlined in SDMC Chapter 18.200, Conditional Use Permits.

E. Tentative Notice of Decision. Before making a final determination on a Minor Use Permit, the Director shall cause a Tentative Notice of Decision to be prepared and mailed to the applicant and all adjacent property owners and tenants. The purpose of this process is to allow for the adjacent property owners and tenants to be informed of the request, to bring any concerns or information regarding the Minor Use Permit request forward for consideration by the Director, and to allow the applicant or any concerned party the opportunity to be heard at an Administrative Hearing by the Director; however, if no Administrative Hearing is requested within 10 days of mailing of the Tentative Notice of Decision, the Director of Development Services may approve, approve with conditions, or deny the request administratively, without a hearing. The Tentative Notice of Action shall:

   1. Identify the proposed project and applicant;
   2. Describe the relationship of the project to applicable land use and development policies and ordinances;
   3. Cite all relevant tentative findings to be made in connection with the action on the project;
   4. Note whether the tentative decision is approval, approval subject to conditions, or denial of the Minor Use Permit;
   5. List any applicable tentative conditions of approval;
   6. Describe the process for which the applicant or any concerned party may request an Administrative Hearing before the Development Services Director; and
   7. Note that the tentative decision will become the final action on the project on the 10th day following the mailing date of the Tentative Notice of Action unless an Administrative Hearing is requested, or unless the findings, conditions, or determination are changed as a result of information received after the mailing of the notice and/or leading up to or at a requested Administrative Hearing, or unless the action is appealed in compliance with SDMC 18.212.

F. Effective Date of Minor Use Permit and Appeal Procedures. A determination on a Minor Use Permit shall become effective 20 days after a decision has been rendered unless an appeal is filed in accordance with SDMC Chapter 18.212, Appeal Procedures.

G. Time Limits. The Director may establish a time limit within which the subject use shall be established. The time limits set by the Director shall be reasonable in relation to the size and nature of the proposed development. In the event no such time limit is established, the use shall commence within two years.

H. Revocation and Modification. Revocation and modification procedures shall be as established for Conditional Use Permits under SDMC 18.200, except that the Director may act in the place of the Planning Commission for Minor Use Permits that were approved at the Director level.

8.4.2 SIMILAR USE DETERMINATIONS

The land use table does not include all possible uses. When a specific use is not listed and it is unclear whether the use is permitted, permitted with a conditional or minor use permit, or not permitted, the similar use determination allows the Development Services Director to determine whether or not a proposed use is similar to a listed use and whether it may be permitted or permitted with a conditional or minor use permit in a particular zone.

A. Applicability. A similar use determination is required when a use is not specifically listed in this specific plan but may be permitted if it is determined to be similar in nature to a use that is permitted or permitted with a conditional or minor use permit.

B. Initiation. A similar use determination can be initiated by staff or can be initiated by the public using an application maintained by the City of San Dimas Planning Division. The fee shall be as established by City Council resolution.

C. Director Authority and Right to Forward to Planning Commission. The Development Services Director may prepare a similar use determination. The issuance of a similar use determination is an administrative function of the planning director, and no public hearing or notice is required. The Development Services Director may, at his or her sole discretion, require that the Similar Use Determination be referred to the Planning Commission for review and decision.

D. Findings Required. The Development Services Director shall make a similar use determination after finding all of the following. If the Director does not make all of these findings, he/she shall not make the similar use determination:

1. That the subject use and its operation is consistent with the goals and objectives of the general plan;
2. That the subject use and its operation is consistent with the purposes and intent of the zone and district in which the use is proposed to be located;
3. That the subject use is similar to one or more uses permitted in the zone within which it is proposed to be located. A use shall be deemed to be similar only where the size, scale, design and impact of the uses are comparable. A use shall not be deemed to be similar when the operation of the use involves greater impacts in terms of traffic, parking, noise, glare, odor, refuse or other environmental considerations; generates greater demand for public services; does not have comparable hours of operation; is significantly more intensive in the number of employees, patrons and other users of the facility; and is not complementary to other uses in the zone.

