

CITY OF SAN DIMAS PLANNING COMMISSION MINUTES

Regularly Scheduled Meeting
Thursday, July 17, 2014 at 7:00 p.m.
245 East Bonita Avenue, Council Chambers

Present

Chairman Jim Schoonover
Commissioner David Bratt
Commissioner John Davis
Commissioner Stephen Ensberg
Commissioner M. Yunus Rahi
Assistant City Manager of Comm. Dev. Larry Stevens
Senior Planner Marco Espinoza
Assistant City Attorney Mark Steres
Planning Secretary Jan Sutton

CALL TO ORDER AND FLAG SALUTE

Chairman Schoonover called the regular meeting of the Planning Commission to order at 7:01 p.m. and Commissioner Bratt led the flag salute.

CONSENT CALENDAR

1. Approval of Minutes: May 15, 2014
 June 5, 2014 (Bratt absent)

MOTION: Moved by Bratt, seconded by Ensberg to approve the May 15, 2014 minutes. Motion carried unanimously, 5-0.

MOTION: Moved by Davis, seconded by Ensberg to approve the June 5, 2014 minutes. Motion carried 4-0-0-1 (Bratt abstained).

PUBLIC HEARING

1. **ENVIRONMENTAL ASSESSMENT AND CONSIDERATION OF THE FOLLOWING APPLICATIONS FOR THE PROPERTY LOCATED AT 155 N. EUCLA AVENUE, APNS 8386-006-010, 025, 026, 027, 028 AND 029:**

GENERAL PLAN AMENDMENT 14-01: A request to amend the General Plan Land Use Designation to Residential High to allow for a density level of 12.1 to 16 units per acre; and
MUNICIPAL CODE TEXT AMENDMENT 13-06: A request to amend Specific Plan No. 23 by creating a new "Planning Area III" that will allow residential development; and
ZONE CHANGE 14-01: A request to change the zone of the appendage portion of the project (APN: 8386-006-029) from Multiple Family (MF-15) to Specific Plan 23, Area III;

TENTATIVE TRACT MAP 72590 (TTM 13-02): A request to process a Tentative Tract Map for Condominium Purposes for 47 attached residential units; and

DEVELOPMENT PLAN REVIEW BOARD CASE NO. 13-31: A request to develop 47 two- and three-story townhomes on approximately 3.65 acres in a gated community. The residential units will range in size from 1,315 sq. ft. to 1,838 sq. ft. Each unit will have a two-car garage (totaling 94 parking spaces) and an additional 48 on-site parking stalls for residents and visitors; and

TREE REMOVAL NO. 14-05: A request to remove 58 trees from the site. A tree replacement plan will be required and be incorporated into the landscape plan.

Staff report presented by **Senior Planner Marco Espinoza**, who stated the hearing tonight is for a proposal to construct 47 townhomes and explained the various applications needed in support of the project. The property is located at 155 N. Eucla Avenue, which is currently being used as a contractor's storage yard and an appendage portion that is being used for storage. To the south are the railroad tracks, Comfort Suites, Extended Stay America, and Lowe's. To the north are single-family properties, many of which are very deep lots. To the west is an apartment complex and to the east is another contractor's yard and single-family homes. Currently the site is accessed by one entrance from Eucla Avenue, with an office building, corrugated metal buildings and additional sheds for material storage on-site.

The Applicant is proposing to construct multiple buildings containing four to seven units per building. The main entrance will be aligned with 2nd Street and have a community gate. He showed the circulation plan and where there will be additional guest parking. The appendage portion will be used for various leisure activities and a walking path, and there will be additional green space on the southern portion of the project. The buildings are designed in a Craftsman style in compliance with the Town Core Design Guidelines.

The General Plan is the master plan for the City and the Zoning Map should be in alignment with the Land Use Map. The current designation for the main portion of the lot is industrial and the appendage portion is commercial. The Applicant is asking to change the designation to residential for both portions. The additional application is to make the zoning map and zoning consistent with the General Plan. The majority of the site is already zoned Specific Plan No. 23, (SP-23) so the Zone Change would only impact the appendage portion.

Senior Planner Espinoza stated the Municipal Code Text Amendment is to create a new area within SP-23 to allow for the development of housing. This also addresses compatibility with the General Plan, and sets standards for utilities and infrastructure development. The Tentative Tract Map is proposed to create one parcel for the development of the condominiums, and the proposal is to sell the air space, with the HOA maintaining the common areas. The Map was reviewed by the Environmental/Subdivision Committee at two meetings, and their concerns and comments were implemented into the reports. A Notice of Intent was circulated to various outside agencies and posted with the County Clerk, on City posting boards and website. The Committee recommended the application move forward in the process. All environmental concerns were deemed less than significant and could be addressed through the proposed Mitigation Measures.

He went over the design of the units and stated each will have a two-car garage with additional guest parking provided on-site. Some of the units would include tandem garages, which have been approved in other recent projects, and would not exceed 50%; however the maximum allowed in the other projects has been approximately 20%. The DPRB expressed concern over this amount but the Applicant stated this is what works for many of their clients. The architectural style is Craftsman and will include wood siding materials and various details such as false knee braces, brick accents, hung windows, etc.

The Applicant is providing on-site amenities such as bocce ball, horseshoe pits, open space for BBQs with full landscaping around the site. The Board did not consider the entrance gate an issue, but one resident attending the meeting expressed concern about it, and this would be the first gated community within the Town Core. There are four multi-family developments in the Town Core; two are located on Way Hill and are not gated, Village Walk, and one that is entitled but has not been constructed yet.

Senior Planner Espinoza went over the Tree Removal report and added that if trees located near the property line but not on the site itself need to be removed due to the construction of the wall, the Applicant will need to receive authorization from the other property owners. He stated the noticing radius was increased to approximately 900 feet from the site and the Applicant held several community meetings prior to formal submittal of the applications. Originally they wanted more units but reduced the number after meeting with the surrounding residents. They also reduced the height of units along the north property line and Eucla Avenue. The units closest to the property line will be two-story in height and then transition to three-story units, and all north facing windows have been removed on the three-story units. The units also have a 20 foot setback which is typical in single-family zones. The units on Eucla Avenue will have patios that will provide access to the street, and several will have long driveways to provide for four-car parking. Staff and the DPRB are recommending the Commission recommend approval to the City Council of the project and the various applications and environmental mitigations.

Commissioner Ensberg asked if there are other three-story projects in the City, and if they were located next to single-family neighborhoods.

Senior Planner Espinoza stated the apartments under construction at Loma Bonita are three-story, and the condos at Grove Station and Village Walk are also three-story. The apartments are surrounded predominately by other multi-family, and Grove Station is not that near to the single-family to the west.

Commissioner Ensberg asked if they would be breaking new ground then by allowing a project like this next to single-family.

Senior Planner Espinoza stated when you look at the site and what is located to the east, south and west, this is a transitional block that buffers the single-family from more intense uses. It is also at the edge of the single-family portion of the Town Core. It is not unusual to see condo or apartment projects clustered towards less desirable uses, so when they reviewed this site it seemed appropriate for the increase in density.

Commissioner Ensberg asked if street parking would be allowed.

Senior Planner Espinoza stated parking is allowed on the public street but at night you would need to have an overnight parking permit.

Commissioner Ensberg asked if there has been a study on the impact on City services with the increased density, and if so, was Staff satisfied with the information. He also asked if the CC&Rs would be reviewed by the City and how do we ensure the reserves are funded. He also wanted to know why the Applicant desired a gated community.

Senior Planner Espinoza stated impacts of the project were evaluated during review of the Specific Plan and by the Environmental Committee and any concerns were addressed through the Mitigation Measures to improve the utilities to support the project. The CC&Rs are supplied by the Applicant but are reviewed by the City Attorney, City Engineer and Staff. He stated the

Applicant could best answer why they wanted a gate, but it is a selling feature which can give potential buyers a sense of security and some people want that.

Assistant City Attorney Steres stated it is the purview of the State Department of Real Estate to ensure there are adequate reserves.

Commissioner Ensberg asked if the Fire Department had any issues with this being a gated community.

Senior Planner Espinoza stated all gated communities have Knox boxes allowing Fire Department access; they have reviewed the project and do not have any issues at this point but will provide final approval during the plan check process.

Commissioner Bratt asked in regards to the gate and the homes fronting Eucla, is there direct access to Eucla.

Senior Planner Espinoza stated there will be a vehicular and separate pedestrian gate and showed where they will be located.

Commissioner Davis stated then there will be no gate in front of the front doors of those units.

Senior Planner Espinoza stated each of the units will have their own low wall around the patio area that will not exceed 42 inches in height and they will have their own direct access to the street.

Commissioner Bratt stated it was brought up at DPRB that the developer wants the vehicle gate to be made of wood. He also asked if the fence along Eucla prevents access by the general public to the development.

Senior Planner Espinoza stated there is a proposal to use wood, but they have also submitted a version that is metal and are agreeable to using either design. He confirmed that unless you are a resident you cannot access the development.

Commissioner Davis asked if he could clarify the location of the homes to the north because there seemed to be a variety of buildings on the lots.

Senior Planner Espinoza stated the residences were oriented towards 3rd Street and there were several accessory buildings such as detached garages or sheds located behind the main houses, and then there are a few homes that are oriented towards Eucla.

Commissioner Rahi asked if there would be any line-of-sight issues from the fences that would be in front of the units facing Eucla Avenue for residents exiting the driveway and turning northbound.

Senior Planner Espinoza stated 42 inches was the standard height for front yard fencing and showed on the site plan how they would not create any visibility issues. This will also be reviewed by the City Engineer during plan check. There was also a review conducted to see if there should be a stop sign installed at the intersection with 2nd Street, but the traffic count was insufficient to warrant one. The neighbors have expressed concerns about speeding more than the number of cars, and that would be enforced by the Sheriff's Department. They will also be improving the railroad approach on the west side and working with the City on the east side improvement to the south of the railroad tracks so there will be full connection with the sidewalks.

Commissioner Rahi asked about the lack of a secondary emergency access.

Senior Planner Espinoza stated the Fire Department did not require there to be one, and stated they have access throughout the project and can reach all the buildings with their hoses.

Chairman Schoonover stated the report indicates that 42% of the parking is tandem, and that Staff contacted several cities in regards to their experience with tandem parking and asked what the results were of that contact.

Senior Planner Espinoza stated he contacted Glendora, Covina, Arcadia Pasadena and Pomona. The majority allowed tandem in some form, but only one had a maximum requirement of 25% and all the others did not limit the amount. Some had a process for approval such as a minor deviation. Staff felt since we are reviewing the project as a whole it could be addressed at this time. When it has been allowed in the past it was based on what was being developed. Grove Station originally had some tandem parking but it was never developed. When Olson took over the project they went through a process to allow additional tandem parking.

Chairman Schoonover stated the resolution originally said 28% tandem parking but now it is increasing to 50% and asked where did the 28% come from and why is it now increasing.

Senior Planner Espinoza stated the 28% was based on the total parking required for the site but the number increased to 50% when you only looked at the covered garage spaces.

Chairman Schoonover wanted to clarify that they are just allowing tandem parking in the Town Core and nowhere outside of it.

Senior Planner Espinoza stated tonight they are just approving an amendment to the Specific Plan for this particular site.

Chairman Schoonover felt they were still setting a precedent for any future development whether it was in Via Verde or on Foothill Boulevard or elsewhere.

Senior Planner Espinoza stated where it has been allowed has been in multi-family developments and did not think it would be allowed on single-family detached lots.

Commissioner Ensberg asked if there was any requirement in the Housing Element to provide any low-income units with this project.

Senior Planner Espinoza stated there are no low-income units or an assisted housing program with this development. These will all be for sale market rate units.

Assistant City Manager Stevens stated the City may at its own discretion decide if it is appropriate to have an inclusionary requirement, and the best approach would be to adopt an ordinance to apply to all developments rather than evaluating on an individual basis, but they are not required to by the latest Housing Element. All the matters before the Commission tonight are only for this project. If you approve the project without it, you cannot come back and apply it. Another question asked was if the Housing Element required this density at this site, and it does not. The obligation to establish increased densities driven by the Housing Element are associated with a process with the RHNA and they have met that obligation through previous re-zonings without having to increase density on this site or similar sites. The only exception is in the Low-Very/Low category but that requirement has been met by creating zoning opportunities at 30 du on designated properties. There was a suggestion in the 2014 Housing Element that some parcels be identified for medium-density housing, and this parcel is

one that was included in that suggestion but there is no obligation to rezone or increase density on this particular parcel based on the Housing Element.

Commissioner Bratt wanted to clarify that based on previous meetings the amendment to the Specific Plan only applied to this parcel and would not change anything for the parcel to the east.

Senior Planner Espinoza stated that is correct.

Chairman Schoonover opened the meeting for public comment. Addressing the Commission were:

Adam Lunzer, City Ventures, 1900 Quail Street, Newport Beach, Applicant, who stated they are a Southern California based developer specializing in infill with single-family, townhomes and condominiums from San Diego to San Francisco. He stated the City's General Plan Housing Element identified this site as a potential site for medium-density residential, and that there was a need for housing for young adults. Their initial site plan contained 54 units, but when they presented it at a community meeting a year ago there were concerns expressed about the density, the proximity of three-story buildings to the existing houses, and general traffic concerns and impacts on Eucla Avenue. Since that time they held another community meeting and presented several iterations to Staff to arrive at the project that is being presented tonight. There is now a mix of two- and three-story units, with over 45% open space. They feel they have addressed the concerns of the neighbors as best as they can in regards to privacy, and with less units there will be less traffic generated. What the report doesn't state is that the heavy vehicles being used by L.A. Signal will now be off the road. He feels they have met the Town Core Design Guidelines with the Craftsman architecture. In conclusion he stated they are in compliance with the City's Housing Element; they listened and responded to Staff and community concerns; they received approval from the DPRB; and they have come up with a design that engages the street and the neighborhood. He felt this will be a great addition to the community and will elevate property values in the area.

Commissioner Ensberg asked if there will be a swimming pool in the project, and what is the cost range for these units, and if they had given any thought for inclusionary housing.

Adam Lunzer, City Ventures, stated there are no plans for a pool, and the average cost will be around \$450,000. In regards to inclusionary housing he stated they were told at the onset that would not be part of the project so it wasn't considered.

Commissioner Davis asked what he meant by saying the project is "engaging the street."

Adam Lunzer, City Ventures, stated they have designed the units along Eucla to have the front doors and yards facing the street as opposed to other projects where a six-foot block wall will be installed and the units are internally oriented.

Commissioner Davis stated having a wall around the community with a gate doesn't seem very inclusionary to the surrounding neighborhood.

Adam Lunzer, City Ventures, stated they have included a gate in the design because they find that is what residents desire and provides security for them, it is not meant to exclude the neighborhood.

Chairman Schoonover stated the site plan indicates there are four or five ADA compliant units, but they appear to be two-story units and asked how they can be considered accessible.

Senior Planner Espinoza stated part of the requirement is that there is a bedroom on the first floor.

Chairman Schoonover clarified the developer was saying the gate is more of a security issue than anything else. He asked about the four phases and if the community area was in the first phase.

Adam Lunzer, City Ventures, stated they will be phasing the units starting along Eucla Avenue and then heading west, and confirmed the community area would be part of Phase One.

Commissioner Bratt asked if they have used tandem parking in any of their other developments and how successful was it.

Adam Lunzer, City Ventures, stated they have used it before and it seems to work well for singles and families with small children, and it always sells.

Rick Hartman, Chamber of Commerce, stated he reviewed this project on behalf of the Economic Development Committee. They feel it provides a good buffer to the Bonita Corridor and based on the odd shape of the lot it has been designed well. He is a land use professional and felt that many of the questions that have been asked are appropriate, and that it can be difficult to judge a transitional piece. He liked that the two-story units have been placed near the existing residential. He stated tandem parking does work and it helps to utilize the land better. The architectural treatment is classic and goes well with the City. He stated the streets are private streets and having a gate helps to minimize the traffic on the streets that the HOA will have to pay to maintain. He has been a resident of San Dimas for 25 years and thinks adding residential on some of these smaller pieces allows people to live here in the City. He added that he has lived in a house with tandem parking in the past and did not have any problems with it.

Robert Burkett, 512 W. 3rd Street, stated he lives within 300 feet of the project. He agrees with some aspects of the project, that it is transitional and there are some issues the homeowners will reap benefits from. He felt there were still privacy issues and that the third story windows would still look down into people's back yards. He asked if the walls were intended to keep people in or out, and will they be high enough to keep 15-year-olds from jumping over them into their yards. He stated there are two lots north of the project site that have been owned by the same family for 80 years and that they were not giving any opportunity for them to have ingress/egress from those lots and hoped the Commission would consider that.

Nicole Gonzales, 441 W. 2nd Street, stated the gate was an issue. She likes that her neighborhood is walkable and having a gated entrance makes her feel that the new residents don't want to be part of the neighborhood. This area is safe and they do not need a gate. She felt a block wall was inconsistent with the City's desire for wood fences in the past and that it would be an attraction for graffiti. She felt the developer should give something back to the existing community and include a bike path for the neighborhood along the railroad tracks. She did not like the entrance being aligned with 2nd Street and that it will create traffic issues because people speed in that area, and if cars are parked at the curb, it will impact their visibility.

Ampano Beruman, 444 W. 3rd Street, stated she felt this was a good plan but not appropriate for their neighborhood. She has been to several meetings and has yet to hear that anyone is for this development. The developer stated he was listening to the neighborhood when they reduced the number of units but she felt the neighborhood stated they did not want the development at all. She has lived here for 47 years and this is a small town; if you bring in 47 units there will be another 100 people and 100 cars and pets. That is a big increase. She

wanted her community to stay the same. The current use does not disturb the neighborhood and felt her neighbors were rejecting the project because they didn't want all these people moving in. She likes her small town and hopes this area won't be developed.

Della Lee, 524 W. 3rd Street, stated he has lived here for 78 years and felt this does not fit her neighborhood. If this is approved, there will be more cars and people and crime. They would rather have their small town atmosphere and keep the light industrial. Bringing in 47 units will box them in, and the next thing will be the property across the street will also want to develop. She has seen good changes in town but felt they should keep the town core small.

Lisa, 219 N. Eucla Avenue, stated she has to block her driveway with a car so that her five-year-old son can play in the front yard because of people speeding up the street, and he can't even go to the corner of 3rd Street because there is no place to play. She was concerned that when these units turn into rentals there won't be enough parking on-site. She felt they should not be able to get parking permits to park on Eucla. She did not like that a gate was proposed for security purposes because it made it seem like the residents were afraid to live in her neighborhood, which is very safe, and don't want to be part of the community.

Chris Lee stated during the conversation about the houses to the north someone referred to them as being shacks and he did not think that was right. Most of the people in the area are related and have lived here a long time, and when they talk about wanting the area to remain the same it is because they all know each other. Currently there is no crime but with more people moving in it will become more dangerous because of the increase in traffic. The trucks from L.A. Signal do not come up Eucla and do not impact them. He did not like that the windows would still be facing some of their backyards.

Angel Torres, 530 W. 3rd Street, stated he is against the project, and even though he has only lived here seven years he agrees with the previous comments. He stated City Ventures held community meetings, but they did not mention that no one in attendance wanted the project at this location. He wanted to know what needed to be done to have this project denied.

Brad Johnson, 425 W. 2nd Street, stated he lives about three lots away from the site and will be able to see it from his property, and that 2nd Street will be the most impacted. He thinks the City did a good job demanding high quality architecture so was not concerned about that. While he personally would like to live in a gated community, he concurred with earlier statements and did not think a gated community was appropriate for this location. He visited the developer's project in Glendora and people can just walk into it and felt that was better. In regards to the appendage portion, it goes almost all the way to Costco and he would like to see that developed as a bike trail for the community to use, and that as a trade-off for the higher density it should be a publicly accessed trail. He felt eliminating the fencing on the front porches facing the street would relate better to the single-family area. He felt it should be more open to the neighborhood and they should allow people to walk through the project.

Adam Lunzer, City Ventures, stated originally they had discussed having a taller wall along the north property line with the City, but typically walls are six feet in height. He understands there is a concern in the neighborhood about teenagers that are hopping the fence from the apartments to head down 3rd Street, but did not think they would have the same issue here since there is no direct access to a street.

Commissioner Ensberg asked what the purpose of having the wall was. He also asked about their project in Glendora that is not gated.

Adam Lunzer, City Ventures, stated a portion of the wall will be retaining but mostly it is to show the separation between the properties. He added that in regards to the comments about including a bike trail they do not own the land towards Costco. He stated in Glendora the parking area is gated but because the City is proposing a train station in the area they wanted to maintain community accessibility.

Commissioner Davis asked if there will be a wall along the appendage portion.

Adam Lunzer, City Ventures, stated there will be a solid wall long the south side and on the north will be a block wall combined with wrought iron for an open feel. While this might make a good access point for a bike path their property only goes from Eucla to Amelia; you would have to gain access from Metro and Caltrans to make a bike path feasible.

Chairman Schoonover asked where the Glendora project is located.

Adam Lunzer, City Ventures, stated it was at Glendora and Ada Avenues, across from the post office.

Chairman Schoonover stated they were in receipt of an email from Jim Johnson, 540 W. 3rd Street, who stated he was in opposition to the project.

There being no further comments, the public hearing was closed.

Commissioner Davis asked what will happen to the properties that are landlocked.

Assistant City Manager Stevens stated they have not evaluated at this time whether a particular parcel is landlocked or not, and the City does not have an obligation to facilitate access to a parcel that is landlocked. The bulk of the parcels are narrow, deep parcels with access to 3rd Street, with a few fronting Eucla. It would be the obligation of the landlocked property owner to find a way to get access, possibly by working with a neighbor, if they ever chose to develop it.

Assistant City Attorney Mark Steres stated this proposal does not change an existing situation. The L.A. Signal industrial use is already there and this proposal doesn't change or create different legal rights any of those parcels may have.

Commissioner Davis asked about the driveway being located at 2nd Street and a comment from the public that they did not think that was a good idea.

Senior Planner Espinoza stated originally the driveway was closer to the railroad tracks and both the City Engineer and Traffic Engineer felt if cars started backing up entering the project it could have an impact on the railroad and the alley. They felt the safest and most appropriate location was to align the driveway with 2nd Street and try to create a four-way transition as best as they can.

Commissioner Davis asked about Staff's support of the community gate, and in allowing block walls in the Town Core area.