E. Determinations. Determinations shall be made in writing and shall contain the facts that support the determination. The department shall maintain all such determinations on record for review by the general public upon request. The notice of decision shall be provided, in writing, to the applicant and any interested parties who request a copy. The notice shall include:

1. A brief statement explaining the criteria and standards considered relevant to the decision.
2. A statement of the standards and facts relied upon in rendering the decision.
3. An explanation of appeal rights and appeal deadlines.

F. Appeals. An action on a Similar Use Determination shall become effective 20 days after a decision has been rendered unless an appeal is filed in accordance with SDMC Chapter 18.212, Appeal Procedures.

8.5 NONCONFORMING USES AND STRUCTURES

Any existing use or building that becomes nonconforming as a result of the DTSP shall comply with all rules and regulations set forth below.

A. Definitions

1. Nonconforming property means any subdivision of land that was lawfully established and in compliance with all applicable ordinances and laws at the time the property was subdivided.
2. Nonconforming building means any structure, building or improvement upon land, other than land itself including sign that was lawfully established and in compliance with all applicable ordinances and laws at the time the structure, building or improvement was established.
3. Nonconforming use means any use of land that was lawfully established and in compliance with all applicable ordinances and laws at the time the use was established.
4. An existing use shall be deemed a “legal nonconforming use” if prior to its establishment the required permits were obtained, prior to the adoption of the DTSP (i.e., a building permit, conditional use permit, etc.).
5. Structures and uses not having acquired the proper permits shall be considered “illegal” and shall be defined merely as “nonconforming” unless otherwise provided in this section.

B. Continuation and Maintenance

1. A use lawfully occupying a structure or a site, that does not conform with the use regulations or the development standards for the zone in which the use is located shall be deemed to be a nonconforming use and may be continued, except as otherwise provided in this section.
2. A structure, lawfully occupying a site, that does not conform with the development standards for front yards, rear yards, height, coverage, or distances between structures, for the zone in which the structure is located, shall be deemed to be a non-conforming use and may be continued, except as otherwise provided in this chapter.
3. Routine maintenance and repairs that do not constitute an alteration or addition may be performed on a structure or site when the use is nonconforming, and on a nonconforming structure.

C. Alterations and Additions to Nonconforming Uses and Structures

1. A nonconforming structure, which is nonconforming by reason of its use, shall not be moved, altered, or enlarged unless required by law, or the moving, alternation or enlargement will result in the elimination of the nonconformity, except as otherwise provide in this section.
2. A nonconforming use shall not be enlarged, intensified, or extended in such a way as to occupy any part of the structure or site or enlarged or another structure or site which it did not occupy at the time it became a nonconforming use or in such a way as to displace any conforming use occupying a structure or site, except as otherwise provide in this section.
3. A nonconforming structure shall not be altered or reconstructed so as to increase the discrepancy between existing conditions and the development standards for front yards, side yards, rear yards, height of structures, or usable open space prescribed in the development standards for the zone in which the structure is located. A nonconforming structure shall not be moved or enlarged unless the new location or enlargement shall conform to the development standards, or usable open space prescribed in the in the development standards for the area designation in which the structure is located.
4. A use which fails to meet the development standards of the area designation in which it is located shall not be enlarged or extended, or shall not have equipment replaced that results in failure to meet development standards sunless the enlargement, extension or replacement will result in elimination of nonconformity with development standards for that area.

D. Discontinuation of Nonconforming Use

Whenever a nonconforming use has been discontinued, or changed to a conforming use for a continuous period of 180 days or more, the nonconforming use shall not be reestablished, and the structure or site thereafter shall be in conformity with the development standards for the zone in which it is located. Discontinuance of a use shall include cessation of the existing nonconforming use, regardless of intent to resume said nonconforming use.

E. Restoration of Damaged Structure

1. Whenever a structure which does not comply with the standards for front, side, and rear yards; height of structures; distances between structures; and parking facilities as prescribed in the regulations for the zone in which the structure is located, or for the use which does not conform with the regulations for the district in which it is located, is destroyed by fire or other calamity, by act of God, or by the public enemy to the extent of 50% or less, the structure may be restored and the nonconforming use may be resumed, provided that restoration is started within one year and diligently pursued to completion. When the destruction exceeds 50%, or the structure is voluntarily demolished or is required by law to be demolished, the structure shall not be restored except in full conformity with the regulations for the district in which it is located, and the nonconforming use shall not be resumed.
2. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure, as it existed prior thereto. Estimates for this purpose shall be made by or shall be reviewed and approved by the building official and shall be based on the minimum cost of construction in compliance with the building code.
3. Restoration of a nonconforming use or structure shall require the issuance of a Development Plan Review, per SDMC Chapter 18.12.

F. Exceptions to Provisions of Nonconforming Uses and Structures

Expansion of a legal nonconforming uses and structures such as an increase in floor area or the site area or an intensification of use may be permitted subject to a Conditional Use Permit. In addition, the required CUP findings, the Planning Commission must also make the following findings:

1. The expansion of the nonconforming structure and/or site comply with the Design Guidelines and Standards, the Mobility infrastructure of the Specific Plan; and
2. The expansion of the nonconforming use does not increase the discrepancy between existing conditions and the standards for front yard, side yards, rear yard, height of structures, distances between structures, and parking facilities as prescribed in the regulations for the zone in which the structure is located.

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 9: IMPLEMENTATION

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9.1 INTRODUCTION

It is expected that a range of funding tools will be utilized to finance development in Downtown San Dimas, associated infrastructure improvements, and ongoing operations. The responsibility for implementing these tools will fall to the City, other governmental agencies, private entities, and authorized private associations, such as homeowners or business associations.

The funding sources identified in this Chapter are examples. A more comprehensive list may be developed over time as new sources come into being or sources listed here are no longer available. The ultimate mix of financing mechanisms will be determined in the implementation process based on final technical analyses of costs, benefits, and burdens, and on deliberations involving City staff, sponsoring entities, property owners, developers, elected officials, bond counsel, underwriters, finance experts, and others.

Regardless of the financing mechanisms selected, any approach should seek to align the sources, timing, and scope of financing to the specified uses, as described by the following principles:

- There should be assurances that necessary funding will be available at the time specific infrastructure items are required.
- Financial burdens on development should be kept within industry standards and market constraints.
- The plan should be responsive to expected variations in timing, location, and type of development.

The financing tools and their applicability fall into three distinct categories discussed on the next page.

9.2 AREA-SPECIFIC FEES, DEDICATIONS, AND EXACTIONS

9.2.1 AREA DEVELOPMENT IMPACT FEES

Development impact fees are a potential funding source for affordable housing, parks, and recreational open space. These fees, paid by new residential and commercial development projects, must only be used to pay for improvements that can be demonstrated to serve new residents and businesses (from new development), but these fees can be combined with other funding sources to fund a project that serves both new and existing residents or businesses. A nexus study—which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee among the new development projects by land use—is required by state law for implementation. Additional impact fees, such as a transportation and traffic impact fee, could be considered as a means to fund additional improvements that enhance mobility.

9.2.2 REVENUE BONDS

Public activities that are revenue generating and create sufficient cash flow to cover operating costs and debt service can potentially issue tax-free municipal debt to cover the cost of capital improvements. A common example of this is revenue bonds for parking garage construction where there is pay parking.

9.2.3 GENERAL OBLIGATION BONDS AND OTHER PUBLIC DEBT

New commercial and lodging projects could generate significant new sales tax and transit occupancy (lodging) tax revenues that will flow into the City's General Fund. This new money could be used to finance debt service on tax-exempt debt obligations so that existing activities provided through the General Fund are not impacted. Such a General Obligation bond, however, requires a two-thirds vote of local residents (except for educational facilities) to approve. Alternatively, for facilities that can serve as collateral for debt, certificates of participation are a public finance technique that do not require voter approval.

9.2.4 DEDICATIONS AND EXACTIONS

Under the Subdivision Map Act, developers may be required to dedicate land or make cash payments for public facilities required or affected by their project (e.g., road right-of-way fronting individual properties). Dedications are typically made for road and utility rights-of-way, park sites, and land for other public facilities. Cash contributions may be made for other public facilities that are directly required by their projects (e.g., payments for a traffic signal).