Senior Planner Espinoza stated since this is a transition area the gate was something they considered. The apartments to the west on Amelia have a gated entrance, and it was proposed as part of the project. Staff is not opposed to it, but does not see it as being necessary and would not object if it were removed. He stated block for perimeter walls is allowed in the Town Core as long as decorative block is used, but they have not typically been approved for the front

yard. Retaining walls with river rock have been approved in the past. The Applicant is proposing low walls for the patio areas facing Eucla with a wood gate, and some wrought iron, but they could look further at using a different material. The six-foot tall wall is set back quite a ways, and the other perimeter wall is a combination of block and wrought iron along the appendage portion to minimize the impact.

Chairman Schoonover stated there are many positive aspects to this proposal but he has a problem with it being a gated community and does not think it is necessary. He also felt that having 50% of the parking as tandem was too much and that they were setting a precedent, especially with this being in the Town Core. He felt the City should try to put a bike path on the appendage property. He understands this is a transitional area, but questioned if this was the right type of product and the right number of units for it. He stated the Craftsman design was a positive aspect and appreciates the developer reducing the building height along the north property line.

Commissioner Davis asked if did not have any issues with the three-story buildings.

Chairman Schoonover stated he is uncomfortable with having units that are three-stories but he can understand why they were designed that way, especially if the ground floor is for parking, you would want to give people two-stories of living space. Reducing the height of the units adjacent to the north boundary to two-story does help.

Commissioner Davis asked for an explanation of the City's desire for more density in this area.

Assistant City Manager Stevens stated the Housing Element encourages higher densities and one of the tasks associated with its adoption was to evaluate sites, including this one, that may be appropriate for higher density development, but it does not obligate the City to rezone the property

Commissioner Ensberg felt if there is currently a speeding issue on Eucla Avenue that should be addressed separately as that was not related to this project. He stated change is inevitable but it was up to them to make it positive and productive. He was excited that this is for young families and allows people that cannot afford to purchase a detached single-family home to still live in San Dimas. He felt the project is well designed and visually appealing compared to what is currently there. He stated entry gates have been approved in other parts of the City and this has been identified as a transitional area. If it is not unlawful and the owner prefers it, he thinks they can approve the gates. In his reading about land use planning he has learned there needs to be a more intense, efficient use of land. He was in support of the project.

Commissioner Bratt stated he is not a fan of gates but it was not a deal breaker for him. There are gates at the apartments and at The Gables, but he felt it would be a friendly gesture to the neighborhood to remove them from the design. He had some issues with this being a three-story project based on the massiveness of the apartments behind the Fresh 'n Easy but felt these were designed much better where the massiveness was reduced. He did not think the tandem parking was a problem, it is something you get used to, and if the first floor is the garage, you need to have two-stories above it for the living space. He is in support of the project but would like the gate to be removed.

Commissioner Rahi liked the project and thinks the developer has made an effort to address the community's concerns. He doesn't mind that it is a gated community, and felt the project provided enough parking on-site for everything. He would encourage the developer to keep

working with the surrounding community but feels this project will add value to the area and was in support.

Commissioner Davis stated if you covered up the appendage portion it looks like three-story buildings and a parking lot. He did not support having the gate and didn't think it fit with the neighborhood. He stated the exterior design was fine, but the project was too dense and he was not in support of it.

Chairman Schoonover asked was he referring to it being three-stories high or that there were nine buildings when he stated it was too dense.

Commissioner Davis stated both. He reiterated if you covered up the appendage portion, you see nothing but concrete and parking lot. He did not know why this was considered a transitional project, and doesn't see why that just because this property backs up to the railroad you have to build something that is three-stories high. He likes the idea that it adds homes in the community for young people to buy but felt a lot of condo stock ends up being used as rental properties. His fear is that it won't accomplish what everyone hopes in providing entry-level homes and because of the other issues he could not support the project the way it is designed.

RESOLUTION PC-1510

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIMAS RECOMMENDING APPROVAL TO THE CITY COUNCIL OF GENERAL PLAN AMENDMENT 14-01, AMENDING THE LAND USE DESIGNATION MAP

MOTION: Moved by Ensberg, seconded by Bratt to adopt Resolution PC-1510 recommending the City Council approve General Plan Amendment 14-01, including the Environmental Documents, the Mitigation Measures and Monitoring. Motion carried 4-1 (Davis voted no).

RESOLUTION PC-1511

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIMAS RECOMMENDING APPROVAL TO THE CITY COUNCIL OF MUNICIPAL CODE TEXT AMENDMENT 13-06 AMENDING CHAPTER 18.538 SPECIFIC PLAN NO. 23 OF THE MUNICIPAL CODE TO CREATE A NEW "PLANNING AREA III" THAT WILL ALLOW RESIDENTIAL DEVELOPMENT

MOTION: Moved by Ensberg, seconded by Bratt to adopt Resolution PC-1511 recommending the City Council approve Municipal Code Text Amendment 13-06, including the Environmental Documents, the Mitigation Measures and Monitoring.

Chairman Schoonover clarified this is the resolution that would allow up to 50% tandem parking.

Assistant City Manager Stevens clarified that this resolution is to approve the text which creates Planning Area III which will allow residential development consistent with the plans that have been submitted, such as allow three-story buildings, tandem parking based on the percentages contained in the text, setbacks, the use, etc. It does not require a gate or prohibit one, so if there are aspects of that you would like to adjust, it should be included or revised in this motion.

Commissioner Ensberg stated the motion is to approve as presented and stated by Staff.

Assistant City Attorney Steres stated the motion would be to adopt as presented with the couple pages of addenda on the dais that clarified the height, parking, and striking out the paragraph that referred to schools. The Commission can also make a motion to amend it, but if there is no second, then the minutes will reflect that. If there is a second, you vote on the amendment first, and if it goes down in defeat the record will reflect that so that the Council can see where the Commission suggested amendments and how it came out, and depending on what amendments were passed, they would be included in the final motion.

MOTION: Moved by Schoonover, seconded by Davis to amend the tandem parking to 28% of the enclosed parking as originally proposed.

Assistant City Manager Stevens asked how many units have tandem parking.

Senior Planner Espinoza stated 20 out of the 47 units.

Assistant City Manager Stevens stated that would be 42%. If they require a number that is less than 42%, then they will have to figure out what adjustments need to be made to the project to comply with that standard. The 50% was written because unusual percentages are difficult to calculate. If they want a new number, it should be a logical number.

Commissioner Ensberg stated he was opposed to changing the percentage because that is an integrated part of the project and if they start pulling pieces out of the proposal, it will create chaos.

Motion failed 2-3 (Bratt, Ensberg, Rahi voted no).

MOTION: Moved by Davis to limit the height of the buildings to two-story. Motion failed for lack of a second

Motion to approve Municipal Code Text Amendment 13-06 as originally stated, including the Environmental Documents, the Mitigation Measures and Monitoring passed 3-2 (Davis, Schoonover voted no).

RESOLUTION PC-1512

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIMAS RECOMMENDING APPROVAL TO THE CITY COUNCIL OF ZONE CHANGE 14-01, A REQUEST TO CHANGE THE ZONING FROM MULTIPLE FAMILY (MF-15) TO SPECIFIC PLAN NO. 23, AREA III ON THE APPENDAGE PORTION OF THE PROPERTY LOCATED 155 NORTH EUCLA AVENUE (APN: 8386-006-029)

MOTION: Moved by Ensberg, seconded by Rahi to adopt Resolution PC-1512 recommending the City Council approve Zone Change 14-01, including the Environmental Documents, the Mitigation Measures and Monitoring. Motion carried 4-1 (Davis voted no).

RESOLUTION PC-1513

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIMAS RECOMMENDING APPROVAL TO THE CITY COUNCIL OF TENTATIVE TRACT MAP 72590 (TTM 13-02), A REQUEST TO PROCESS A TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES FOR 47 ATTACHED RESIDENTIAL UNITS LOCATED AT 155 NORTH EUCLA AVENUE (APN's: 8386-006-010, 025, 026, 027, 028 and 029)

MOTION: Moved by Ensberg, seconded by Rahi to adopt Resolution PC-1513 recommending the City Council approval Tentative Tract Map 72590 (TTM 13-02), including the Environmental Documents, the Mitigation Measures and Monitoring.

Commissioner Bratt asked if this is where they can address the gate issue.

Assistant City Manager Stevens stated that would be under the DPRB standards. The Tentative Tract Map creates a one lot subdivision and 47 condos which can be sold as individual units by virtue of the map. There are also a series of development conditions, some of which are replicated in the design review approval.

Assistant City Attorney Steres stated this is also where the CC&Rs are required.

Senior Planner Espinoza asked if the Commission decides to lower the number of units, can they do that without having to amend the map.

Assistant City Manager Stevens stated if for some reason there is a change in the project as it goes through the process that required a reduction in the number of units, as long as it is generally consistent and not more than the 47 units, you could probably determine that the map was consistent with such a change.

Motion carried 3-2 (Davis, Schoonover voted no).

RESOLUTION PC-1514

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIMAS RECOMMENDING APPROVAL TO THE CITY COUNCIL OF DEVELOPMENT PLAN REVIEW BOARD CASE NUMBER 13-31 AND TREE REMOVAL PERMIT 14-05, A REQUEST TO DEVELOP 47 TWO- AND THREE-STORY TOWNHOMES ON APPROXIMATELY 3.65 ACRES IN A GATED COMMUNITY AND THE REMOVAL OF 58 TREES FROM THE SITE LOCATED AT 155 N. EUCLA AVENUE (APN: 8386-006-010, 025, 026, 027, 028 and 029)

Assistant City Manager Stevens stated this resolution approves the project design, the buildings, the architecture, the gate, landscape, etc. It does not include a requirement for a trail, so if the Commission feels that is an appropriate suggestion, they would have to approve a modification.

MOTION: Moved by Ensberg, seconded by Rahi to adopt Resolution PC-1514 recommending the City Council approve Development Plan Review Board Case Number 13-31 and Tree Removal Permit 14-05 as written and presented, including the Environmental Documents, the Mitigation Measures and Monitoring.

MOTION: Moved by Bratt, seconded by Davis to amend the motion by deleting the entrance gate from the project.

Commissioner Ensberg stated he feels they have approved gates on other projects and did not see a reason to not approve it here; it is a part of the project that makes sense and did not feel it should be changed at the last minute.

Commissioner Davis stated this is the first time it has been presented to the Planning Commission and he feels they are allowed to make any changes they feel are appropriate.

Motion carried 3-2 (Rahi, Schoonover voted no).

Chairman Schoonover stated he is still not supportive of the tandem parking but he will not pursue it any further.

Assistant City Manager Stevens stated Staff will add a condition to address the gate amendment.

MOTION: Moved by Ensberg, seconded by Bratt to adopt Resolution PC-1514 recommending the City Council approve Development Plan Review Board Case Number 13-31 as amended, and Tree Removal Permit 14-05 as written and presented, including the Environmental Documents, the Mitigation Measures and Monitoring. Motion carried 3-2 (Davis, Schoonover voted no).

Assistant City Manager Stevens stated the Planning Commission recommendations will be presented to the City Council in August. The City Council will conduct a de novo hearing where the project will be presented to them as a new public hearing. The Council is not bound to follow the Commission's recommendations, and wanted the residents to know if they had concerns, they should express them to the City Council for consideration.

ORAL COMMUNICATION

2. Assistant City Manager for Community Development

Assistant City Manager Stevens stated the Olson project on Foothill will likely be heard by the Commission at the second meeting in August. He stated the first phase of the apartments at Loma Bonita has been released for occupancy and they expect the occupancy release for the final phase will be in the next 60-75 days. At the next City Council meeting will be the request to authorize services to facilitate the sale of the 10 City-owned units in Grove Station/Village Walk.

Senior Planner Espinoza stated they have received an application for the two pad buildings along Gladstone at the Costco site which proposes to have two restaurants with drive-thrus and two to three shop spaces. The mixed-use project at San Dimas Avenue and Commercial on the west side has been sold and the new developer has submitted plans for plan check. Staff still has not received any plans for plan check for the gas station at San Dimas Avenue and Arrow Highway.

3. Members of the Audience

No communications were made.

4. Planning Commission

Commissioner Davis asked the status of LucaBella.

Assistant City Manager Stevens stated the current delay with LucaBella completing the process is with ABC. They have not picked an opening date yet because of that, and thought it might be sometime in early August.

Commissioner Ensberg stated he will be out of town for the second meeting in August.

ADJOURNMENT

MOTION: Moved by Ensberg, seconded by Davis to adjourn. Motion carried unanimously, 5-0. The meeting adjourned at 9:32 p.m. to the regular Planning Commission meeting scheduled for Thursday, August 7, 2014, at 7:00 p.m.

Jim Schoonover, Chairman
San Dimas Planning Commission

ATTEST:

Jan Sutton
Planning Commission Secretary

Approved:



Planning Commission Staff Report

DATE: February 6, 2014

TO: Planning Commission

FROM: Marco A. Espinoza, Senior Planner

SUBJECT: A request to initiate the following applications:
Municipal Code Text Amendment 13-06 – A request to amend Specific Plan No. 23, Planning Area 1 – Business Park District to allow for multi-family residential developments.
General Plan Amendment 14-01 – A request to change the Land Use Map designation from Industrial to Multi-Family High (12.1 – 16 units to the acre) for the lots within Specific Plan No. 23, Planning Area 1.

Associated Cases:

DPRB Case No. 13-31 – A request to develop a 49-unit three-story townhome development within a gated community on a 3.65 acre site located at 155 N. Eucla Avenue.

Tentative Tract Map 13-02 (72590) – A request to subdivide the subject site into a condominium map for 49 units and the associated HOA common areas. The condos will be sold as townhomes.

Tree Removal 14-05 – A request to remove an unknown number of trees from the site; a comprehensive tree survey is currently being conducted at this time and will be submitted to the City for review. A tree replacement plan will be required as part of this application.

- Environmental Review – A number of environmental studies have been submitted to the City and are currently under review.

SUMMARY

A developer, City Ventures, has submitted a proposal for a 49-unit attached townhome residential project located at 155 N. Eucla Avenue. The project includes multiple applications including a Municipal Code Text Amendment (MCTA), General Plan Amendment (GPA), Tentative Tract Map (TTM), Development Plan Review Board (DPRB), and a Tree Removal (TR)

Per Code Section 18.208 Zone Changes and Amendments any request for an amendment must first petition to either the Planning Commission or the City Council to allow for the initiation of the request. If the initiation is granted, the amendments and/or zone changes would be subject to Planning Commission and City Council public hearings.

Staff requests the Planning Commission provide direction regarding the initiation of the Municipal Code Text Amendment and the General Plan Amendment. Discussion, direction or determination on the associated applications is not appropriate at this time.

OVERVIEW

Developers in the past few years have inquired about redeveloping 155 N. Eucla Avenue as a residential development. Since that time, Staff has mentioned to developers that as part of any residential development application for 155 N. Eucla Avenue, the City would also consider the same Code and Land Use modifications to the properties to the east (L.A.C. Motor Enterprises at 127 N. Acacia Street and General Pump Company at 159 and 163 N. Acacia). These two parcels are similar in size, land use and condition as 155 Eucla Avenue making them candidates to consider modifying the Code and Land Use Calcification to allow for a residential development too. At this time the City is initiating to add the following properties as part of the MCTA and GPA applications: 127, 159 and 163 N. Acacia.

There currently is not a proposed project for the other site which houses the following two businesses: L.A.C. Motor Enterprises at 127 N. Acacia Street and General Pump Company at 159 and 163 N. Acacia Street. Both uses are permitted uses under the current zone. If the MCTA and the GPA were to be approved, these business uses would become non-conforming.

The applicant has submitted the above mentioned applications with the intention to receive approval from the City to develop a gated community with 49 three-story attached townhomes. The site is proposed to be developed with nine separate building housing four to seven units per building. The final site plan design may be modified as the applicant is currently redesigning the entry to the site to meet City requirements which may modify the site parking and building layouts.

The project is on the west side of North Eucla Avenue just north of the railroad tracks. The lot is shaped in an elongated triangle with a tail that is approximately 30 feet wide and 700 feet long. The entire site is 3.65 acres in size. The site's

only access is off N. Eucla with an approximately 330-foot frontage. The project site will have one entrance that will have several driveways that lead to the unit garages.

The 49 residences proposed will all be three-story townhomes, ranging in size from 1,321 sq. ft. to 1,878 sq. ft. The following table represents the break-down of the project relating to bedrooms, bathroom, parking and density.

Residential	
Site Area	3.65+/- acres
Density	High: 13.42 dwelling units per acre
Total Units	49 Single Family Residences (0 affordable)
Unit Mix	<p>2 Units – Plan 1: 2-bdrm/2.5 bath (1,321 sq. ft.) 2-car garage tandem</p> <p>8 Units – Plan 1B: 2-bdrm/2.5 bath (1,321 sq. ft.) 2-car garage tandem</p> <p>14 Units – Plan 2: 3-bdrm/3 bath (1,379 sq. ft.) 2-car garage tandem</p> <p>7 Units – Plan 3: 3-bdrm/3.5 bath/den (1,722 sq. ft.) 2-car garage</p> <p>9 Units – Plan 4A: 3-bdrm/3.5 bath/den/tech (1,878 sq. ft.) 2-car garage</p> <p>9 Units – Plan 4B(ADA): 3-bdrm/3.5 bath/den/tech (1,878 sq. ft.) 2-car garage</p>
Parking Required	154 spaces
Parking Provided	98 covered spaces: 2-car garage Plus 22 driveway spaces & 34 open parking stalls Total 154 parking spaces

The subject properties were zoned M-1 when the City was incorporated in 1960. Since then the properties were rezoned on June 12, 1990, to Specific Plan No. 23, Planning Area 1 – Business Park District. The City changed the zone of these properties to create the opportunity for flexible project design and land uses relating to the surrounding neighborhood. The M-1 zone did not take into account the surrounding historic residential neighborhood, the Specific Plan does. It also minimized higher intensity uses conditionally allowed in the Industrial Park Zone (IP) and uses allowed in the Light Manufacturing Zone (M-1).

The two subject blocks have traditionally been used as contractor storage yards. These are now seen as uses that should be separated from residential uses. L.A. Signal that currently occupies 155 N. Eucla Avenue is looking to sell their property. Being adjacent to established residential neighborhoods makes this location desirable for residential in-fill development. At the same time contractor storage yards would prefer to be away from residential developments to avoid complaints of noise, dust, traffic and light glare for the neighborhood. Staff understands that the existing uses have been at these sites since the days when the City was a semi-rural town but the City has now developed into more of a bedroom community with a small town feel. As mentioned in-fill lots like these are desirable for developers but also potential home buyers who would prefer to live in a community that is established. Staff thinks the redevelopment of these two blocks is warranted at this time.

GENERAL PLAN CONSISTENCY: Every city and county in California must adopt a comprehensive “general plan” to govern its land use and planning decisions. All planning and development actions must be consistent with the general plan. This project requires a municipal code text amendment and a general plan amendment - land use designation to allow the residential use. The subject lots are zoned Specific Plan No. 23, Planning Area 1 – Business Park District which does not allow for multi-family developments. The applicant is requesting the Planning Commission grant the initiation of a MCTA to allow for residential uses and creation of development standards for the use. In addition the applicant is requesting a General Plan Amendment to change the Land Use designation of the lots from Industrial to Multi-Family High (12.1 – 16 units to the acre).

This project will help fulfill the following General Plan Land Use and Housing Element Goals and Policies:

- Land Use Goals Statement L-6: *“Revitalize and improve Downtown as a community focus”*
 - 6.1.1 *Give priority for redevelopment activities to declining areas within the City, particularly the Town Core and Puddingstone center.* The MCTA and the GPA will help facilitate the redevelopment of these two blocks as they are both in a declining state and would benefit from a redevelopment proposal as would the surrounding community.
- Land Use Goals Statement L-9, *“Enhance a unified and a high quality visual image for the City”*
 - 9.1.1 *Underground utilities to improve the visual environment.*
 - 9.1.5 *Preserve important view corridors.*

As part of the project the applicant will be required to underground all utilities serving the site and underground all service lines to the nearest power pole off site. This will enhance the visual quality of Eucla Avenue near the project site which will facilitate the removal of any negative visual obstructions.

- The Housing Element Statutes require an analysis of opportunities for energy conservation with respect to residential developments. The project is not proposed as LEED Certified however the applicant will be applying Green features and construction practices that are commonly found in such projects. The applicant is proposing to use sustainable design features and construction practices throughout the project, such as;
 - Double pane windows
 - Energy-efficient lighting
 - Water efficient plumbing fixtures
 - Tankless water heaters
 - Drip irrigation
 - Recycling of construction waste

- Housing Element Goals and Policies No. 2 “Provide Adequate Housing Sites to Accommodate Regional Housing Needs”
 - Policy 2.1 *“Provide site opportunities for development of housing that responds to diverse community needs in terms of housing types, cost, and location, emphasizing location near services and transit that promote walkability.”* The proposed site will provide for “above moderate income housing units” which would be considered in the entry level attached townhomes in San Dimas. The project’s Land Use Designation is proposed as Multi-Family High (12.1 to 16 units to the acre). This higher density level than the residences to the north and east allows for a mix of housing stock in this part of the community. The residents would be able to use the transit bus stops that are at the intersection of Bonita Avenue and N. Eucla Avenue less than 500 feet away. There are several recreational, professional commercial and food uses within walking distances.

RECOMMENDATION

Staff recommends the Planning Commission grant the initiation of the Municipal Code Text Amendment to amend Specific Plan No. 23, Planning Area 1 - Business Park District to allow for multi-family residential developments and the modification of the Land Use Designation in the General Plan from Industrial to Multi-Family High (12.1 – 16 units to the acre) for the lots within Specific Plan No. 23, Planning Area 1 – Business Park District.