9.3 ASSESSMENT AND SPECIAL TAX-SECURED FINANCING

9.3.1 INFRASTRUCTURE FINANCING DISTRICTS AND ENHANCED INFRASTRUCTURE FINANCING DISTRICTS

Qualified entities can create an Infrastructure Financing District (IFD), per the 1990 Infrastructure Financing Act, to pay for the construction of capital facilities that have "communitywide significance and provide significant benefits to an area larger than the area of the district." Such facilities may include transit, highways, water systems, sewer projects, flood control, childcare facilities, libraries, parks, and solid waste facilities. Broader authority of Enhanced Infrastructure Financing Districts (EIFD) is provided in Government Code Section 53398.50 et seq.

An IFD or EIFD provides funding by diverting a portion of property tax increment revenue for 30 years to secure the issuance of bonds to finance qualifying projects. The IFD increment is defined as total improvement districts, are subject to majority vote of property owners. Votes are weighted according to the amount of the proposed assessment on the parcel to which the ballot pertains. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner.

An IFD or EIFD provides funding by diverting a portion of property tax increment revenue for 30 years to secure the issuance of bonds to finance qualifying projects. The IFD increment is defined as total annual property tax revenue within the district, less a base year amount, less the portion allocated to schools, less the portion claimed by agencies that did not voluntarily approve the IFD formation. As such, IFD tax increment is less than that once generated as redevelopment tax increment, possibly significantly less depending on the specific conditions of each IFD approval.

In the past, the difficulty in implementing an IFD has limited its use in California. However, in 2014 and 2016, legislation was adopted that updates the 1990 Infrastructure Finance District (IFD) law, approved in 1990, by expanding the types of projects that can be funded with EIFDs and lowering voter approval requirements, making this type of financing a much more viable option. Voter approval is not required to form an EIFD, however there is a 55% requirement to authorize bonds. Where an IFD makes the tax increment available for up to 30 years, the EIFD extends that timeline to 45 years.

9.3.2 SPECIAL ASSESSMENT DISTRICTS

California law provides procedures to levy assessments against benefiting properties and issue tax-exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are subject to majority vote of property owners. Votes are weighted according to the amount of the proposed assessment on the parcel to which the ballot pertains. Assessments are distributed in proportion to the benefits received by each property as determined by engineering analysis and form a lien against property. Special assessments are fixed dollar amounts and may be prepaid, although they are typically paid back with interest over time by the assessed property owner.

Only public infrastructure improvements with property-specific benefits (e.g., roads, drainage, and sewer and water improvements) may be financed with assessments. In addition, standard public finance underwriting criteria require that the ratio of improved land value to assessment lien be equal to or greater than three to one.

9.3.2 BUSINESS IMPROVEMENT DISTRICT

A Business Improvement District (BID) is a common type of Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including additional public services or improvements. If such a district were to be formed in the Specific Plan area, funding could be applied toward enhanced sanitation and cleaning as well as other streetscape and pedestrian improvements.

The City would need to reach out to property owners to educate them on the benefits and obtain majority support before moving forward with formation. If support can be obtained, a BID is a powerful tool for raising funds to provide enhancements to the area, but cannot be used to issue bonds.

9.3.3 LANDSCAPE AND LIGHTING DISTRICT

Like a BID, a Landscape and Lighting Assessment District (LLAD) is another type of Special Assessment District that could be applied in Downtown to fund new street and pedestrian lights, landscaping, parkways, medians, and other amenities, and require benefits to accrue proportionately to the assessed properties. LLADs are more flexible than BIDs in that they can issue bonds and require a simple majority of property owners for formation.

There have been no LLADs established by the City of San Dimas for amenities like pedestrian lighting; forming such a district in the Specific Plan area would require creating a new Special Assessment District dedicated to that purpose. Given the same barrier to entry as a BID, formation of an LLAD that can issue bonds for the commercial areas that are supported by and include the LASC is a better approach for raising local funds than the formation of a BID.

9.4 FEDERAL AND STATE GRANTS

The City has received federal and state funding from other levels of government, including regional agencies (e.g., Metro and the Southern California Association of Governments), and the State and Federal governments. Funds from these sources, a selection of which is shown in the following table, may be made available for development in the Specific Plan Area. The availability, amount, and timing of these funds will need to be further evaluated.