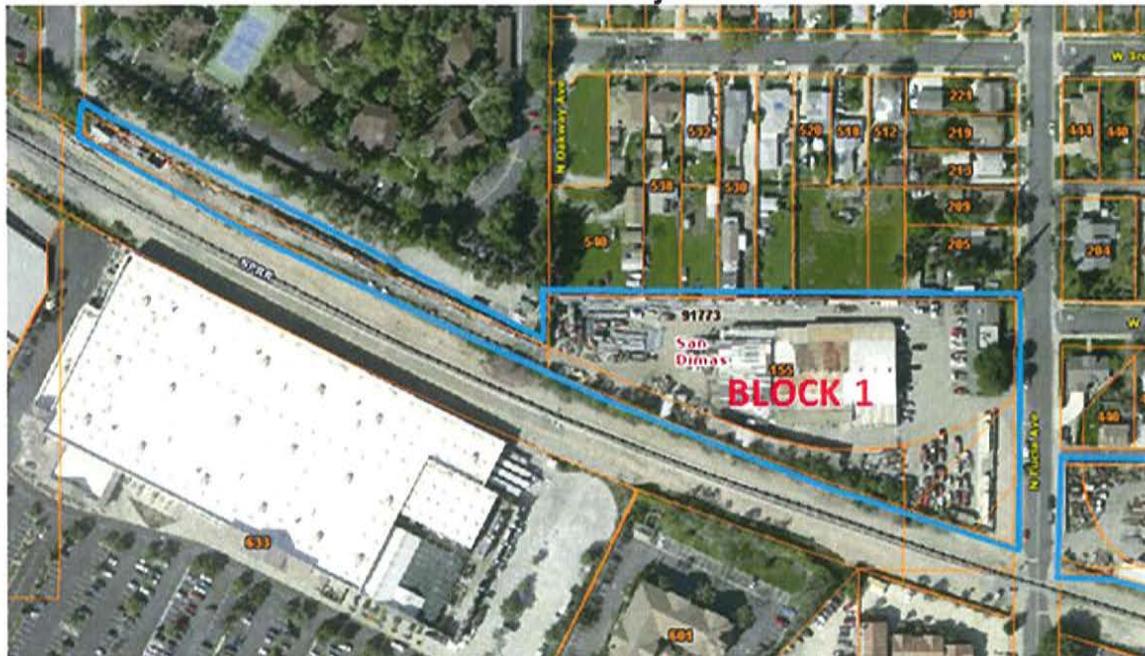
Associated applications do not require direction at this time but will be concurrently processed as appropriate.

Respectfully Submitted,

Marco A. Espinoza
Senior Planner

Attachments: Draft Site Plan
 Zoning Map of Area
 General Map of Area

Aerial Photo of Subject Sites



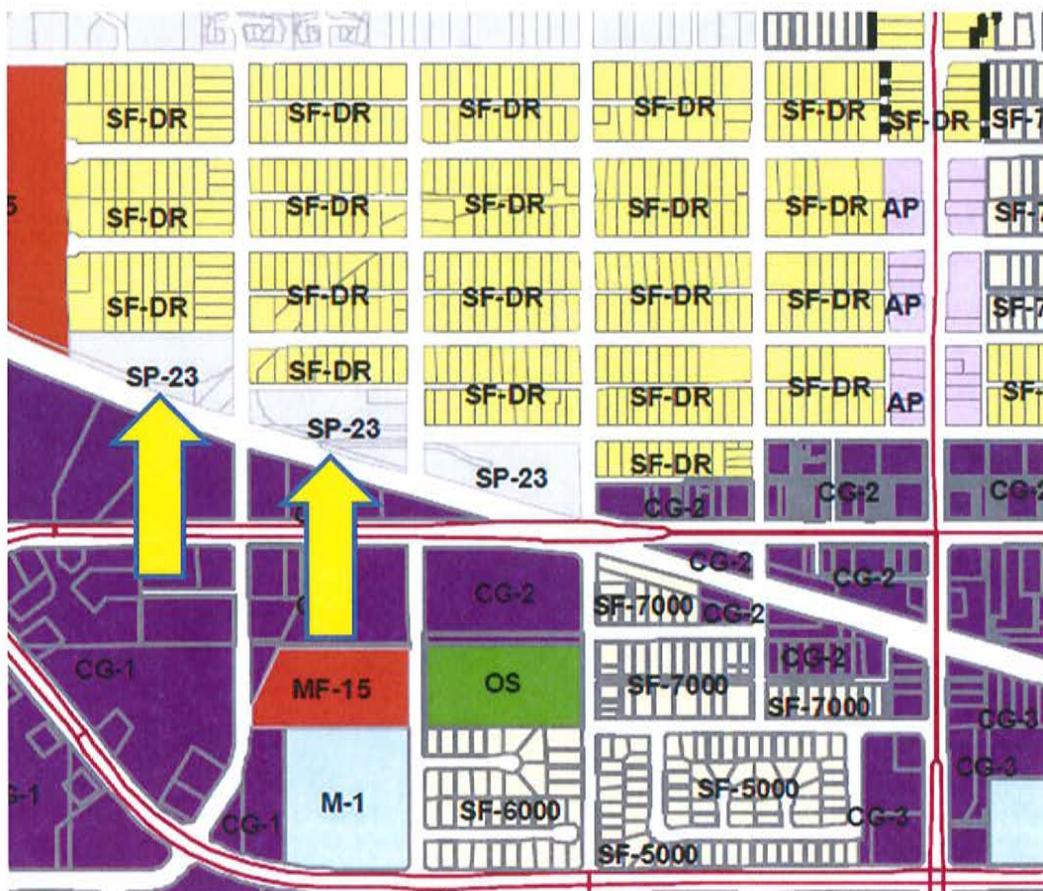
155 N. Eucla Avenue



127 & 159 N. Acacia Street

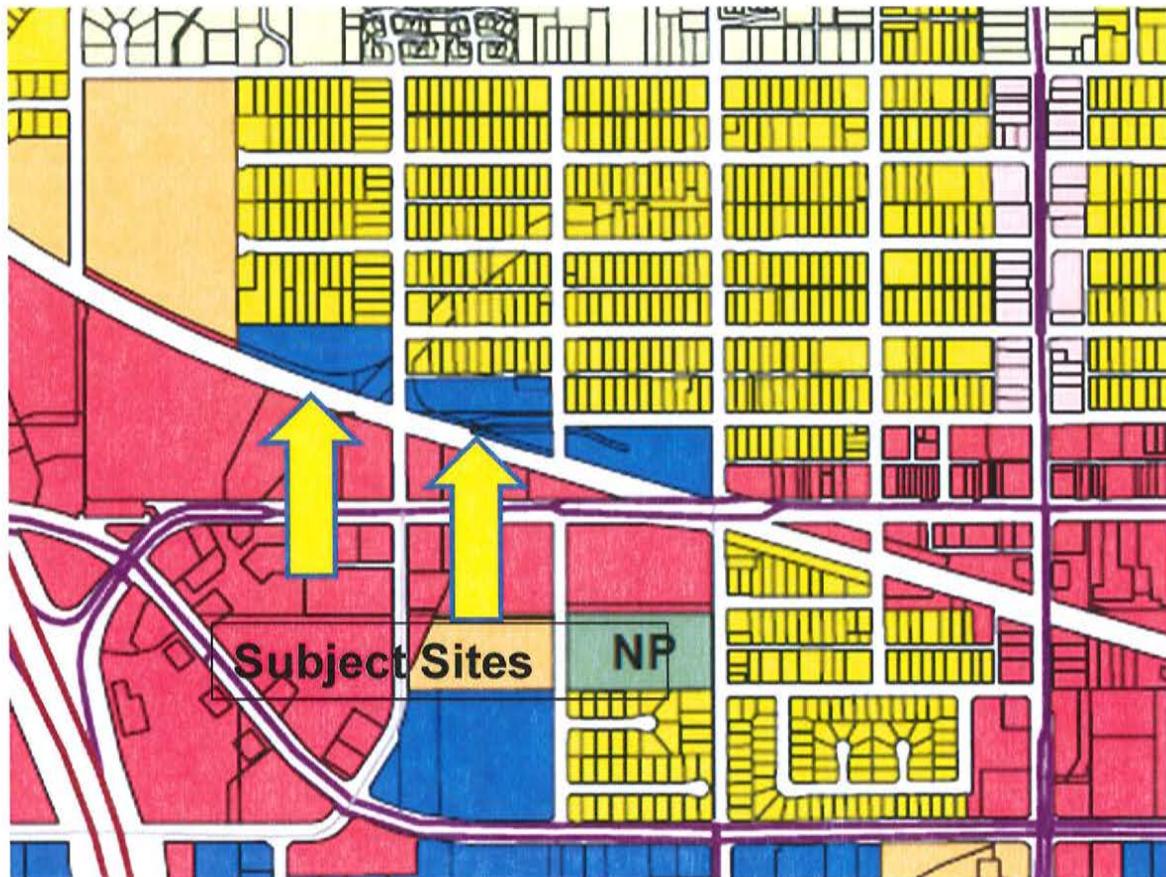
ZONING MAP

	SINGLE FAMILY DOWNTOWN RESIDENTIAL (SF-DR)		CREATIVE GROWTH (CG)
	SINGLE FAMILY (SF)		LIGHT MANUFACTURING (M-1)
	SINGLE FAMILY HILLSIDE (SF-H)		LIGHT AGRICULTURE (AL)
	SINGLE FAMILY AGRICULTURE (SF-A)		PUBLIC/SEMI-PUBLIC (PS)
	MOBILE HOME PARK (MH-P)		OPEN SPACE (OS)
	MULTIPLE FAMILY (MF)		WATERSHED (W)
	MULTIPLE FAMILY DUPLEX (MF-D)		SPECIFIC PLAN (SP)
	COMMERCIAL NEIGHBORHOOD (CN)		
	COMMERCIAL HIGHWAY (CH)		
	ADMINISTRATIVE PROFESSIONAL (AP)		



LAND USE MAP

RESIDENTIAL		DENSITY	
	SINGLE FAMILY VERY LOW ESTATE	(0 - 0.2) @ A. 5 AC MIN B. 10 AC MIN C. 15 AC MIN	 COMMERCIAL
	SINGLE FAMILY VERY LOW	(0.2 - 3)	 OFFICE / PROFESSIONAL
	SINGLE FAMILY LOW	(3.1 - 6)	 INDUSTRIAL
	LOW / MEDIUM	(6.1 - 8)	 PUBLIC / SEMI-PUBLIC
	MEDIUM	(8.1 - 12)	 OPEN SPACE
	HIGH	(12.1 - 16)	PARK CP-COMMUNITY RP-REGIONAL NP-NEIGHBORHOOD
	MOBILE HOME		 INDUSTRIAL



Commissioner Bratt asked what species of trees were proposed for removal.

Senior Planner Espinoza stated there are a few oak trees but most of them are ash trees.

Commissioner Davis stated he was not comfortable with the proposed density considering the homes to the west. He asked if approving the initiation was approving the higher density as proposed.

Senior Planner Espinoza stated if this is approved to allow the project to come forward and the Commission doesn't feel the proposed density is warranted and they want to see a lower density in that area, it will be up to the applicant to decide if they want to try to redesign the project or just move forward with it to City Council. The Lone Hill project went through several different submittals and each time lowered the proposed density until the final approval of 18 lots.

Commissioner Rahi asked about the comment in the report that the desire for equestrian property was diminishing within the community.

Senior Planner Espinoza stated that is something that will be analyzed further. It seems more in the sense of large lot single-family equestrian facilities, and that they have had some developments in the City where the people who purchased the homes have not installed any horse corrals or even want any horses even though they are allowed to. He stated approving the initiation doesn't mean they are supporting a higher density and no horsekeeping; it is just saying they are willing to hear the proposal.

Commissioner Rahi stated he was in support of the initiation to allow discussion on the matter.

Commissioner Bratt stated he shares the concerns of Commissioner Davis regarding the density, but felt the owner should at least be able to try something with the property and was willing to move the process forward.

Chairman Schoonover concurred, and while he was willing to let the process go forward with further examination, he wanted the applicant to be aware that the Commission has concerns and questions, and that they may want to tweak the project at a later point.

MOTION: Moved by Bratt, seconded by Ensberg to approve the initiation of Municipal Code Text Amendment 13-08, Zone Change 13-01 and General Plan Amendment 13-01, and associated cases DPRB 13-20, Precise Plan 13-03, TTM 13-01 (72368) and Tree Removal 13-27.

Commissioner Davis stated that since the site borders Horsethief Canyon Park he would like to see the City purchase the land and extend the park, and felt the property was already zoned appropriately.

Motion carried 4-1 (Davis voted no).

3. CONSIDERATION OF A REQUEST TO INITIATE THE FOLLOWING APPLICATIONS:

- **Municipal Code Text Amendment 13-06** – A request to amend Specific Plan No. 23, Planning Area 1 – Business Park District to allow for multi-family residential developments.

- **General Plan Amendment 14-01** – A request to change the Land Use Map designation from Industrial to Multi-Family High (12.1 to 16 units to the acre) for the lots within Specific Plan No. 23, Planning Area 1.

Associated Cases:

- **DPRB Case No. 13-31** – A request to develop a 49-unit three-story townhome development within a gated community on a 3.65 acre site located at 155 N. Eucla Avenue.
- **Tentative Tract Map 13-02 (72590)** – A request to subdivide the subject site into a condominium map for 49 units and the associated HOA common areas. The condos will be sold as townhomes.
- **Tree Removal 14-05** – A request to remove an unknown number of trees from the site; a comprehensive tree survey is currently being conducted at this time and will be submitted to the City for review. A tree replacement plan will be required as part of this application.

Staff report presented by **Senior Planner Marco Espinoza** who stated the subject properties were zoned M-1 at the time of incorporation. In 1990 they were rezoned Specific Plan No. 23 Planning Area 1 Business Park District which permitted similar uses but would allow for a more flexible design and land use, and take into consideration the historic nature of the residential neighborhood abutting the area. The current application is for the property located at 155 N. Eucla, which is located north of the railroad tracks, is elongated in shape and takes access from Eucla only. There will be one entrance with several driveways. He stated while there is currently a development proposal for Block 1, it was felt they should also look at including Block 2 in the rezoning as it was similar in size and uses, making it a candidate for future residential development. Blocks 1 and 2 are also both in Planning Area 1, while Block 3 is in Planning Area 2. Staff is requesting approval to initiate the amendment for both parcels in Planning Area 1.

Commissioner Davis asked if they were not looking at Block 3 at this time because of the packing house building, what uses are currently allowed in Specific Plan No. 23, and clarified the proposal was for multi-family medium high density up to 16 dwelling units per acre (dua).

Senior Planner Espinoza stated that site is more sensitive because of the historical structure and would require more detailed analysis for any proposed redevelopment, whereas there are no historical structures on Blocks 1 and 2 which makes it easier for new development. He explained the uses in the Specific Plan and stated it is currently an industrial zone but that it does not allow the more intense uses allowed in M-1, and that the applicant is only proposing about 13 units per acre.

Chairman Schoonover asked if the plan was to have one ADA unit in each building, and if the Bonita Canyon Gateway project was the only other three-story residential in the City.

Commissioner Davis asked what the density at Bonita Canyon Gateway was.

Senior Planner Espinoza stated he believed the idea was to have one ADA unit per building, and that both Grove Station/Village Walk and Bonita Canyon Gateway had three-story units, and possibly a small development on San Dimas Canyon Road. There was one portion of Bonita Canyon Gateway that was zoned 30 dua for the affordable housing requirements, but he was not sure what the density was for the remainder of the project.

Chairman Schoonover stated at Bonita Canyon Gateway the three-story units were next to two-story units, but in this area they will be near single-story homes. It seems like the buildings will be too large to be compatible with the neighborhood.

Commissioner Ensberg asked why Staff is proposing to include Block 2 when there wasn't an application and it would use limited staff resources to review.

Senior Planner Espinoza stated there have been inquiries about that area, and since they will be considering whether housing is an appropriate use for Block 1 and this is in the same Planning area, this would be a good time to look at both areas to see if this would be appropriate for the neighborhood as times change and industrial may no longer be suitable for that area. In regards to staff time, it would actually be more efficient to look at both Blocks simultaneously.

Chairman Schoonover opened the meeting for public comments. Addressing the Commission were:

Adam Lunzer, City Ventures, Applicant, stated they have been working with staff from Planning and Public Works to develop a plan that was suitable for the neighborhood, being sensitive to the Town Core Design Guidelines. In regards to concerns about the height of the project, they are hoping to develop a design that will be complimentary to the single-story Craftsman homes in the neighborhood.

Commissioner Bratt asked what they intended to do with the long narrow strip along the railroad tracks.

Adam Lunzer, Applicant, stated right now it would be an open space and could possibly be used for things like walking paths, a dog park area, or bocce ball.

Jon Ciauri, Owner, 127 N. Acacia Street, stated he worked two jobs for 14 years to purchase this property. He understands there are federal funds for housing, but he resented that his property was included in this proposal without being consulted. He invested in this property for his retirement, and if the zoning is changed, it will negatively impact the value of the property.

Commissioner Ensberg asked him if he felt that if the property was rezoned to allow for residential it would have a negative impact instead of making his property more valuable.

Jon Ciauri, Owner, stated his options would be limited to just developers where now he can work with anyone that wants an industrial property. He is not opposed to it being developed and understands he could stay and operate his business as long as he wanted to, but he bought this as an investment and felt the city was taking away the possibility of selling this in the future to fund his retirement.

Chairman Schoonover asked if notices were mailed out to the surrounding neighborhood about this meeting.

Senior Planner Espinoza stated this was not a public hearing item, but Staff notified the property owners and the applicant. The item tonight is to consider initiation, and if it is approved, a radius mailing will be done as they bring the project forward.

Commissioner Davis felt there should be a proposed project before they consider any rezoning.

Senior Planner Espinoza stated it is not uncommon to change zoning before there is a project. An example is when they were amending the CG-3 zone to allow for the Grove Station project, they also included the property across San Dimas Avenue in the zone even though there wasn't a proposed project at the time. Part of the planning process is to envision what development trends in the future may be in the City and try to facilitate the zoning for that. It is not unusual to rezone properties ahead of receiving a development application.

Jon Ciauri, Owner, reiterated that he did not feel he would be able to get top dollar for his property if he had to sell it to a housing developer who would want to pay the least possible than if he were able to sell it to another industrial user.

Commissioner Bratt stated the current trend in city planning is to predict where trends are heading and help guide developers in that, and that is part of what they are considering tonight.

Jon Ciauri, Owner, stated he was concerned that if his property is made non-conforming his options will be limited.

Senior Planner Espinoza stated that would be part of the analysis if this initiation moves forward. Would the existing uses become non-conforming, would housing be allowed as part of an overlay zone, etc. After further review, they may even decide that they do not want to rezone Block 2. It is being suggested to be included in the analysis but it may be determined that they do not want to include it after all.

Jon Ciauri, Owner, asked the Commission to not consider rezoning until they talk to the owners of the property.

William Tweedy, 159 N. Acacia, Owner since 1987, stated he is the third owner of the site and would agree there are no historical buildings there except that it also was a packing house. Theoretically the value could increase when a property is zoned appropriately, but when you rezone a parcel and make the current uses non-conforming so that you cannot get refinancing or sell it, then it is inappropriate. He felt the previous item was appropriately done because the owner was involved and agreed with the change. His property is more than just a piece of land, it is in a critical location for his business due to the freeway access to all the major cities and his customers. He not only has his land value, but has invested almost \$1 million into improvements. When he hears his parcel described as a tear-down, he doesn't feel he will be able to recoup the money he has invested into the site.

There being no further comments, the public comments were closed.

Commissioner Ensberg asked to have this item considered separately for each Block.

Chairman Schoonover stated it would be appropriate to consider the Blocks separately.

Commissioner Ensberg stated he would be in favor of initiating an amendment for Block 1 because there appears to be a viable plan that is acceptable to the property owner for making the property more valuable and consistent with the housing trends. He was not in favor of including Block 2 as there is no plan for development, the property owners are opposed and felt any time and cost savings from processing both blocks at the same time would be minimal. However, while being sensitive to the concerns of the two property owners in Block 2, he felt that rezoning to include housing as an option on their parcels would increase their resale value; however, in deference to their feelings he would want Block 2 removed from the initiation.

Commissioner Davis asked if the surrounding homeowners were aware of this action.

Senior Planner Espinoza stated the surrounding homeowners know about the proposal for 155 N. Eucla and have been invited to community meetings. Tonight is to talk about initiating an amendment and is not a public hearing so no notices were sent.

Commissioner Rahi stated he could support the initiation for Block 1 but not Block 2 as the owners were not in support of the rezoning.

Commissioner Bratt stated he wasn't sure since the surrounding residential were one-story single-family homes that building three-story townhomes was appropriate.

Chairman Schoonover stated he had similar concerns but was not opposed to moving forward and allowing this to be studied.

Commissioner Davis asked if after going through the process it is decided that high density multi-family was not appropriate but lower density residential would be acceptable, would it decrease the value of the property. If they reject the application for high density, what would it be.

Senior Planner Espinoza stated property with a higher density would be worth more, but you can't determine value until a density is determined. He stated the Commission can deny the application and the zoning will remain as it is, or they can select something else. They will be reviewing the Applicant's initial submittal, but the initial submittal is not always the final version that is approved.

Commissioner Davis stated he can see this area being residential so he would support moving forward with the process.

MOTION: Moved by Ensberg, seconded by Rahi to approve initiating Municipal Code Text Amendment 13-06 and General Plan Amendment 14-01 relative to Block 1. Motion carried unanimously 5-0.

MOTION: Moved by Ensberg, seconded by Bratt to defer consideration of Block 2 for rezoning.

Commissioner Bratt reiterated the fact that Staff's proposal to consider changing the zoning prior to having an actual application is the current thought in the planning field.

Commissioner Davis concurred but felt if the property owners were opposed, he didn't want to go through the process when it wasn't really necessary.

Motion carried unanimously 5-0.

ORAL COMMUNICATION

4. Assistant City Manager for Community Development

No communications were made.

5. Members of the Audience

No communications were made.

DEVELOPMENT PLAN REVIEW BOARD FACT SHEET



DATE: June 12, 2014

TO: Development Plan Review Board

FROM: Marco A. Espinoza, Senior Planner

SUBJECT: **DPRB Case No. 13-31 & Tree Removal Permit 14-05**
A request to develop 47 two- and three-story townhomes on approximately 3.65 acres in a gated community located at 155 N. Eucla Avenue. The residential units will range in size from 1,315 sq. ft. to 1,838 sq. ft. Each unit will have a two-car garage (totaling 94 parking spaces) and an additional 48 on-site parking stalls for residents and visitors; 52,800 sq. ft. of open space including a private community garden, green space and recreational activities, a horseshoe pit and bocce ball court at the west side of the project.

Associated Case: Tentative Tract Map 72590 (TTM 13-02), General Plan Amendment 14-01, Municipal Code Text Amendment 13-06 and Mitigated Negative Declaration.

APN's: 8386-006-010, 025 – 029
Zone: Specific Plan No. 23 and within the Town Core

Environmental Classification: Mitigated Negative Declaration

FACTS:

An application has recently been filed to subdivide the property at 155 N. Eucla Avenue for condominium purposes but will be sold as townhomes. The applicant is proposing nine (9) buildings, each containing four (4) to seven (7) units for a total of 47 units within a gated community.

The project site is within Specific Plan No. 23, Planning Area 1; as part of the development process for this project the applicant will also need to apply for the following applications to allow for the multi-family development:

Tentative Tract Map 72590 (TTM 13-02),
General Plan Amendment 14-01,

**Municipal Code Text Amendment 13-06, and
A Mitigated Negative Declaration.**

As part of the Municipal Code Text Amendment application, the applicant will be amending Specific Plan No. 23 to create a new "Area 3" which will have its own development standards and design guidelines that are consistent the Finding of Standard of Review per Code Section 18.12.060 that relate to the intended development for the site.

The project was presented to the Environmental/Subdivision Committee on April 17 and on May 20, 2014, for their review and comments. At the meetings the Committee provided their concerns and comments regarding the tentative tract map, the initial study and the proposed mitigated measures.

At the same time Staff also distributed the study and mitigation measures to other outside agencies for their 20-day review period which ended on May 15, 2014.

At the May 20, 2014, Environmental/Subdivision meeting the Committee recommended that the Tentative Tract Map and the Mitigated Negative Declaration continue through the review process.

General Project Information

- Total Site Area: 3.65 Acres
- Total Units Proposed: 47
 - (14) 2-Bedroom
 - (33) 3-Bedroom
- Unit Sizes:
 - 1,315 Square Feet to
 - 1,838 Square Feet
- Density: 12.87 Units to the Acre
- Parking: 143 spaces provided
 - 94 spaces in Garage
 - 22 spaces in Driveways
 - 26 spaces within the site
- ADA units provided:
 - Five (5) Units
- Open Space Provided: 52,899 sq. ft. (32.9% of site) 10' Min. Dimension
- Misc. Open Space: 19,675 sq. ft. (12.2% of site) Less than 10' Dimension
- Building Coverage 14,931 sq. ft. (26.0% of site)
- Paved Area Coverage 46,475 sq. ft. (28.9% of site)
- Four phases of development of the site, each dependent on sales of the previous phase (see Exhibit D).
 - 1st Phase – 12 homes
 - 2nd Phase – 14 homes

- 3rd Phase – 12 homes
- 4th Phase – 9 homes

Site and Surrounding Characteristics

The subject site is located at 155 N. Eucla Avenue which was previously occupied by Henkels and McCoy and currently by Los Angeles Signal Construction Inc. and is used as a contractor's storage yard for their signal light company.

The site is shaped as an irregular triangle with a long pole portion that runs along the southern property line. The front of the property (east) faces Eucla Avenue for 326 linear feet. The northern portion of the property (629 feet) runs along the rear of the single-family residences that face Third Street, all of which are one-story in height. The remaining of the north portion of the property (704 feet) runs along the pole portion of the property that is behind the apartment buildings on Amelia Avenue. The south portion of the site runs parallel to the A.T. and S.F. Railroad track 1,311 linear feet. The property slopes in a southwest direction.

As mentioned the subject property abuts one-story, single-family residences to the north; most of the units are approximately 150 feet away from subject site. To the west of the site is a large two-story apartment complex. Just south of the site is one set of railroad tracks and south of that is a Comfort Suite, Extended Stay and Lowes. To the east of the site is another industrial storage yard (General Pump Co.) and one-and two-story single-family homes (see page SP-3 of the plans).



Site Design Layout

The proposed layout of the site will be as follows:

- One main vehicular gated entrance with pedestrian access at the northeast corner of the site.
- Two, two-story buildings (Nos. 1 & 2) with four units each facing Eucla Avenue. One of the buildings, No. 1, is side-facing with the front door entrances facing the gate entrance.
- There is another four-unit building (No.3) that is a combination of two-and three-stories.
- Along the north property line are the remaining six (6) buildings located perpendicular to the property line. The units closest to the north property line are two-story with the remaining designed in a three-story height. These buildings contain four (4) to seven (7) units each.
- There are 12 units that will have 20-foot deep driveways that will allow for guest and residential parking, in addition to several other open guest parking spaces adjacent to the common green space.
- The common green space is along the south property line and there is additional green space all along the pole section of the site.
- The project has been reviewed by the County of Los Angeles Fire Department which has provided their standard conditions that will be reviewed during the plan check process. They do not have any concerns with the site layout design at this time.

Unit Specification

There are four main plan types (Plan1, 2, 3, and 4) and two different variations of Plan 1 and 3, for a total of six (6) Plan types. The Plan units are as follows:

Plan 1A: 10 Units	– 1,403 sq. ft., 3 bd., 3 bath, 2-car tandem garage, three-story
Plan 1B: 10 Units	– 1,403 sq. ft., 2 bd., 2.5 bath, 2-car tandem garage, three-story
Plan 2: 5 Units	– 1,767 sq. ft., 3 bd., 3.5 bath, 2-car garage, three-story
Plan 3A: 5 Units	– 1,868 sq. ft., 3 bd., 3.5 bath, 2-car garage, three-story
Plan 3B: 2 Units	– 1,865 sq. ft., 3 bd., 3.5 bath, 2-car garage, three-story
Plan 4: 15 Units	– 1,315 sq. ft., 3 bd., 2.5 bath, 2-car garage, two-story

All the units will have individual laundry facilities and an area for storage for their trash and recycling bins. There is also 250 cubic feet of overhead storage in each of the garages

Private patio areas will be provided for 26; units, all other units will have a front porch and/or second story balcony.

Architecture

The site is within the Town Core which has architecture Guidelines that were adopted by the City Council on December 3, 1993, and have been used when reviewing any

remodel, addition and/or new construction in the downtown. The Guidelines were created to help preserve the historic fabric of the downtown but to allow for appropriate development within the confines of the Guidelines. The Guidelines focus more on single-family developments due to the layout of the Town Core rather than larger multi-family development as proposed. However the intent of the preserving the character of the downtown can be easily transposed onto any residential and commercial development. The applicant has worked closely with Staff to develop an architecture that is consistent with the Town Core and the Guidelines; the development has been designed in a Craftsman theme.

All the units have primarily the same Craftsman architectural details which are as follows:

1. Cement-fiber siding in an eight (8) inch exposure.
2. Cement-fiber shingle siding in an eight (8) inch exposure.
3. Board and Batten false attic vent application under all gable ends.
4. 12 inch high band between the board and batten pattern and the siding applications.
5. Craftsman style door and window trim
6. Tan vinyl hung windows with sculpted 1-1/16" grids.
7. Craftsman-style lighting fixtures with honey glaze finish for the front door and garage area.
8. Craftsman vertical wood panel balcony railing.
9. False knee braces under most of the gable roofs.
10. False knee brace trellis over the single-car garage doors and some windows.
11. Accented brick column walls on the first and second-story balconies.
12. Oversized eave overhangs 24" and 30".
13. Double wood post supports.
14. Oversized wood post supports with decorative brace pop-outs.
15. Concrete shingle roof tiles.

The applicant originally proposed three-story stucco buildings that did not meet the intent of the Town Core nor did they relate to the surrounding neighborhood. Since then the applicant has met with some of the surrounding residents to hear their concerns about the project design and have had countless meetings with Staff. The applicant has addressed many of the issues of concern and has made a good faith effort to meet the intent of the Town Core Guidelines by applying Craftsman architectural features to the project and reducing the height of the buildings along Eucla Avenue and the north property line. In lowering the height of the buildings along the north property line the applicant also addressed privacy issues by not installing additional windows on the third floors that would face to the north.

The applicant has also worked on undulation of the wall planes to avoid large flat wall planes. All sides of the elevation wall planes have been carefully designed to minimize the monotone appearance and create a visual interest. The alley side of the buildings

were also given extra attention. The applicant will be proposing two styles of garage doors in three different colors to add additional visual interest to the alleys.

Massing and Scale

The applicant has made significant efforts to reduce the original massing and scale issues of concern Staff had. Two of the buildings have been reduced to two-story and the other buildings have also had one of the end units reduced to two-story. Many of the front entry elevations have been designed to have varying wall planes to help reduce the massing issues in addition to adding front porches and covered entry ways. Architectural features such as pop-outs, false knee braces and varying roof planes have also been added to the rear of the units to help reduce the scale of the three-story units.

Color Palette & Materials

The proposed roof material for all the units will have a concrete flat tile in earth tone colors. The building wall colors, which include all window and door trims, including the fascia, will also be in earth tone colors. In addition, the applicant is proposing a brick veneer in tan to red hues that are complimentary to the earth tone colors. (see Exhibit B)

Parking

The project has been developed with a two-car garage for each unit for a total of 94 enclosed parking spaces. There are also another 22 parking spaces in 20-foot deep driveways on certain units; these parking spaces will be used by residents of the unit and their guests. The project will also have another 26 open parking spaces along the main drive aisle that will be used by the residents and their guests; these spaces cannot be assigned and are available on a first come, first served basis. The project meets the City's parking standard for multi-family developments with 143 parking spaces required and 143 provided.

Setbacks

As mentioned the project will be developed under its own Specific Plan but the applicant is using the standard 20-foot setback for the front yard similar to most single-family residential properties. The side and rear yard setbacks will be 10 feet.

Building Height

The applicant is proposing a height of 28 feet for the two-story structures which is consistent with the single-family and multi-family zones' building heights. The three-story building component of the project is proposed at 39 feet high, four (4) feet higher than typically allowed in the single-family zone. In the multi-family zone three-story projects with no height limit are conditionally allowed with the following findings, which the proposed project meets:

1. The building setback from adjacent single-family residential zones and public streets is increased to be at least equal to the building height;
2. The architectural and site design of the project is enhanced by allowing the additional height;

3. A sloping or pitched roof design, rather than a flat roof design, is used;
4. The appearance of height and associated mass and bulk is mitigated by appropriate building and site design features.

The Specific Plan created for this project will allow for a 39-foot high, three-story building as long as it complies with the above mentioned findings.

Landscaping and Amenities

The project will be fully landscaped and meet the City's Water Efficient Landscaping Ordinance. (see pages L-1 and L-4 of plans) The applicant is proposing to install 293 trees on-site and an additional six (6) on the parkway for a total of 299 new trees. The trees will range in size from 15 gallon to 36" box. The plans also include a number of vines, accent and middle ground shrubs, and groundcover plants. The private patio areas are not proposed to have any landscaping or irrigation system installed, the responsibility would fall on the property owner; Staff is concerned with this and it is further addressed under "Issues of Concern" below in the report.

There are two main green open spaces that will accommodate outdoor uses. The first space is just west of Building No.3. This area has been designed with a wood trellis patio 13'-6" x 35' (459 sq. ft.) which accommodates two seating areas and gas BBQ's. Adjacent to the patio area is an open lawn area for group or individual activities. There are several benches provided on the south side of the lawn area. The other green space is along the pole portion of the site which is 34 feet wide and 704 feet long. This area will have a five-foot wide ADA compliant concrete walkway that extends the entire length of the lot. This area will also have several raised planter boxes to be used by the residents for gardening, a horse-shoe pit, bocce ball court and a number seating areas with benches.

The site will also be enhanced with a decorative paver walkway system that connects with all the sidewalks in the community and the green spaces. All driveways leading to garages will also be enhanced with colored concrete (Mesa Buff 5447). The main entry to the site will have the same decorative pavers to enhance the entry to the site (see page L-1 of plans).

The applicant has designed 32.9% (52,899 sq. ft.) of the site as open space at minimum dimension of 10 feet wide or larger. There is another 12.2% (19,675 sq. ft.) that is also open space but is less than 10 feet in width. Multi-family developments typically require 30% of the site be developed as open space that is 10 feet or greater in width. The proposed Specific Plan will dictate the amount of open spaced desired for this development but as presented it is in-line with the set standard required by the Multi-Family zone.

Fencing

The project has several fencing types for the perimeter of the project and within the project site. The applicant is proposing a 6-foot high stucco wall all along the south property line of the project. Stucco will only be applied to the interior side of the wall; the

other side of the wall facing the railroad will be painted in an earth tone color. Staff has a concern with the appearance of the wall along the railroad and has conditioned that the wall is constructed with a minimum 6" x 6" opening at the base at regular intervals to allow for a Boston Ivy plant to grow on the wall to deter graffiti. The North property line fence adjacent to the single-family residents will be stucco on both sides and will have a decorative brick cap. The remaining north wall along the pole portion of the project will consist of 100-foot long sections of the same stucco wall followed by 100-foot long sections of six (6) foot high wrought iron fence. This will help break-up the tunnel affect in the pole section of the lot. Vines will be proposed on these walls to break-up their monotonous appearance.

The applicant has proposed a number of wood fences for the main vehicular entry gate and for the individual private patio areas (see pages L-2 and L-3 of the plans). Staff has expressed their concerns with the durability and maintenance issues of the wood fences with the applicant. The applicant would still like to propose the wood fences as shown on the plans but has also included additional material options that they are not opposed to using if the Board concurs. Staff is inclined to support the wrought iron option for the gates vs. the wood material as shown on page L-6 of the plans.

Street and Parkway Improvements

As part of the project the applicant will be required to improve the parkway and street. The improvement will consist of providing new curb and gutter all along the front of the project site, then a six (6) foot wide parkway with the installation of six (6) parkway trees followed by a four (4) foot wide walkway. The applicant will also be required to extend the walkway on the west side of Eucla Avenue, south, past the railroad tracks to connect to the existing walkway; street widening may be required as part of this requirement, final determination will be made during the plan check.

Lighting Plan

A lighting plan has been prepared for this development that includes two may be three street lights that will be a nostalgic design to match the other lights in the Town Core. The same lights will also be used within the project, in addition to a variety of other accent and landscape up-lighting fixtures. The lighting plan will be reviewed to meet the City's lighting standard during the plan check process.

Tree Removal Permit

An application has been submitted for the removal of 58 trees. Some of these trees do not meet the definition of "Mature Tree" per the City's Tree Preservation Ordinance but were included in the request to be comprehensive. All the trees with the exception of trees nos. 1-6 appear to be seedlings. There are approximately 20 trees that are questionable if they are on the subject property and/or will have their root system severely affected by the grading for the footing of the new block wall. Many of these trees are on the south property line that abuts the railroad property; two of the trees are on the adjacent apartment complex's property in close proximity to the new wall. Removal of these trees, if required, will require authorization letters from the property owners prior to removal.

ISSUES OF CONCERN:

Private Patio Areas

There are several units in the development that Staff is concerned with the amount of private patio area they have been granted. The concern is that the units are primarily along Eucla Avenue and the amount of space may be too much for them to maintain. Staff is recommending that the following spaces be reduced to allow for an appropriate amount of private space without burdening the resident with maintenance concerns:

1. Building No. 2, the southernmost unit, reduce the private patio area by moving the 5'-6" wood fence 10 feet to the east.
2. Building No. 1, the easternmost unit, reduce the private patio area by moving the 6-foot high stucco/wrought iron wall 10 feet to the north.

Staff understands that the applicant would like to allow the homeowners to customize their private patio areas within the confines of the CC&R's but is concerned that these areas especially along Eucla Avenue are highly visible and may remain bare until they sell and the homeowners install the concrete slabs and/or landscaping. Staff recommends that the applicant be required to install some kind of ground cover with mulch within all the private patio areas that are along Eucla Avenue (Buildings Nos. 1 & 2).

Staff has also conditioned that any private patio areas that are parallel to any walkways shall be separated by a minimum of a three feet to allow for appropriate landscaping and irrigation installation.

South Property Line Wall

The applicant is proposing to construct a stucco wall along the south property line but the stucco will only be on the inside of the project and the outside wall facing the railroad will be painted. Plain block walls have not been approved by Staff or the Board in many years and always require a decorative wall consisting of stucco, slump stone, split face or with some kind of stone or brick veneer. In order to rectify this issue and possible long term maintenance issues with the proposed stucco walls, Staff recommends the applicant change all the stucco walls to a tan, split face wall with a brick cap. The split face block has been used in the Town Core and would be complimentary to the proposed Craftsman architecture of the buildings.

Wood Gates vs. Wrought Iron

Wood gates are proposed for the main vehicular entrance and the private patio areas. Staff is concerned with the long-term maintenance and durability of these fences and would recommend the Board recommend approval of the alternative wrought iron gate designs. The wrought iron has been designed in a Craftsman theme that would complement the project and tie all the design elements together.

RECOMMENDATION:

Staff recommends the Board recommend approval of DPRB Case No. 13-31 and Tree Removal Permit 14-05 with the attached Conditions of Approval to the Planning Commission and the City Council and that the final approval of the project be executed by the Board after City Council review. Prior to the final review by the Board, the applicant shall make any changes to the plans as recommended prior by the Board, Commission and/or Council.

Attached:

- Exhibit A - Conditions of Approval
- Exhibit B - Color and Material Palette
- Exhibit C - Tree Removal Application
- Exhibit D - Phasing Plan
- Exhibit E - Mitigated Measures

MOTION: Larry Stevens moved, second by Emmett Badar to approve with a modification to Condition No. 7 to allow seating for up to five tables with chairs versus the initial three tables requested and added Condition No. 8, "The tables and chairs shall be required to be brought indoors at the close of each business day. In the future, if the applicant requests that the tables and chairs be left outside at the close of each business day, it will be subject to review by Planning Staff."

Motion carried 7-0

DPRB Case No. 13-31 and Tree Removal Permit No. 14-05

A request to develop 47 two- and three- story townhomes on approximately 3.65 acres in a gated community located at 155 N. Eucla Avenue. The residential units will range in size from 1,315 sq. ft. to 1,838 sq. ft. Each unit will have a two – car garage (totaling 94 parking spaces) and an additional 48 on-site parking stalls for residents and visitors; 52,800 sq. ft. of open space including a private community garden, green space and recreational activities, a horseshoe pit and bocce ball court at the west side of the project.

Associated Case: Tentative Tract Map 72590 (TTM 13-02), Amendment to Specific Plan No. 23, General Plan Amendment 14-01, Municipal Code Text Amendment 13-06 and Mitigated Negative Declaration.

APN's: 8386-006-010, 025 – 029

Zone: Specific Plan No. 23

Jeffrey Addison, was present.

Nancy S. Andrade, 506 W. 4th St., property owner, was present.

Denise Ashton, WHA – 2805 Red Hill Ave, Suite 200, Santa Ana CA, was present.

Alice Barreras, 523 W. 4th St., property owner, was present.

Ben Besley, City Ventures – 1900 Quail St., Newport Beach CA 92660, was present.

Scott Burkett, 512 W. 3rd St., property owner, was present.

Tony Carbone, 221 N Eucla Ave, property owner, was present.

Peter A. Duarte, Landscape Architect – Studio Pad, 92 Argonaut, Aliso Viejo CA 92656, was present.

Larry Fator, 209 N. Eucla Ave, property owner, was present.

Louisa Felettom, WHA – 2805 Red Hill Ave, Suite 200, Santa Ana CA, was present.

Gilbert and Martha Gamboa, property owners of 414 W 3rd St., were present.

Jim Johnson, 540 W 3rd St., property owner was present.

Delia G. Lee, 524 W. 3rd St., property owner, was present.

Adam Lunzer, City Ventures – 1900 Quail St., Newport Beach CA 92660, was present.

JG Martinez, 513 W. 3rd St., property owner, was present.

Resident/Property Owner, 444 W. 3rd St., was present.

Angel and Rosa Torres, 530 W. 3rd St., property owners, were present.

Emma Sullivan, 531 W. 4th St., property owner, was present.

Senior Planner Espinoza started off by stated that there will be additional meetings after today's DPRB meeting including: Planning Commission and City Council. Those hearings will be reviewing the overall site whereas DPRB reviews the architectural design. He emphasized that the individuals noticed today will be noticed again for those meetings.

Mr. Stevens inquired about the number of neighbor notifications that were mailed for today's meeting.

Senior Planner Espinoza responded that 328 neighbors were notified about the meeting.

Mr. Stevens commented that for this type of meeting, a neighbor notification is not required. As a courtesy, Staff notifies adjacent neighbor's to the subject property.

Senior Planner Espinoza commented that the mailing buffer for the neighbor notification was about 1,000 sq. ft.

Senior Planner Espinoza presented his Staff report and stated that property (east) faces Eucla Avenue, the northern portion runs along the rear of the single-family residences that face Third Street, all of which are one-story in height. The remaining north portion of the property runs along the pole portion of the property that is behind the apartment buildings on Amelia Avenue. The South portion of the site runs parallel to the A.T. and S.F. Railroad track. The property is currently occupied by LA Signal which is a contractor's storage yard for a signal light company. LA Signal is looking at selling the property and City Ventures is interested in purchasing the property to develop two and three story townhomes. The total units being proposed are 47 – (14) two – bedroom and (33) three – bedroom. The units vary in square footage – 1,315 – 1838 sq. ft. and will have a two car garage. There will be 143 parking spaces provided: 94 spaces in garage, 22 spaces in driveways and 26 spaces within the site itself. There is one main vehicular gated entrance with pedestrian access at the northeast corner of the site. He stated that there will be two, two-story buildings with four units each facing Eucla Avenue. One of the buildings, No. 1, is side-facing with the front door entrances facing the gate entrance. There is also a four-unit building (No. 3) that is a combination of two and three stories. Along the north property line are the remaining six (6) buildings located perpendicular to the property line. The units closest to the north property line are two-story with the remaining designed in a three-story height and added that these buildings contain four (4) to seven (7) units each. The common green space is along the south property line and there is additional green space all along the pole section of the site.

He discussed the landscaping and amenities. He stated that the project will be fully landscaped and meet the City's Water Efficient Landscaping Ordinance. There will be two patio areas and gas BBQ's. Adjacent to the patio area is an open lawn area for group or individual activities. The area will be fenced to adjacent properties and added there will be trails and activities. He stated that the project is in the Town Core and there are design standards that need to be followed which include preserving the architecture. The units will feature Craftsman architectural details. He stated that the applicant originally came in with a three story design with no Craftsman features. The applicant has since changed the overall architecture and layout. Some of the units were reduced to two stories with the architectural features such as: cement-fiber siding, craftsman style doors, false knee braces under most gable roofs double wood post supports and concrete shingle roof tiles. He added that all the windows and doors will have a Craftsman style trim. He stated that the oversized eaves emphasize the Craftsman style. There are hung windows to go along with the Design Guidelines of the Town Core. He explained that the architectural features are on all four sides of the building and not just the front. He stated that there was previous concern with the windows on the 3rd story of the unit since it faces the properties to the North. For privacy concerns, the windows were removed from the 3rd story and the 2nd story windows were minimized.