Figure 9.4.1 Federal and State Funding Sources

Program	Description of Spaces
California Transit Oriented Development (TOD) Housing Program	This program, funded by the California Department of Housing and Community Development, makes low-interest loans available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. Loans and grants are available to qualified public entities for infrastructure improvements supporting TOD residential uses or to enable connections between these developments and the transit station
Community Based Transportation Planning	Caltrans administers a grant program for transportation planning projects to improve mobility and lead to the programming or implementation phase for a community or region. With approximately $9 million in funding distributed through six grant programs annually, the program may offer the City of Duarte additional funding for planning. Each of these six grant programs may be applicable for the Plan Area: Community-Based Transportation Planning, Environmental Justice, Partnership Planning, Statewide or Urban Transit Planning Studies, Rural or Small Urban Transit Planning Studies, and Transit Planning Student Internships.
Office of Traffic Safety (OTS)	The California Office of Traffic Safety (OTS) was created to award grant dollars to local and state government departments for development of traffic safety programs. The office is in the state Business, Transportation and Housing Agency, and it functions as a conduit for federal grant money, which it allocates to eight separate program areas, of which two, for Pedestrian and Bicycle Safety and Roadway Safety, may be directly applicable to the Plan Area. City agencies are eligible to apply.
Transportation Development Act Article 3 Funds	The Transportation Development Act (TDA) includes two separate public transportation funds—Local Transportation Fund (LTF) and the State Transit Assistance fund—designated for development and support of public transportation needs. Funding is allocated to areas of each county based on population, taxable sales and transit performance. TDA funds may be used for many potential expenses that the transit village may generate, including engineering expenses, right-of-way acquisition, construction, improvements to existing pedestrian infrastructure, ADA compliance, and support facilities, such as transit shelters, bicycle parking, and pedestrian amenities.
Better Utilizing Investments to Leverage Development (BUILD)	Originally known as the TIGER Grant program and administered by the Federal Department of Transportation (DOT), this funding program began with American Recovery and Reinvestment Act of 2009 (ARRA). Nearly $7.1 billion in discretionary grant money has been dedicated to build and repair freight and passenger transportation networks.

Figure 9.4.1 Federal and State Funding Sources *(continued)*

Program	Description of Spaces
Transportation Alternatives (TA)	Transportation Alternatives consolidates three separate programs under the prior version of the Federal Aid Highway Program: Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). Of these, TE and SR2S are particularly relevant to opportunities in the Plan Area. TE funds may be used for the planning, design, and construction of bicycle and pedestrian infrastructure such as bikeways, sidewalks, signaling and signage, traffic management techniques, and improvements designed for ADA compliance. SR2S funds may be used for a range of engineering, traffic calming, and educational projects.
Surface Transportation Program (STP)	The Surface Transportation Block Grant Program (STP) allocates funds that can be used for a wide range of projects, including road and transit improvements that include bicycle and pedestrian elements. STP provides flexibility to fund improvements that are outside the Federal aid highway system, so many streets near the Plan Area may be eligible.
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	The CMAQ program is designed to provide funding to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. Eligible projects are intended to lower emissions of ozone, carbon monoxide, and/or particulate matter.
Transit-Oriented Development Planning Pilot	This pilot program provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. Eligible recipients include State and local government agencies engaged in comprehensive planning that seeks to enhance economic development and ridership by means of increasing multimodal connectivity and accessibility, enhancing access to transit hubs for pedestrian and bicycle traffic, and promoting and enabling mixed-use development.
AB 2766 Clean Air Funds	The South Coast Air Quality Management District (AQMD) administers this program to fund air pollution reduction efforts. Funding is drawn from automobile registration surcharges. A 40 percent portion of annual disbursement is automatically allocated to South Coast District member cities in proportion to population. The remaining 60 percent is allocated through a competitive grant program for projects that improve air quality. Nearly all Plan Area initiatives may potentially be eligible for funding from AB 2766 grants.
Bicycle Transportation Account (BTA)	Caltrans administers the Bicycle Transportation Account (BTA), an annual program providing State funds for city and county projects that improve safety and convenience for bicycle commuters. Cities and counties are eligible to apply for BTA funds. Eligibility is based on pre-adoption of a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.4 that has been pre-approved by the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA). Eligible uses for the funding include bikeways and related facilities, planning, safety, and education. The BTA is a reimbursement program, which requires allocated funds to be matched by at minimum 10 percent of the total project cost. BTA funds may also be used to apply for and match Federal grants or loans. Approximately $7.2 million is appropriated annually for the program statewide.