He discussed parking and stated that each unit will have a two-car garage for a total of 94 enclosed parking spaces. There is also an additional 22 parking spaces in 20-foot deep driveways. The project will also have another 26 open parking spaces along the main drive aisle and will be used by residents and their guests. He stated that the setbacks are consistent with other properties in the Town Core. He discussed setbacks and stated that there is a 20 ft. setback for the front yard and 10 ft. for the side and rear yards. The applicant is proposing a height of 28 ft. for the two-story structures. The three-story building component is proposed at 39 ft. which is four feet higher than typically allowed in the single-family zone.

He discussed the Tree Removal component of the submittal. The applicant is requesting to remove 58 trees; however, not all the trees are considered mature. As part of the landscaping plan, the applicant will be replacing with 296 trees onsite. The trees range from 15 – 36 inch gallon box. In regards to fencing, the applicant is proposing a 6 ft. high stucco wall along the south property line of the project. The stucco will only be applied to the interior side of the wall and the other side of the wall facing the railroad will be painted in an earth tone color. Staff has a concern with the appearance of the wall along the railroad and has conditioned that the wall is constructed with a minimum 6" x 6" opening at the base at regular intervals to allow for a Boston Ivy plant to grow on the wall to deter graffiti. He stated that the applicant has also proposed a number of wood fences for the main vehicular entry gate and individual private patio areas; however, Staff has expressed their concern with the durability and maintenance issues of the wood fences with the applicant. Staff is inclined to support the wrought iron option for the gates vs. the wood material. Along the North property line fence adjacent to the single-family residents will be stucco on both sides and will have a decorative cap. The remaining north wall along the pole portion of the project will consist of 100-foot long sections of the same stucco wall followed by 100-foot long sections of six (6) foot high wrought iron fence. He stated that some of the locations, due to drainage issues, will be higher. This will help break-up the tunnel affect in the pole section of the lot. Vines will be proposed on these walls to break-up their monotonous appearance.

He discussed street and parkway improvements along Eucla Ave. He stated that the applicant will be providing a new curb and gutter along the front of the project site. He stated that there will also be a six foot wide parkway with the installation of six parkway trees followed by a four foot wide walkway. The applicant will also be required to extend the walkway on the west side of Eucla Avenue, south, past the railroad tracks to connect to the existing walkway; street widening may be required as part of this requirement, final determination will be made during plan check. He stated that a lighting plan has been prepared for the development that includes street lights that will be a nostalgic design to match the other lights in the Town Core.

He discussed the issues of concern. He stated that there are several units in the development that Staff is concerned with the amount of private patio area that has been granted. The concern is that the units are primarily along Eucla Avenue and the amount of space may be too much for them to maintain. Staff is recommending that Building No. 2 reduce the private patio area by moving the 5'6" wood fence 10 ft. to the east, Building No. 1, reduce the private patio area by moving the 6-foot high stucco/wrought iron wall 10 ft. to the North. Staff recommends that the applicant be required to install some kind of ground cover with mulch within all the patio areas that are along Eucla Avenue. Staff also conditioned that any private patio areas that are parallel to any walkways shall be separated by a minimum of a three feet to allow for appropriate landscaping and irrigation installation. Also, the applicant is proposing to construct a stucco wall along the south property line but the stucco will only be on the inside of the project and the outside wall facing the railroad will be painted. Plain block walls have not been approved by Staff and decorative walls have always been required. In order to rectify the issue and long term maintenance issues, Staff recommends the applicant change all the stucco walls to a tan, split face wall with a brick cap. Staff has a concern with the graffiti. By having an opening of 6x6 size at the lower portion of the wall which will allow for vines to grow. He returned to the issue of the wood gates vs. wrought iron. He added that Staff is concerned with the long-term maintenance and durability of these fences and recommend the Board approve the wrought iron gate designs since it is designed in a Craftsman theme.

He concluded that Staff has received four emails in response to the mailing notification of the project and the majority of concerns were in regards to the time of the meeting today. Brad Johnson of 425 W 2nd St. requested a bike trail along the railroad. Carol Higgins of 413 W. 4th St. was concerned with the density level of 47 condos in the neighborhood. He stated that he had a phone call with Alice Barreras of 523 W. 4th St. to discuss her concerns. Staff recommends approval with the attached conditions of

approval and that the final approval will be considered after the conclusion of the Planning Commission and City Council Hearings.

Mr. Stevens stated that the Staff Report indicates that there are 10 two bedroom units, totaling 37; however, the plans submitted show 14 two bedroom units. He asked which one was correct.

Adam Lunzer, City Ventures – 1900 Quail St., Newport Beach CA 92660, responded that there are 14 two bedroom units.

Mr. Stevens asked if the applicant complied with all the parking requirements.

Senior Planner Espinoza responded yes.

Mr. Stevens asked if this project was the originally submitted project or has there been additional units added.

Adam Lunzer responded that the proposal was originally for 54 units but since has been decreased to 47 units.

Mr. Stevens commented that the reduction to the units makes the plan work better. He asked if the zone, Specific Plan No. 23, Area 3, is being amended or is a new Specific Plan being created.

Senior Planner Espinoza responded that there will be an additional area created, Area 3, to the Specific Plan No. 23.

Mr. Badar inquired if there is a swimming pool being proposed for the project.

Senior Planner Espinoza responded no and added that there are just BBQ's.

Mr. Badar asked if the applicant can submit for a swimming pool in the future.

Senior Planner Espinoza responded it would not require much but would need to meet ADA requirements.

Mr. Badar asked about the patio areas and agreed with Staff's concern that there is too much space for the resident to maintain. He asked if the HOA would take care of the common space.

Senior Planner Espinoza responded yes.

Mr. Stevens commented on the air space condo. He asked if the patios at the front of the buildings are intended to be common area or part of the purchased air space.

Adam Lunzer replied that it is exclusive common area.

Mr. Stevens stated that it will be the Homeowner's Association versus the homeowner's responsibility. He pointed out that if wood is used for the patios, it tends to discolor.

Mr. Badar commented that since this is a gated community, would the City's RV parking restrictions apply.

Senior Planner Espinoza responded that the restrictions will be determined in the CC&R's. He stated this type of project will most likely prohibit RV storage.

Mr. Stevens asked if there will be any improvements on Amelia Ave.

Senior Planner Espinoza responded that there will be drainage improvements at the end of the street.

Mr. Patel commented that it will be improved with a wall.

Mr. Stevens stated that Amelia has a permitted gate that is accessible for residents.

Mr. Patel stated that it ends at the right-of-way.

Mr. Badar added that since there is such a long distance on Amelia, if a wall is constructed it would help prevent graffiti.

Mr. Stevens commented that Staff has suggested vines on the wall to make it less visible so then it is less striking to receive graffiti.

Mr. Badar commented that North of the project, the backyard seems large. He added that avoiding peering windows will be beneficial.

Senior Planner Espinoza commented that there is a privacy issue and added the applicant has addressed that concern and reduced the two story height and included no windows on the third story.

Mr. Stevens commented that the applicant has made a number of changes and added that even with the changes made; however, everybody in the community will not be happy. He commended the applicant for including the neighbor's input. He expressed his concern with the three story units.

Senior Planner Espinoza stated that Staff has encouraged the applicant from the beginning to have the units two story and not three. He added that the Town Core allows for two story units; however, Staff just wants to be in line with the surrounding neighborhood including meeting the 20 ft. setback.

Mr. Schoonover asked what the development standards are for the heights of the building units.

Senior Planner Espinoza replied that the height limit of the building is 35 ft. for single-family residences; however, they are proposing an additional 4 ft. higher. He stated that the height can be lowered and noted that the applicant is in attendance to discuss that matter.

Mr. Stevens commented that with the reduction of the ceiling height, there is no benefit and added that 39 ft. does not change anything.

Mr. Sorcinelli asked about the parking outside of the garages for Buildings 1 and 2.

Senior Planner Espinoza replied that Buildings 1 and 2 have 19-20 ft. deep driveways which can be used by residents and guests and added there is additional parking available at the front of the property.

Mr. Sorcinelli asked what will happen if the parking available at the front of the properties becomes permanent.

Senior Planner Espinoza replied that the CC&R's will determine that. He stated that wording can be added that parking needs to be made available in their garages.

Mr. Badar asked if the streets are private and if residents can still call and complain to the City.

Senior Planner Espinoza responded that it is a civil matter and the City will not and do not enforce CC&R's.

Mr. Stevens added that some situations are enforceable such as fire lanes. He stated that designated parking spaces will not be the City's responsibility.

Mr. Sorcinelli asked for Staff to explain the tandem garages and noted that it appears 7 units will have tandem parking.

Senior Planner Espinoza replied that tandem parking is not conducive for parking; however, it is used more often and works for some people. He added that Staff does not have an issue with the parking.

Mr. Sorcinelli asked if a studied has been conducted for the reversing distance.

Senior Planner Espinoza responded that there is 26 ft. of space available. He added that a similar project in the City, Village Walk, using tandem parking and there have been no issues.

Mr. Patel inquired about trash pickup.

Senior Planner Espinoza responded that there will be individual trash pickup. He stated that the trucks will come into the area and the residents will put on one side of the alleyway.

Mr. Stevens stated that the trash receptacles will be stored within the garages and added that tandem parking will be a little tighter; however, the spaces are workable.

Mr. Badar asked if a secondary entrance is required.

Mr. Stevens replied that a turnaround is required per the Fire Department.

Adam Lunzer commented that the driveways are 28 ft. and not the standard 26 ft. He stated that from building to building there is 34 ft.

Eric Beilstein, Building Official, pointed out the fences and inquired about the various sizes within the gated community.

Mr. Stevens stated that the north fence drops down to 42 inches per the Code.

Adam Lunzer stated that the driveway is 28 ft. which is required for three story buildings. He added that there is plenty of turnaround space. He explained that the CC&R's will reflect development and enforcement for parking in driveways. There is a wall on the southern boundary that will be painted on the outside. He stated that his experience with the split face wall is that graffiti becomes deterrent and the color cannot be maintained and overall, is not very effective. He stated that during the first year there will be no landscaping on the wall but eventually the vines will grow and cover up the wall.

Mr. Stevens asked if the applicant has discussed with Metro about the proposed vining on the wall.

Adam Lunzer responded no. He addressed the fencing concern and noted that the wood fencing proposed by Staff is subject to future issues with maintenance. He stated that they have provided an alternative for the front yards. He added that durable wood material exists and added it will be

maintained by the HOA. He stated that he does not have an issue with the wrought iron design. He noted that the design of the project at front meets the Town Core Guidelines. He stated that the 39 ft. height is a little higher than permitted; however, with the Craftsman arch it is necessary.

Mr. Schoonover pointed out that since there is no HOA in the beginning and asked how the phasing out of the project will be effected.

Mr. Stevens responded that, at first, the HOA is controlled by the developer, until most of the project is complete. He added that the developer will try to remain on the Board before the project is finished.

Adam Lunzer stated that there will be solar townhomes and added that they had to battle to have solar with a craftsman feel.

Mr. Stevens asked if any of the proposed features are for Green House Gas Emissions.

Adam Lunzer responded that the materials are recycled and match Title 24.

Mr. Stevens commented that the project is 15% above for energy conservation. He added that some cities require some projects to exceed that percentage. He stated that tile roofs can be coated to reduce greenhouse gas emissions by 8%.

Mr. Sorcinelli asked if there is a requirement for there to have ADA units.

Adam Lunzer responded that five of the units are ADA compliant.

Mr. Sorcinelli asked if affordable units are required.

Mr. Stevens responded no and added that since the dissolution of the Redevelopment Agency, we do not had affordable requirements.

Mr. Sorcinelli inquired about the pricing of the units.

Adam Lunzer replied the units will be in the mid \$400,000.

Scott Burkett, 512 W. 3rd St., property owner, stated that his property abuts the proposed project. He inquired about the massing of the structures and the mitigated steps taken. He stated that he has not seen a massing study and added there are line of sight issues.

Mr. Stevens responded that Staff has the ability to request a massing study; however, Staff has not asked for that. He recommended referencing a cross section.

Senior Planner Espinoza commented that in the plans, the elevations show 7 plex and noted that Building No. 6 shows two and three story with a 10 ft. setback. He added that it shows the distance and separation.

Mr. Stevens commented that a fuller cross section would need to be conducted and include up to 3rd St.

Scott Burkett stated that there may be a northwest issue to look at.

Mr. Stevens commented that a cross section will not be difficult to create and added that it can address that the distance is enough to provide adequate privacy. He suggested that the applicant provide a cross section.

Scott Burkett discussed the Craftsman style. He stated he appreciates the developers design; however, he has a concern with the features. He asked if the features will be presented to the Historical Architecture Committee.

Mr. Stevens responded that the Development Plan Review Board (DPRB) is the Board that reviews the design and ensures it has the appropriate architectural features. He stated that there is an architect on DPRB who also created the Town Core Guidelines that this project is following

Scott Burkett questioned the windows and window peel outs and if they are representative of the Town Core. He stated he is aware that the Mitigated Negative Declaration will be brought up at Planning Commission.

Mr. Stevens stated that the Planning Commission hearing in July will be reviewing the Mitigated Negative Declaration, Tract Map, Zone Change and General Plan Amendment. He explained that the Planning Commission does not look at architecture but instead land use and zoning. He concluded that City Council will have the final say.

Scott Burkett asked if the environmental documents are available for review.

Senior Planner Espinoza responded yes.

Jim Johnson, 540 W. 3rd St., property owner, stated that the height of the fence at the north side is 6 ft. He stated that the fence separates from the apartment complex. He added that five to ten people a day hop the wall to cut the corner to get to the complex. He expressed his concern is for safety and privacy. He requested that a 7 – 8 ft. wall be considered to provide more privacy and safety.

Alice Barreras, 523 W. 4th St., property owner, asked if the Board has approved the project to be built. She stated she does not want this project built at this location because they will be too close to the tracks.

Mr. Schoonover emphasized that today's approval is for the design only.

Alice Barreras commented that she thought San Dimas did not want high density. She stated that there is too much traffic from the apartments already. She reiterated that she does not want the project to be built.

Martha Gamboa, property owner of 414 W. 3rd St., inquired about the green space. She stated that she understands 58 trees are being removed and 200 plus trees will be planted but she emphasized there is still not enough green space. She commented that she was not allowed to add more in the front yard because she would not have enough green space. She commented that this project does not have enough green space. She stated that not only will the future Gold Line bring a lot of traffic but now there will be more traffic trying to cut across. She asked about the approval of satellite dishes on rooftops. She concluded that this project will bring more traffic and more density.

Angel Torres, 530 W. 3rd St., property owners, inquired about the notice and timing of the meeting.

Senior Planner Espinoza replied that the DPRB meeting is a standard meeting that is held on the 2nd and 4th Thursday of the month at 8:30 a.m. He emphasized that this has always been the standard days and times for this meeting. He stated that it is standard to send the notifications out a week before the meeting and emphasized that the noticing is not a requirement for DPRB but instead is done as a courtesy.

Mr. Stevens stated that the Planning Commission and City Council meetings notice 20 days prior which is required by law. He noted that the meetings are held at night, whereas, DPRB, has always been conducted during the day. He explained that the concerned neighbors can come in at any time to discuss the project and are not restricted to meeting days.

Angel Torres asked what meeting is the most important to attend.

Mr. Stevens replied all meetings are important to attend if you want more information on the project; however, DPRB reviews the details and architecture. He stated that Planning Commission and City Council review the land use.

Angel Torres inquired about the fence height options.

Mr. Stevens replied that there is noise mitigation and added that he is trying to have no more than 7 ft. for a fence. He stated that the wall itself becomes a dominate point. He recommended discussing these issues with Staff.

Senior Planner Espinoza added that the property itself will have a Public Notice Hearing Board on display indicating meetings days and times.

Resident/Property Owner, 444 W. 3rd St., expressed the confusion of the project units being considered condos or townhomes.

Senior Planner Espinoza clarified that it called a condominium for map purposes but in real estate terms, townhome is used as the description.

Resident/Property Owner, 444 W. 3rd St., expressed his concern with the density and how many new residences will be moving into town.

Senior Planner Espinoza commented that it depends on the buyer and how many residents move into the unit.

Resident/Property Owner, 444 W. 3rd St., asked the applicant what is the typical number of individuals to move into these type of units.

Adam Lunzer replied that the target market is for singles and young couples which can have 2 – 4 individuals per unit.

Resident/Property Owner, 444 W. 3rd St., asked why the parking spaces fit 140 vehicles; he added that the number seems high.

Mr. Stevens replied that the reason that is done is to make sure there is sufficient parking to accommodate guests. He added that he is comfortable with the 1:3 ratio for parking.

Resident/Property Owner, 444 W. 3rd St., stated that he is not in support of the project. He stated that he likes single family units and to have soo many additional people is worrisome.

Mr. Stevens advised the residents that from the beginning of the project, Staff has expressed to the applicant that there would be a risk moving forward with the project due to the high density and that they should expect strong opposition. He stated that at the community meetings, the applicant heard what the neighbors had to say about the project and the majority of the concerns were high density. He noted that the majority of projects submitted have been for higher density.

Martha Gamboa asked what type of extra revenue the City will acquire, besides taxes.

Mr. Stevens responded that the City obtains from projects includes permit revenues and park revenues which include Quimby fees which goes into the park fund for park improvements. He added that the City gets a portion of the property tax.

Martha Gamboa asked what the difference is between this project and a single-family residence. She asked if there is more revenue coming in.

Mr. Stevens responded that the decision is not made based on revenue. He added that density is the issue and reiterated that the City will not make a decision based on revenue.

Mr. Michaelis stated that residential approvals do not make money for the City. He emphasized that the City needs more commercial and retail to obtain revenue. He expressed that it is not a key factor in making the decision for this project. He added that the City is a low property tax City.

Mr. Stevens commented that the submittal today is an option to build something on the property for sale or it can be left the way it is because it is assumed that the land use there currently would be better. He stated that it needs to be decided if the proposal is appropriate for the neighborhood. He stated that Staff cannot tell the applicants they cannot submit their application.

Jim Johnson, 540 W 3rd St., property owner asked if LA Signal is selling regardless if City Venture's project is approved.

Mr. Stevens responded yes and added that part of the issue is that the property is in code enforcement.

Jim Johnson inquired about the time frame of the project. He asked if the project is approved, what would be the estimated construction start and completion.

Adam Lunzer replied the estimated construction start date could be March/April 2015, depending on approvals and construction could start three months after.

Larry Fator, 209 N. Eucla Ave, property owner, inquired about parking.

Mr. Stevens responded that each unit has a two car garage and an additional 48 parking spaces onsite. He added that based on averages, it is adequate parking.

Larry Fator commented that it appears there is enough parking for the residents but not guests. He questioned where the guest will park, such as in front of the house.

Mr. Stevens responded that they will most likely be subject to overnight parking permits if they park on the street.

Delia G. Lee, 524 W. 3rd St., property owner, stated that her property backs up to project and her concern is about the wall and strangers jumping over the wall. She expressed that there is currently a

noise problem off of Eucla due to traffic; however, there will now have more noise and traffic. She added that she has tried addressing the traffic by requesting speed bumps.

Mr. Stevens responded that a traffic study will be conducted. He recommended that a traffic study be reviewed now and recommendations for stop sign installation be looked at.

Larry Fator commented that it's not so much the traffic but the speed of the vehicles.

Mr. Stevens recommended that the neighborhood start a small petition and submit to the Public Works Department's Traffic Safety Committee. They would be able to address those traffic concerns.

Mr. Sorcinelli inquired how the satellite dishes will be addressed.

Senior Planner Espinoza responded that he needs to find out what cable company will be used.

Adam Lunzer commented that he is unaware of who the cable provider but added that they cannot tell the buyers they cannot put satellite dishes on their houses; however, the location can be reviewed by the HOA.

Mr. Stevens stated that the FCC (Federal Communications Commission) rules can be subject to the design standards of the HOA.

Mr. Beilstein recommended prewiring the cables into the houses.

Mr. Sorcinelli commented that prewiring can be cost effective because it is a bulk service. He inquired about the patio doors.

Senior Planner Espinoza responded that sliding doors are proposed that go onto the patio area.

Mr. Sorcinelli stated that double hung windows are a precedent in the Town Core.

Senior Planner Espinoza commented that they are looking at the design. He noted that vinyl windows have been allowed in the Town Core and the applicant has upgraded by using a tan color versus white. He stated that the mullions are sculpted and Staff is recommending they be larger. He clarified that there are single hung windows being used.

Mr. Sorcinelli commented that there should not be an additional cost depending on the mullions itself. He inquired about the poor quality doors.

Senior Planner Espinoza responded that the door material is vinyl to match the windows.

Mr. Sorcinelli commented that it is misleading the way the buildings are depicted in the elevations.

Senior Planner Espinoza responded that a cross section could depict the real density.

Mr. Sorcinelli stated that the corner treatment is not depicted on some of the plans.

Senior Planner Espinoza responded that Staff and the applicant can go page by page and make sure that is included.

Mr. Sorcinelli expressed his concern with tandem parking. He stated that if some of the buildings are adjusted it would be better off to not have tandem parking, even if that means removing one unit and

going with standard parking. He stated that in terms of density, the applicant has done a good job with bringing down the impact. He explained that most of the impact can be screened with landscaping such as adding additional trees in the backyard. He inquired about the reserve budget for the project.

Adam Lunzer responded that they have a consultant that works with the budget.

Mr. Stevens commented that the Department of Real Estate does that. He expressed that he is not in favor of wood patio fencing and preferred wrought iron or block. He added that he does not have an opinion on the patio sizes yet. He noted his concern with the railroad wall and added he is open-minded on obtaining more information.

Mr. Beilstein inquired about the electrical panels and noted they are not on the floor plans.

Adam Lunzer responded they will be located in the utility closet.

Mr. Beilstein asked about the ac condensers.