Figure 9.4.1 Federal and State Funding Sources *(continued)*

Program	Description of Spaces
SB 2 Planning Grants	Passed in 2017, the Building Homes and Jobs Act (SB 2) was signed into law as a mechanism for raising and administering funds the facilitate the development of affordable housing in California. Through a new $75 fee imposed and collected via real estate and mortgage document submittals, SB 2 is estimated to raise $250 million each year and administers funds to municipalities that meet specific conditions and project criteria. Planning grants are provided from the fund through a non-competitive application process and applies to planning efforts that lead to policy, zoning, environmental, and project review updates that facilitate the development of affordable housing. These funds are not available to developers and can only be accessed by municipalities.
Cap and Trade: Affordable Housing and Sustainable Communities Program Grant	AHSC Program Grant directs funds to programs that constitute transit-oriented development (TOD), as residents housed in these developments are more likely to use public transit, thus relying less on a personal vehicle for commuting. Monies from AHSC are accessible via an application and may be used for affordable housing development, housing-related infrastructure, sustainable infrastructure, and sustainable program management. Developers as well as localities, RDA successor agencies, and other similar organizations are eligible to apply for AHSC Program Grant funds.

9.5 IMPLEMENTATION AND PHASING

Implementation of the Downtown Specific Plan will require action by several different departments and divisions within the City, including Community Development, Planning Department, Parks and Recreation Department, Public Works, and Engineering. During the development process, much of the look and feel of the Downtown Specific Plan area will be determined by the architecture, landscaping, layout, and maintenance of individual developments, as prescribed by the design standards and guidelines articulated in Chapter 5. However, the City must take the lead in coordinating the needed area-wide actions that will enable complete implementation of the Specific Plan and its vision.

9.5.1 PHASING

The ultimate phasing of development and necessary improvements within the Downtown Specific Plan Area will be based on market factors as well as costs and available financing. Many of the infrastructure improvements will occur over time concurrently with new development. A recommended phasing strategy is outlined below, although actual phasing may change based on market conditions, particularly in view of economic and societal changes which may occur in the wake of the COVID-19 pandemic.

Near-Term Implementation

Within the first five years after adoption:

- Actively market development opportunities in the Downtown Specific Plan area as part of a coordinated effort in collaboration with the San Dimas Chamber of Commerce and other groups.
- Pursue a public-private partnership for the development of City-owned sites to help demonstrate the market viability of higher-density multi-family housing downtown.
- Complete roadway reconfigurations on Bonita Avenue and Arrow Highway to help spark redevelopment along these key corridors to promote a multi-modal approach in line with mobility policies.
- Implement shared parking agreements that allow larger high-density residential and mixed use projects to fulfill parking needs in part or in full by using underutilized spaces on other adjacent properties to optimize the number of spaces constructed and support development feasibility.
- Prioritize access and wayfinding improvements that strengthen the connection between the Gateway Village West and the Town Core districts.
- Support expanded programming of events and public spaces to raise the profile of the Specific Plan area as an entertainment and cultural destination, partnering with business, arts, and cultural groups and organizations.
- Prepare a historic context statement and conduct a comprehensive historic resources survey of age-eligible properties in the Downtown Specific Plan area.

Intermediate/Longer-Term Implementation

Between 5-15 years after adoption:

- Facilitate redevelopment of key privately-owned opportunity sites shown on the Land Use Map that can accommodate significant housing development, including San Dimas Station South and North sites, the former bowling alley site, and existing industrial properties south of the San Dimas Metro station.
- Coordinate construction of civic spaces with private development to ensure the provision of vibrant, inviting plazas and gathering spaces for residents, employees, and visitors to the Downtown Specific Plan area.
- Complete studies to plan for major transportation improvements needed to support full buildout of the DTSP.
- Synchronize the provision of infrastructure and streetscape improvements with new development, coordinating strategic planning, financial capacity, and physical development downtown through the Capital Improvement Program (CIP).
- Monitor progress toward DTSP objectives and the effectiveness of development incentives, adjusting the directives of the DTSP as needed.