Senior Planner Espinoza responded that the ac condensers will be in the front patios within the patio unit. He added that they were on the roof previously; however, it did not go with the Craftsman style.

MOTION: Larry Stevens moved, second by Krishna Patel to preliminary approve DPRB Case No. 13-31 & Tree Removal Permit 14-05 subject to Conditions of Approval and with the understanding that the final approval will be considered after the conclusion of the Planning Commission and City Council Hearings.

Motion carried 4-1-0-2 (Sorcinelli No and Badar and Schoonover Abstained)

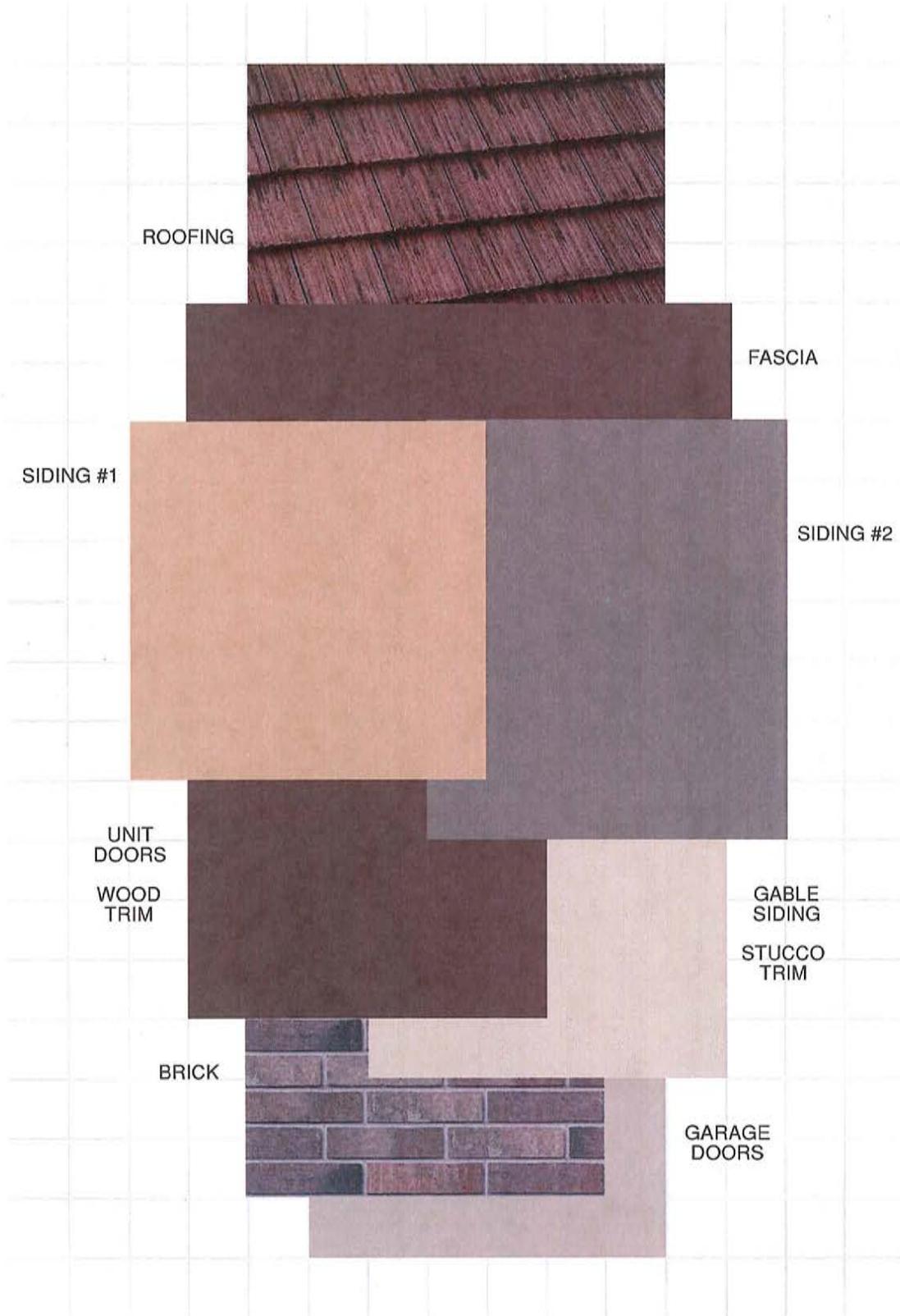
Mr. Sorcinelli commented on the overuse of tandem parking.

Mr. Stevens stated that Staff intended to discuss tandem parking in more detail with the Code Amendment application at Planning Commission and City Council hearings.

Mr. Badar commented if they remove the tandem parking they will lose units.

Senior Planner Espinoza stated that in return, the applicant could also upsize some of the units.

Mr. Stevens commented that it is fair that Staff takes a quick survey of how many communities cap their tandem parking units.



NORTH EUCLA AVENUE SITE

SAN DIMAS, CALIFORNIA

4/25/14

1

2011325

CITY VENTURES

WILLIAM HEZMALHALCH ARCHITECTS INC © 2014

For exact color refer to manufacturers' actual samples.

EXHIBIT L

November 13, 2013

CITY VENTURES
NORTH EUCLA AVENUE SITE
San Dimas, California

Project #2011325

EXTERIOR COLOR & MATERIALS

SCHEME 1 of 23

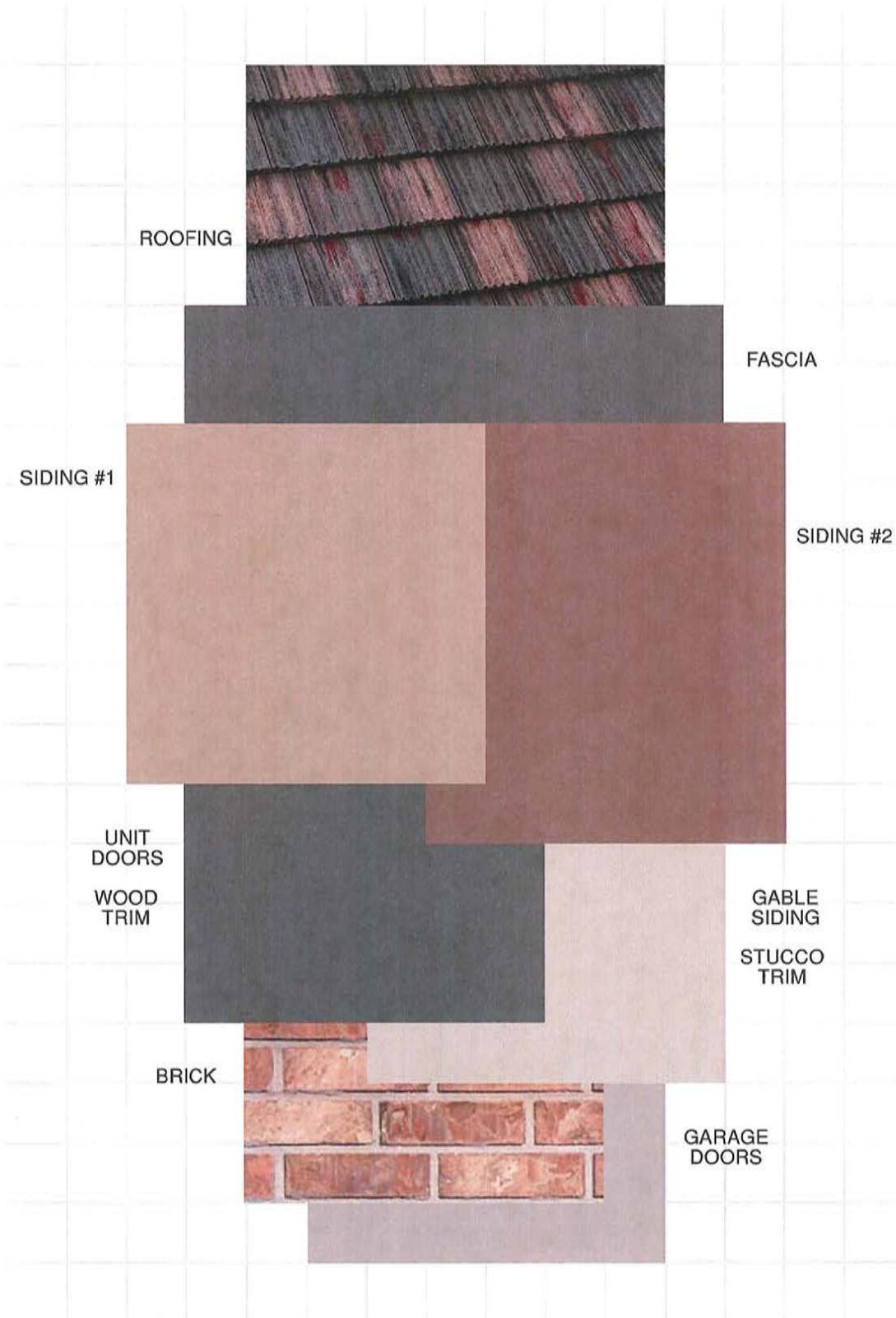
MATERIAL	COLOR	MANUFACTURER
¹ ROOFING: Concrete Shake Tile	5502 ARCADIA	EAGLE
GUTTERS & DOWNSPOUTS (<i>Factory Finish</i>)	BEAVER BROWN	CUSTOM-BILT METALS
VINYL WINDOW FRAMES (<i>Factory Finish</i>)	TAN	TBD
¹ BRICK (<i>Standard Raked Joints</i>)	MAHOGANY L-3	INTERSTATE
¹ MORTAR @ BRICK	KHAKI	ORCO
² SIDING COLOR #1	DE 6179 OAK HARBOR	DUNN EDWARDS
¹ SIDING COLOR #2	DE 6230 CENTER RIDGE	DUNN EDWARDS
TRIM COLOR #1 (<i>applied to</i>): Barge Boards Eaves Fascia Posts Rafter Tails Railing Unit Doors	DE 6077 DEEP BROWN	DUNN EDWARDS
TRIM COLOR #2 (<i>applied to</i>): ³ Door Trim Gable Siding Secondary Doors ³ Window Trim	DE 6206 DESERT SUEDE	DUNN EDWARDS
GARAGE DOORS (<i>Factory Finish</i>)	⁴ ALMOND	⁴ NORTHWEST DOOR

Color Designer: Donna Aldrich

William Hezmalhalch Architects, Inc. © 2013

REVISIONS:

REVISION NO.	DATE	DESCRIPTION
1	3/10/14	Siding and brick added. Roofing revised to concrete tile.
2	4/25/14	Scheme 3 added. Stucco revised to siding.
3	4/30/14	Trim notations revised.
4	5/9/14	Garage doors revised.



NORTH EUCLA AVENUE SITE

SAN DIMAS, CALIFORNIA

4/25/14

2011325

2

CITY VENTURES

WILLIAM HEZMALHALCH ARCHITECTS INC © 2014

For exact color refer to manufacturers' actual samples.

EXHIBIT L

November 13, 2013

CITY VENTURES
NORTH EUCLA AVENUE SITE
San Dimas, California

Project #2011325

EXTERIOR COLOR & MATERIALS

SCHEME 2 of 23

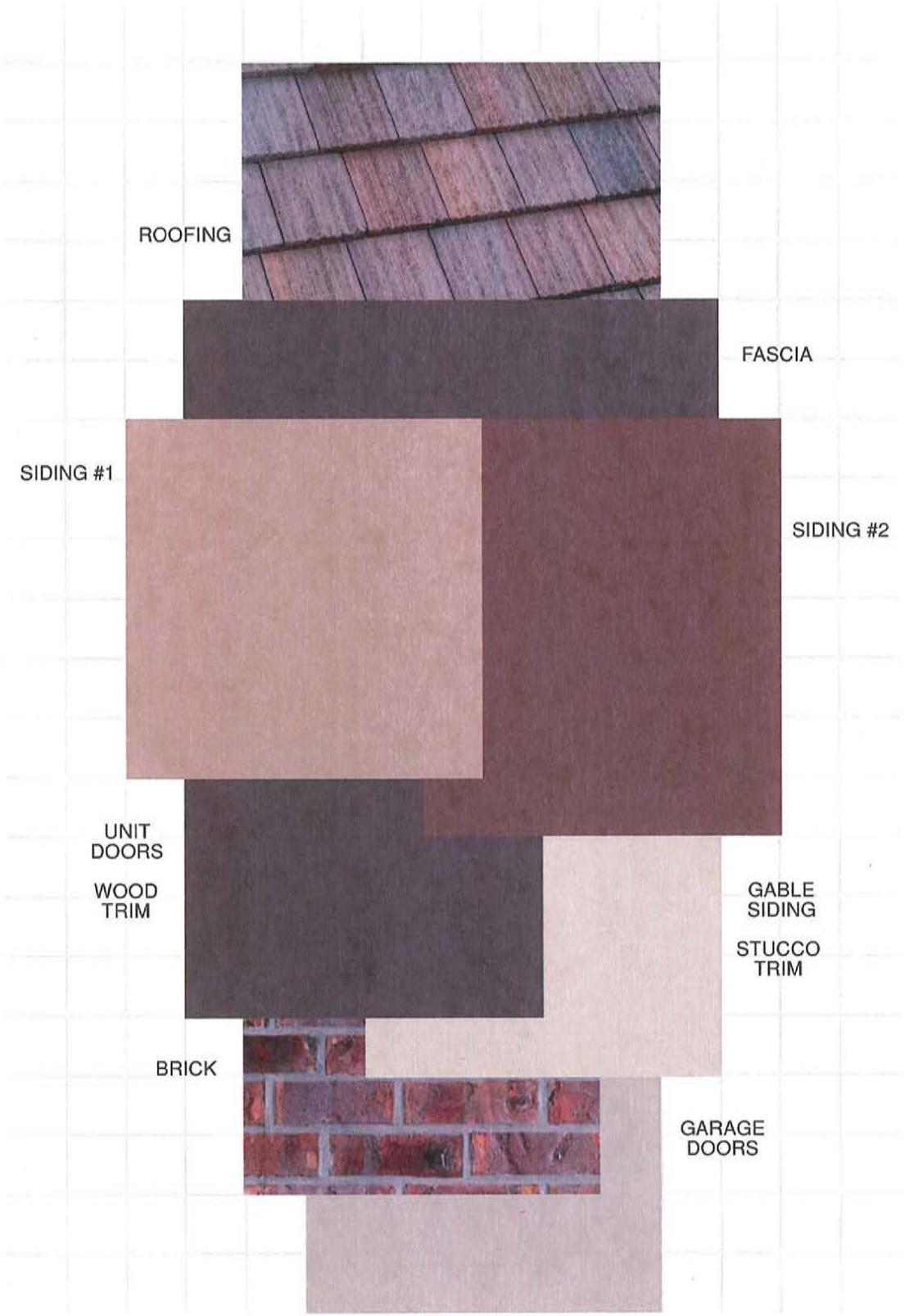
MATERIAL	COLOR	MANUFACTURER
¹ ROOFING: Concrete Shake Tile	5634 KINGS CANYON BLEND	EAGLE
GUTTERS & DOWNSPOUTS (Factory Finish)	BRONZE	CUSTOM-BILT METALS
VINYL WINDOW FRAMES (Factory Finish)	TAN	TBD
¹ BRICK (Standard Raked Joints)	MADISON L-3	INTERSTATE
¹ MORTAR @ BRICK	CARAMEL	ORCO
² SIDING COLOR #1	DE 6200 HANDWOOVEN	DUNN EDWARDS
¹ SIDING COLOR #2	DE 6146 LONELY ROAD	DUNN EDWARDS
TRIM COLOR #1 (applied to): Barge Boards Eaves Fascia Posts Rafter Tails Railing Unit Doors	DE 6245 AGED JADE	DUNN EDWARDS
TRIM COLOR #2 (applied to): ³ Door Trim Gable Siding Secondary Doors ³ Window Trim	DE 6206 DESERT SUEDE	DUNN EDWARDS
GARAGE DOORS (Factory Finish)	⁴ SANDSTONE	⁴ NORTHWEST DOOR

Color Designer: Donna Aldrich

William Hezmalhalch Architects, Inc. © 2013

REVISIONS:

REVISION NO.	DATE	DESCRIPTION
1	3/10/14	Siding and brick added. Roofing revised to concrete tile.
2	4/25/14	Scheme 3 added. Stucco revised to siding.
3	4/30/14	Trim notations revised.
4	5/9/14	Garage doors revised.



ROOFING

FASCIA

SIDING #1

SIDING #2

UNIT
DOORS
WOOD
TRIM

GABLE
SIDING
STUCCO
TRIM

BRICK

GARAGE
DOORS

NORTH EUCLA AVENUE SITE
SAN DIMAS, CALIFORNIA

4/25/14

2011325

3
CITY VENTURES

April 25, 2014

CITY VENTURES
NORTH EUCLA AVENUE SITE
San Dimas, California

Project #2011325

EXTERIOR COLOR & MATERIALS

SCHEME ²3 of 3

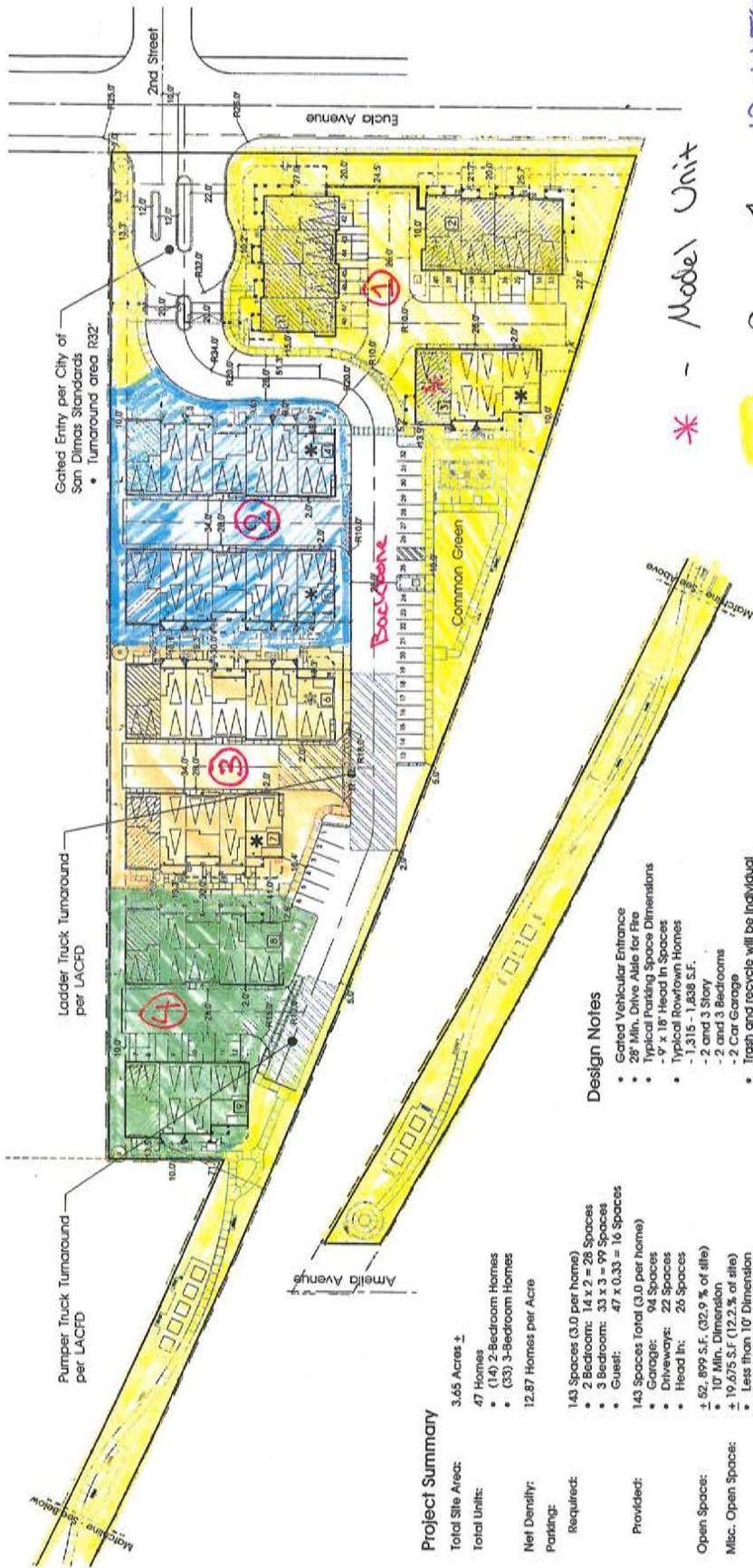
MATERIAL	COLOR	MANUFACTURER
ROOFING: Concrete Shake Tile	5671 VILLAGE BLEND	EAGLE
GUTTERS & DOWNSPOUTS (Factory Finish)	BEAVER BROWN	CUSTOM-BILT METALS
WINDOW FRAMES (Factory Finish)	TAN	TBD
BRICK (Standard Raked Joints)	MERITAGE	H.C. MUDDOX
MORTAR @ BRICK	LATTE	ORCO
SIDING COLOR #1	DE 6130 WOODED ACRE	DUNN EDWARDS
SIDING COLOR #2	DEC 712 BRIAR	DUNN EDWARDS
TRIM COLOR #1 (applied to): Barge Boards Eaves Fascia Posts Rafter Tails Railing ³ Unit Doors	DE 6063 BLACK WALNUT	DUNN EDWARDS
TRIM COLOR #2 (applied to): ³ Door Trim Gable Siding Secondary Doors ³ Window Trim	DE 6206 DESERT SUEDE	DUNN EDWARDS
GARAGE DOORS ³ (Factory Finish)	⁴ BROWN	⁴ NORTHWEST DOOR

Color Designer: Donna Aldrich

William Hezmalhalch Architects, Inc. © 2014

REVISIONS:

REVISION NO.	DATE	DESCRIPTION
1	3/10/14	Siding and brick added. Roofing revised to concrete tile.
2	4/25/14	Scheme 3 added. Stucco revised to siding.
3	4/30/14	Trim notations revised.
4	5/9/14	Garage doors revised.



Project Summary

- Total Site Area: 3.65 Acres ±
- Total Units: 47 Homes
 - (14) 2-Bedroom Homes
 - (33) 3-Bedroom Homes
- Net Density: 12.87 Homes per Acre
- Parking: 143 Spaces (3.0 per home)
 - 2 Bedroom: 14 x 2 = 28 Spaces
 - 3 Bedroom: 33 x 3 = 99 Spaces
 - Guest: 47 x 0.33 = 16 Spaces
- Provided: 143 Spaces Total (3.0 per home)
 - Garage: 94 Spaces
 - Driveways: 22 Spaces
 - Head In: 26 Spaces
- Open Space: ± 52,899 S.F. (32.9 % of site)
 - 10' Min. Dimension
 - ± 19,675 S.F. (12.2 % of site)
 - Less than 10' Dimension
- Misc. Open Spaces: ± 41,931 S.F. (26.0% of site)
- Building Coverage: ± 46,475 S.F. (28.9% of site)
- Paved Area Coverage: ± 46,475 S.F. (28.9% of site)
- Building Occupancy Group: R2/S2
- Type of Construction: Type VB Non-Rated
- Fire Partition Dwelling Unit Separation: 1 Hour
- Sprinkler Type: Full NFPA-13 System Provided

Design Notes

- Gated Vehicular Entrance
- 28' Min. Drive Aisle for fire
- 14' x 18' Loading Space Dimensions
- 14' x 18' Head In Spaces
- Typical Provider Homes
 - 1,315 - 1,838 S.F.
 - 2 and 3 Sleep
 - 2 Car Garages
- Trash and recycle will be individual pick-up, no enclosures needed. Bins to be stored in garages.
- Mailbox location to be within the common green.
- See sheet A-32 for Building 5 and Building 6 courtyard detail.

★ ADA Units

* - Model Unit

Phase 1 - 12 Units

Phase 2 - 14 Units

Phase 3 - 12 Units

Phase 4 - 9 Units

NORTH EUCLA AVE SITE
 San Dimas, CA
 City Ventures

Conceptual Site Plan

City Ventures
 WILLIAM HEZMANLICH
 ARCHITECTURAL FIRM
 201135 • 6/21/14
 Sheet Number
SP-1



City of San Dimas
Planning Division
245 East Bonita Avenue
San Dimas, CA 91773

February 11, 2014

Re: Proposed Tree Removals at 155 North Eucla Avenue

To whom it may concern,

Arborwell was recently contracted to inspect and report on the condition and suitability of fifty-eight (58) trees of various species and levels of maturity located at 155 North Eucla Avenue in San Dimas, in preparation for the redevelopment of the property. We were unable to directly access many of the trees due to their location between the existing fence and building or amongst piles of construction materials, so the trunk diameters were estimated for trees 15 through 58. Height and crown spread were estimated for all. Information, maps and photographs of the subject trees can be found in the attached appendix.

The majority of the trees on this property are located along the property line on the Southern boundary of the site, fronting the railroad tracks. There is currently a barbed wire fence that roughly follows the property line, but a new six foot block wall will be constructed on the actual boundary as a replacement. The construction of this wall, coupled with the demolition of the current structures will almost certainly cause severe damage to the root systems of the trees. Please see the attached map for the locations of the trees in relation to the actual property line.

Based on our findings, our recommendation is to remove any trees that inhibit development of this site due to the poor health, structure and overall condition. The only exceptions are the Coast Live Oaks numbered 11, 12 and 14, which are far enough from the line and healthy enough to warrant preservation. Most of the trees currently growing on this site are situated in areas that would inhibit development of any new buildings, as well as a boundary wall along the South property line. Please do not hesitate to contact me with any questions or concerns at elambert@arborwell.com. Thank you.

Sincerely,

Evin Lambert
Certified Arborist # WE-9776A

2337 AMERICAN AVE, HAYWARD, CA 94545
2949 EDISON WAY, REDWOOD CITY, CA 94063
1592 LITTLE ORCHARD STREET, SAN JOSE, CA 95110
3207 FITZGERALD ROAD, RANCHO CORDOVA, CA 95742
5601 EASTGATE DRIVE, SAN DIEGO, CA 92121
24551 RAYMOND WAY, SUITE 151, LAKE FOREST, CA 92630

OFFICE: (888) 969-8733
MAIN FAX: (510) 881-5208
WWW.ARBORWELL.COM

EXHIBIT N

155 North Eucla, San Dimas
Tree Inventory

Tree #	Species	DBH (inches)	Height (feet)	Canopy Spread	Health (1-5)	Remove / Preserve	Notes
1	Pine	8.5	20	12	4	Remove	Strong lean, codominant leaders
2	Yucca elephantipes	9	15	10	2	Remove	Decaying
3	Carrotwood	13	25	25	3	Remove	Constricted root zone, previously topped
4	Chinese Elm	20.5	35	30	4	Remove	Previously topped, uneven weight
5	Carrotwood	12	20	20	3	Remove	Previously topped, uneven weight
6	Eugenia	9	20	8	2	Remove	Previously topped, uneven weight, poor structure
7	Chinese Elm	18	35	35	4	Remove	Previously topped, uneven weight
8	Acacia baileyana	8.5	20	25	1	Remove	Codominant leaders - split at base, extensive dieback
9	Acacia baileyana	10.5	20	20	1	Remove	Extensive dieback, poor structure
10	Carrotwood	8	25	30	2	Remove	Extensive dieback, poor structure
11	Coast Live Oak	13+13	25	30	4	Preserve	Codominant leaders
12	Coast Live Oak	5	15	8	4	Preserve	
13	Coast Live Oak	5	15	8	3	Remove	Dieback
14	Coast Live Oak	3+2	10	10	3	Preserve	Codominant leaders, dieback
15	Carrotwood	7.5	25	25	2	Remove	Extensive dieback, uneven weight
16	Carrotwood	13	30	30	2	Remove	Extensive dieback, uneven weight
17	Ash	8+6	35	20	2	Remove	Extensive dieback, uneven weight
18	Ash	5+5	35	15	2	Remove	Extensive dieback, codominant leaders, poor structure
19	Ash	7+4	35	15	2	Remove	Extensive dieback, codominant leaders, poor structure
20	Carrotwood	9+6	30	20	3	Remove	Extensive dieback, codominant leaders, poor structure
21	Acacia baileyana	7	10	15	1	Remove	Extensive dieback, lean, poor structure
22	Carrotwood	6+9	20	25	3	Remove	Codominant leaders, poor structure, uneven weight
23	Carrotwood	5+5	15	20	3	Remove	Codominant leaders, poor structure, uneven weight
24	Ash	12	35	30	3	Remove	
25	Carrotwood	4	10	15	2	Remove	Dieback, uneven weight
26	Ash	9	30	20	3	Remove	Dieback
27	Carrotwood	8	30	20	2	Remove	Extensive dieback, poor structure, broken limbs
28	Carrotwood	9	30	30	2	Remove	Fence nailed to trunk, poor structure, dieback
29	Carrotwood	9	30	30	2	Remove	Girdled by post supports, dieback
30	Carrotwood	9	25	15	2	Remove	Dieback, poor structure
31	Acacia baileyana	8	25	20	2	Remove	Extensive dieback
32	Carrotwood	6	25	--	1	Remove	Dead

* Green highlight denotes specimens considered to be "mature significant trees", according to City of San Dimas standards.

155 North Eucla, San Dimas

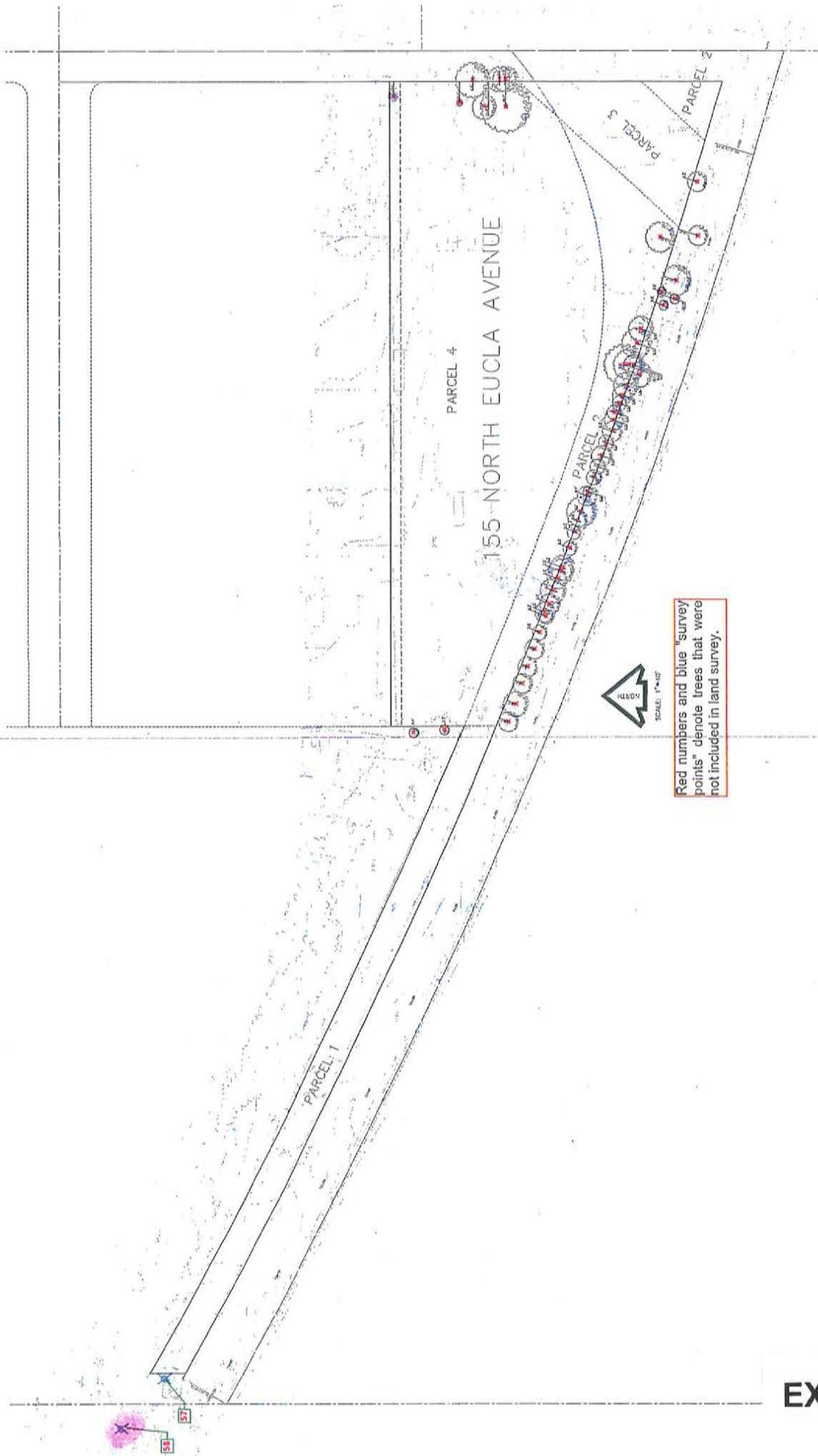
Tree Inventory

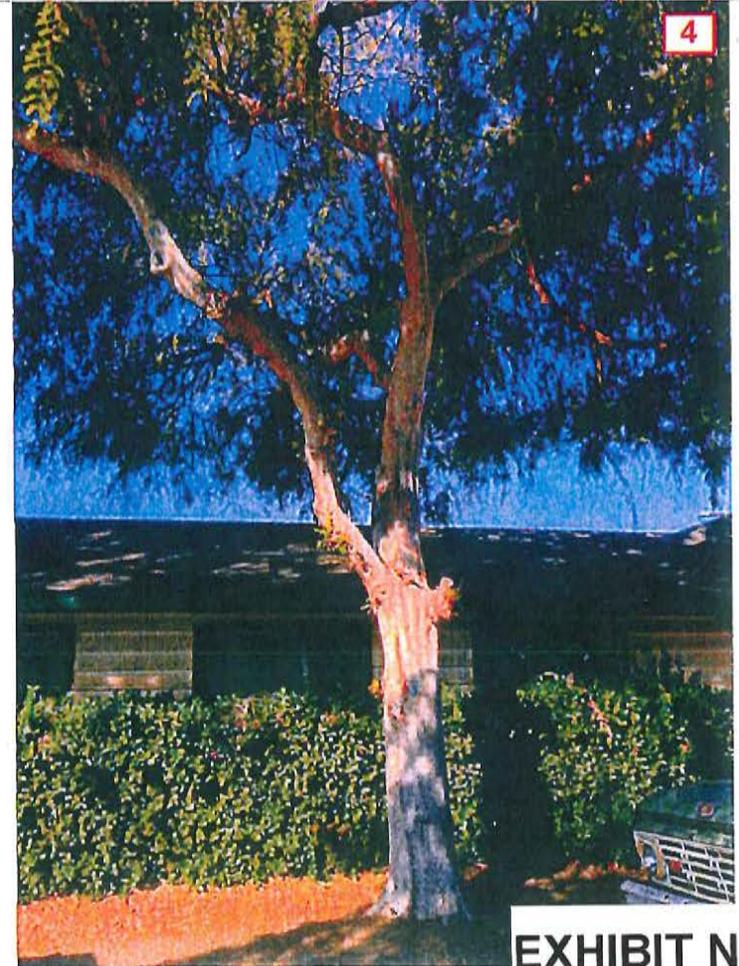
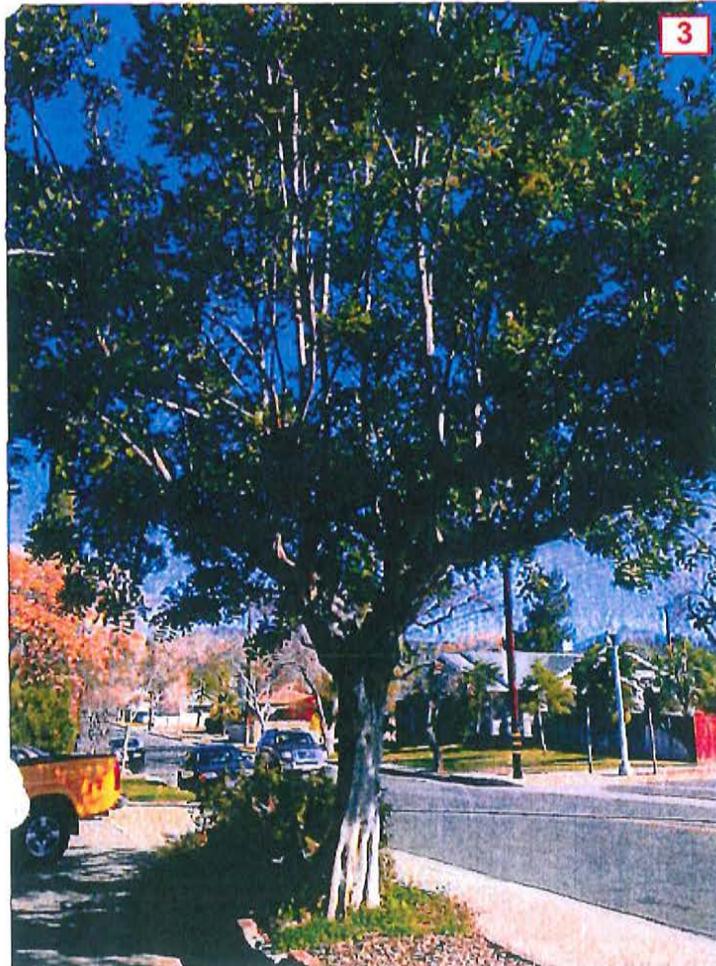
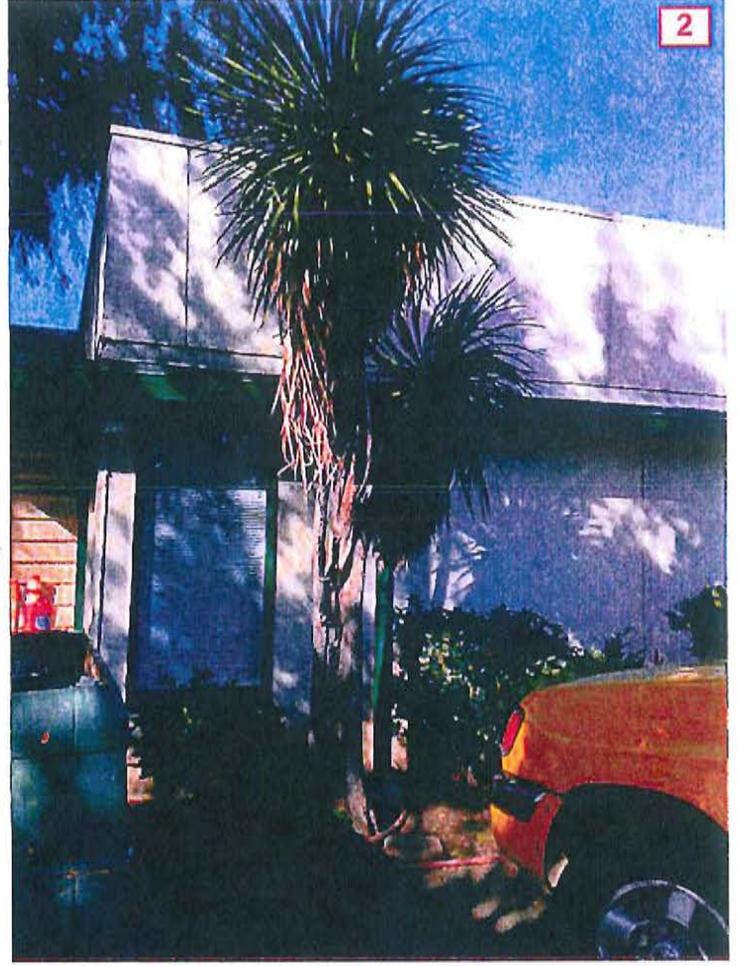
Tree #	Species	DBH (inches)	Height (feet)	Canopy Spread	Health (1-5)	Remove / Preserve	Notes
33	Carrotwood	9	30	25	2	Remove	Extensive dieback
34	Acacia baileyana	9	10	10	1	Remove	Nearly dead, lean
35	Acacia baileyana	10	25	20	2	Remove	Uneven weight, dieback
36	Carrotwood	10	30	30	2	Remove	Dieback
37	Carrotwood	8	30	30	2	Remove	Stem girdled
38	Carrotwood	7	30	25	2	Remove	Dieback
39	Carrotwood	8	25	20	2	Remove	Dieback, junk surrounding trunk
40	Acacia baileyana	8	20	20	2	Remove	Extensive dieback, leaning on fence
41	Carrotwood	9	20	20	3	Remove	Dieback, junk surrounding trunk
42	Carrotwood	9	25	30	2	Remove	Dieback
43	Acacia baileyana	9	20	5	1	Remove	Dead
44	Carrotwood	12	30	25	3	Remove	Poor structure
45	Carrotwood	11	25	20	3	Remove	Poor structure
46	Carrotwood	14	20	20	3	Remove	
47	Carrotwood	9	20	20	3	Remove	Poor structure
48	Ash	6+7	35	20	2	Remove	Poor structure, codominant leaders
49	Carrotwood	14	25	25	3	Remove	Poor structure
50	Carrotwood	14	20	25	3	Remove	Poor structure
51	Carrotwood	13	20	20	2	Remove	Poor structure, dieback
52	Carrotwood	13	25	25	2	Remove	Poor structure, dieback
53	Carrotwood	30*	25	30	3	Remove	Dieback, many small stems sprouted from stump
54	Carrotwood	14	20	25	3	Remove	At corner of fence/property line
55	Schefflera spp.	*	20	20	3	Remove	Could not access trees to measure DBH.
56	Tristania	*	20	10	3	Remove	Could not access trees to measure DBH.
57	Parkinsonia spp.	18	20	15	2	Remove	Sprouted from stump, poor structure, dieback
58	Chinese Elm	28	40	35	2	Preserve	Trunk wound from major branch failure, poor structure, dieback

* Green highlight denotes specimens considered to be "mature significant trees", according to City of San Dimas standards.