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SAN DIMAS DOWNTOWN SPECIFIC PLAN

CHAPTER 10: GLOSSARY

SAN DIMAS
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10.1 DEFINITIONS

Arterial: A thorough major roadway or highway that provide the highest level of mobility and the highest speeds over the longest uninterrupted distance (i.e., interstate highways).

Articulation: The degree or manner in which a building wall or roofline is made up of distinct parts or elements. A highly articulated wall will appear to be composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and/or changes in materials, colors or textures.

Arcade: A series of arches supported on piers or columns. An arcade is typically covered.

Awning: A rigid or movable shelter supported entirely from the exterior wall of a building and of a type which may be retracted or folded against the face of the supporting building.

Bioretention: The process of collecting and filtering stormwater through landscape features.

Bio-swales: Landscape features that collect polluted stormwater runoff, soak it into the ground, and filter out pollution.

Canopy: A projection over a niche or doorway; often decorative or decorated.

Cantilevered Room: A room that sticks out past the building's foundation or supporting wall below.

Collector: A thorough major or minor roadway that connects local roads and streets with arterials.

Colonnade: A row of columns supporting a roof, an entablature, or arcade

Cornice: A continuous molded projection that crowns a wall or other construction or divides the wall horizontally for compositional purposes.

Dormer: A structure that projects out from a sloped roof, often a small room, bedroom, or part of an attic and includes a window.

Façade: The exterior face or faces of a building.

Floor Area Ratio (FAR): The numerical value obtained through dividing the gross floor area of the building or buildings located upon a lot or parcel of land by the total area of such lot or parcel of land.

Frontage: The wall of a building that faces a street, sidewalk, or parking lot. Similar to a façade.

Hardscape: Any type of a decorative paving material such as interlocking pavers, stamped concrete, natural stone, tiles, etc. that are integrated within the landscape concept of a development proposal.

Height: The vertical distance from the grade to the highest point of the coping of a flat roof or to the height of the highest gable of a pitch or hip roof.

Intensity: The degree to which land is used. Intensity typically refers to the levels of concentration or activity of land uses.

Loggia: A roofed open gallery especially at an upper story overlooking an open court

Massing: The overall shape or arrangement of the bulk or volume of buildings and structures.

Modulation: The stepping back or projecting forward of sections of the façade of a structure as a means of breaking up the apparent bulk of continuous exterior walls.

Mullion: A vertical element that separates two panes of glass in a window.

Parapet: The part of an exterior wall that extends above the roof line; used to satisfy fire codes, hide roof equipment, increase the height of a building, or create an interesting silhouette.

Pitch: The slope of a roof commonly expressed in terms of inches of vertical rise per foot of horizontal run.

Plate Height: The vertical distance from the assumed ground surface of the building to the topmost element of the structural support of a building's roof framing members.

Public Uses and Utilities: Land uses and services created to serve the general public. Public utilities include electric, gas, telephone, water, sewerage, television cable, and other systems.

Roof Deck: A flat portion of a roof used as a terrace or other private open space.

Scale: The size of a building and how it relates to a human or adjacent buildings and structures.

Setback: Distance from the front, side, or rear property line in which a structure is allowed to be built.

Shade Tree: A tree where the canopy provides shade at ground level.

Stepback: The distance a building façade is recessed on a horizontal plane from the building façade immediately below it.

Streetscape: The general appearance of or character of a street that is influenced by the architecture, planning, and landscape of a street.

Transom: A crosspiece separating a door from a window above it.

Trellis: A frame supporting open lattice work used as a screen or a support for growing vines or plants.

Unreinforced Masonry (URM) Code: An enforceable law that requires unreinforced masonry buildings to be demolished or brought up to earthquake and building codes by structural reinforcing.

Wayfinding: Encompasses all of the ways in which people orient themselves in physical space and navigate from place to place (i.e., signage).