EXHIBIT N





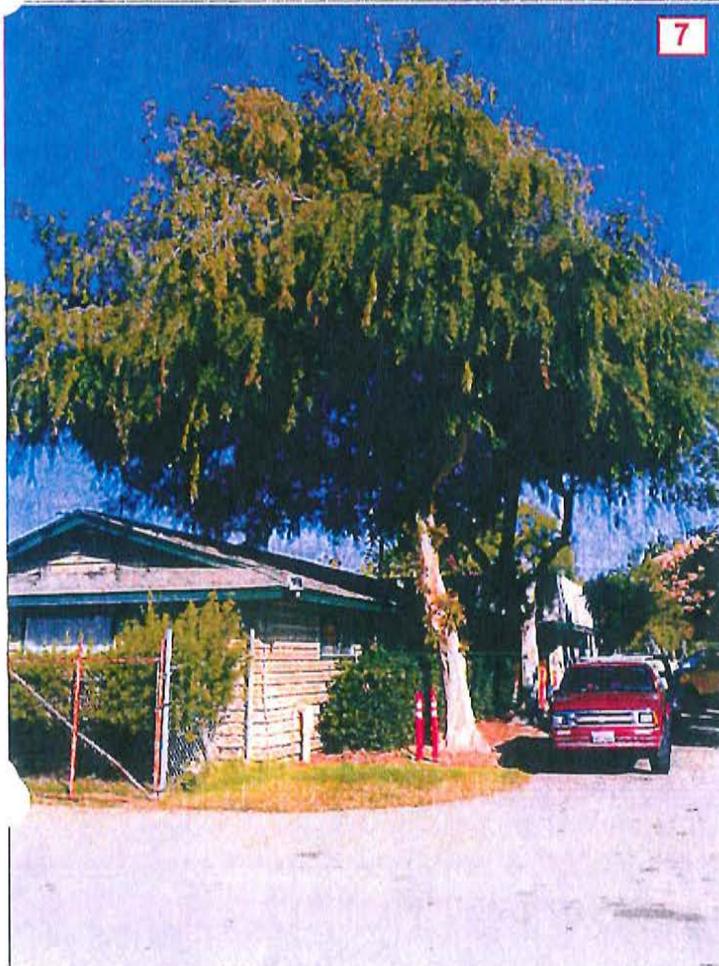
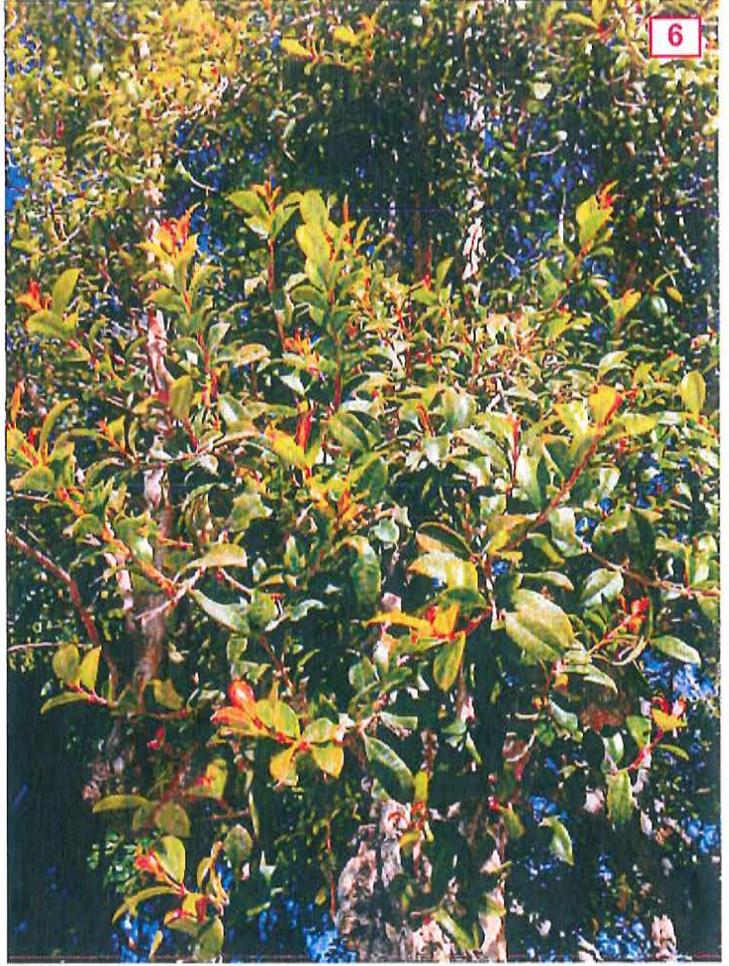
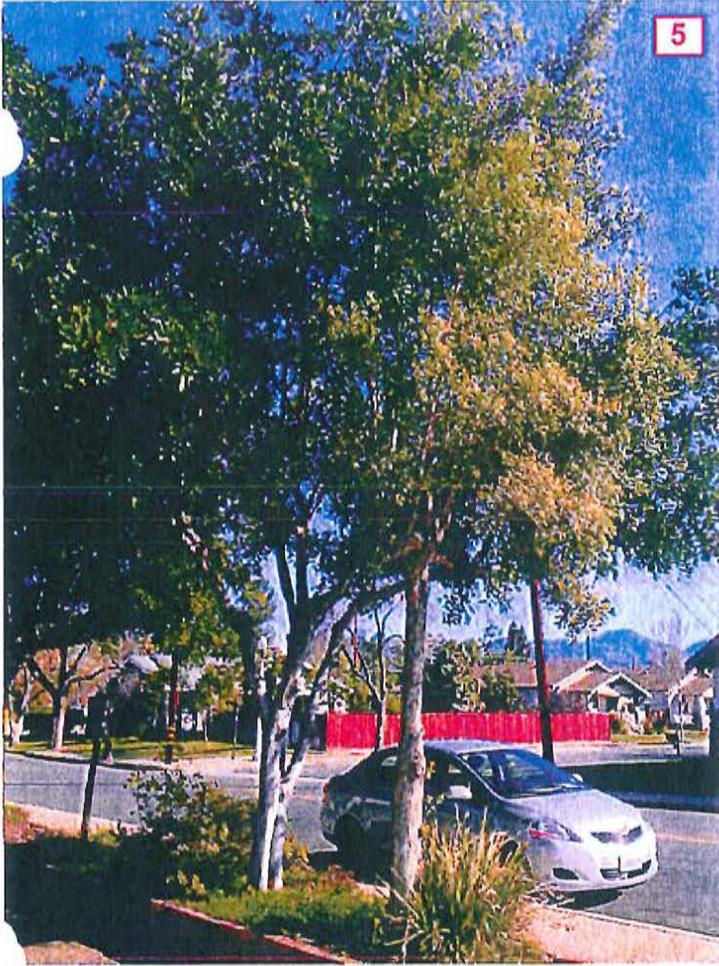
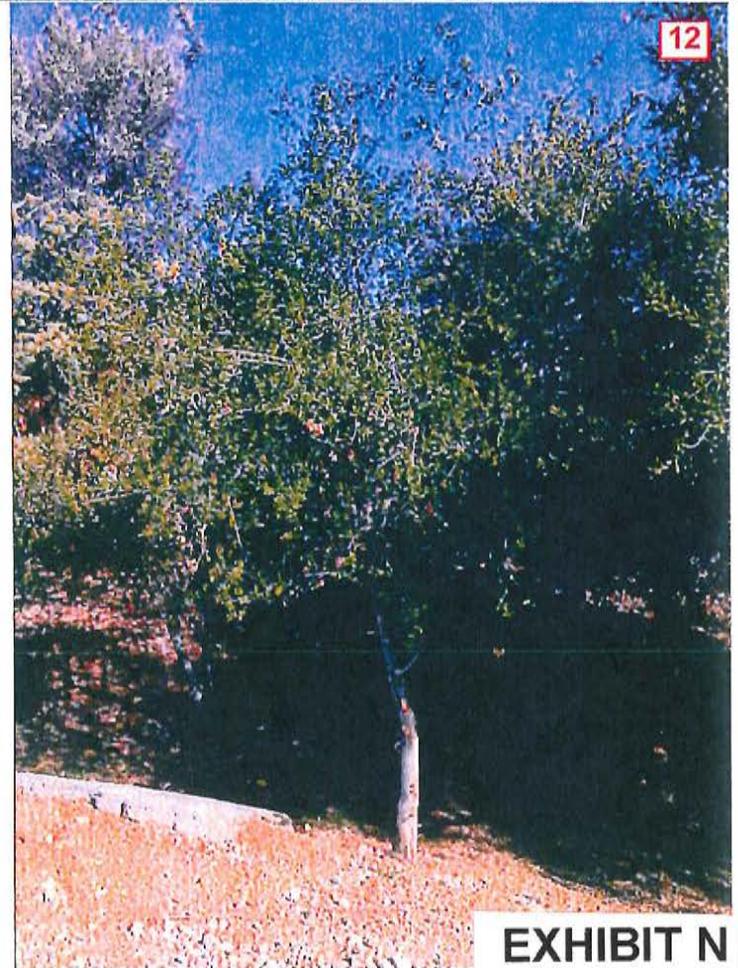
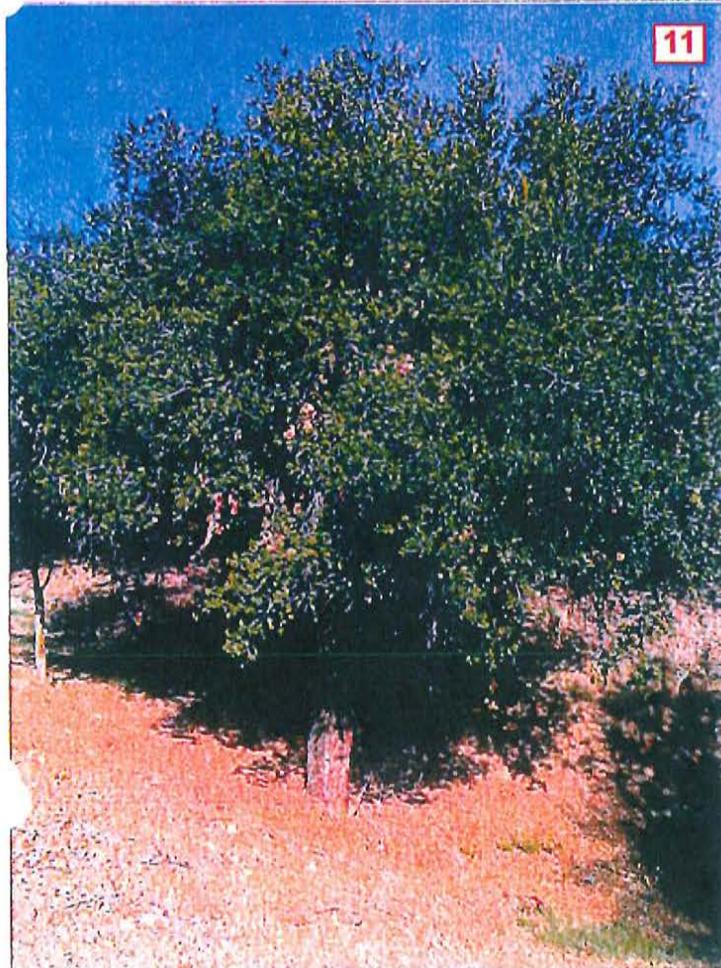
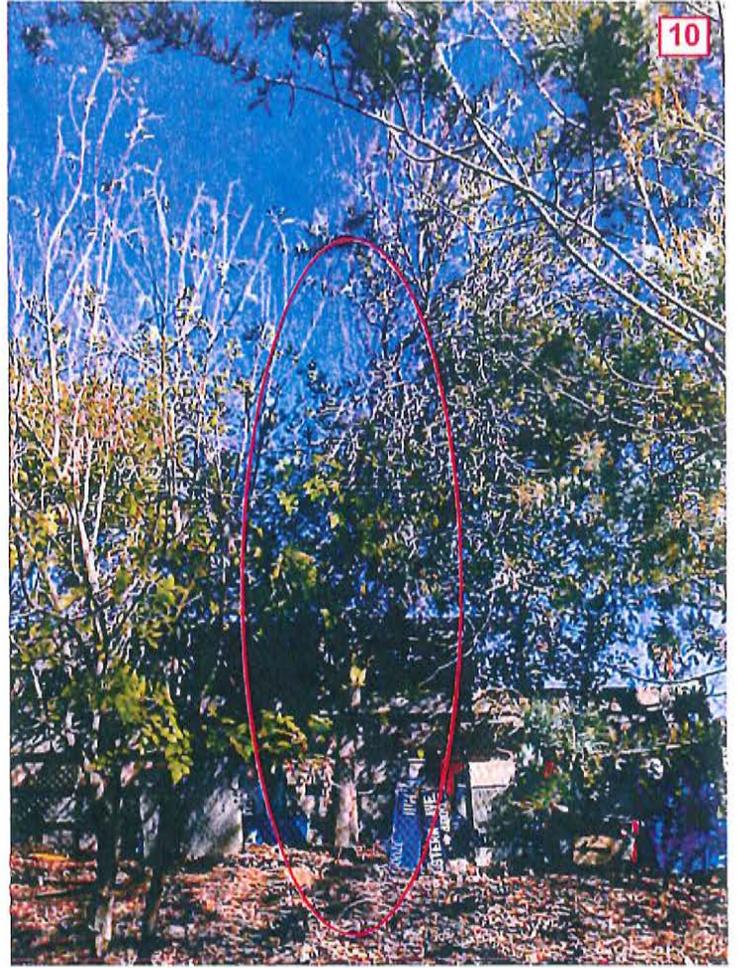


EXHIBIT N



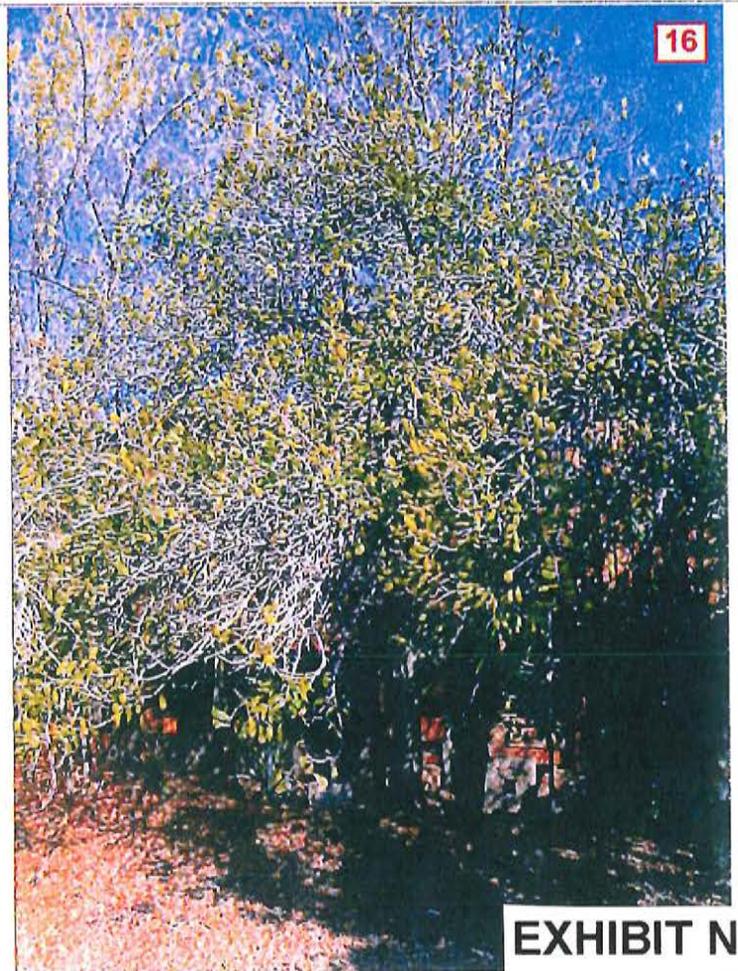
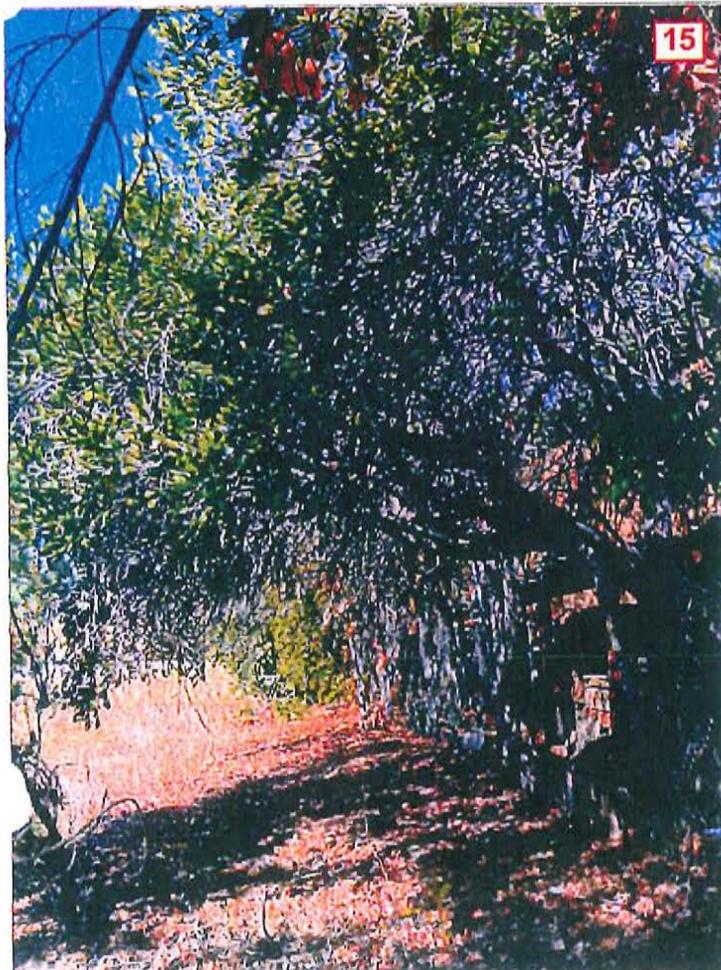
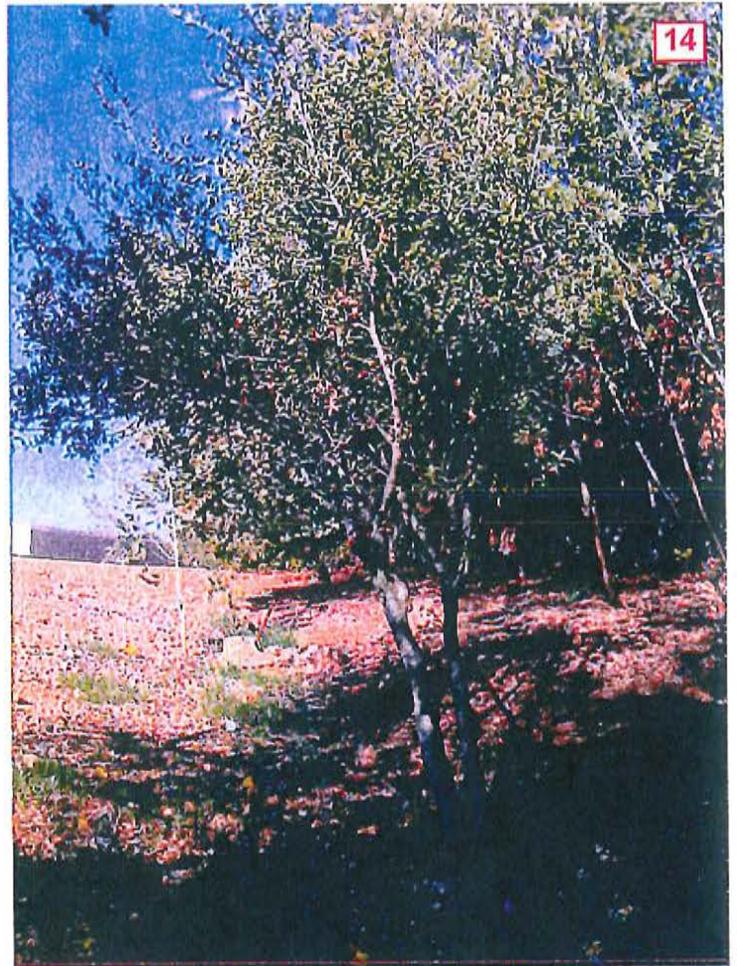
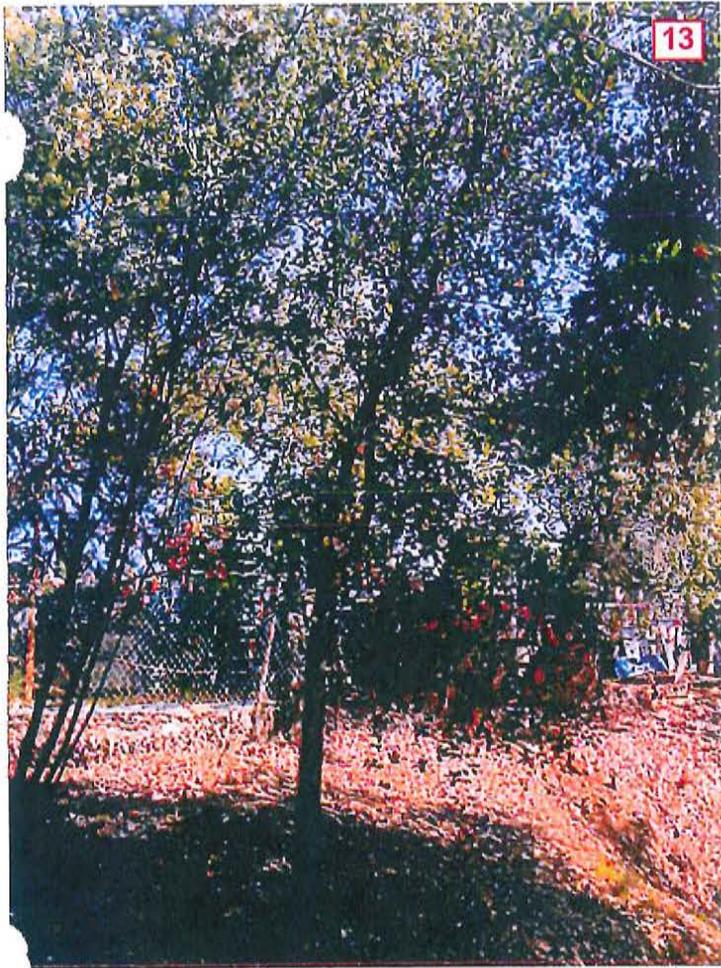
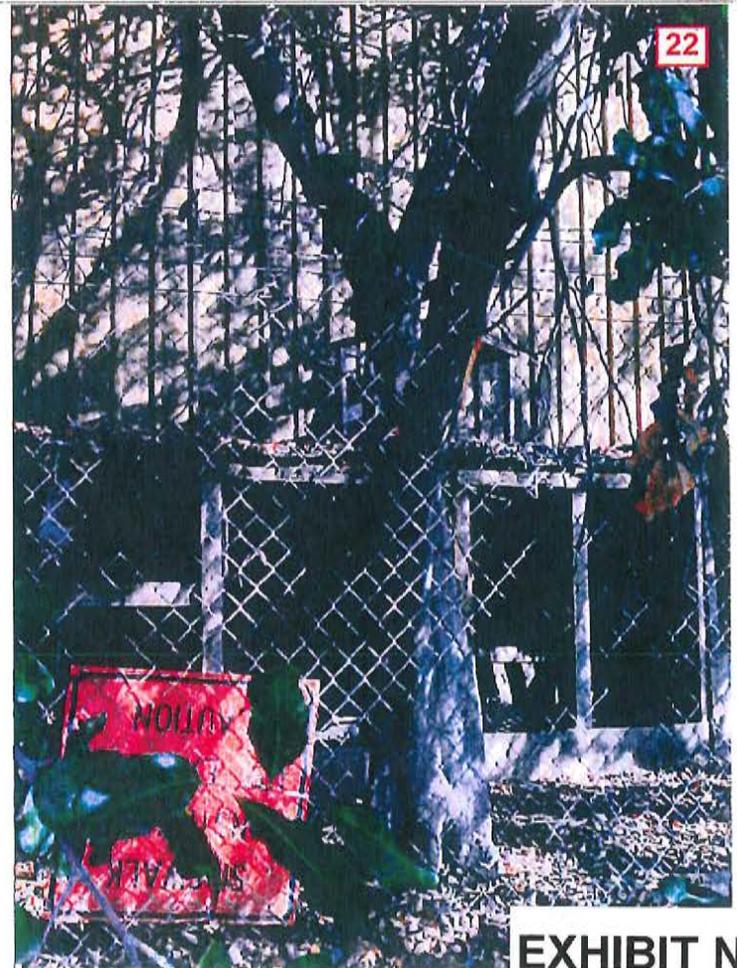
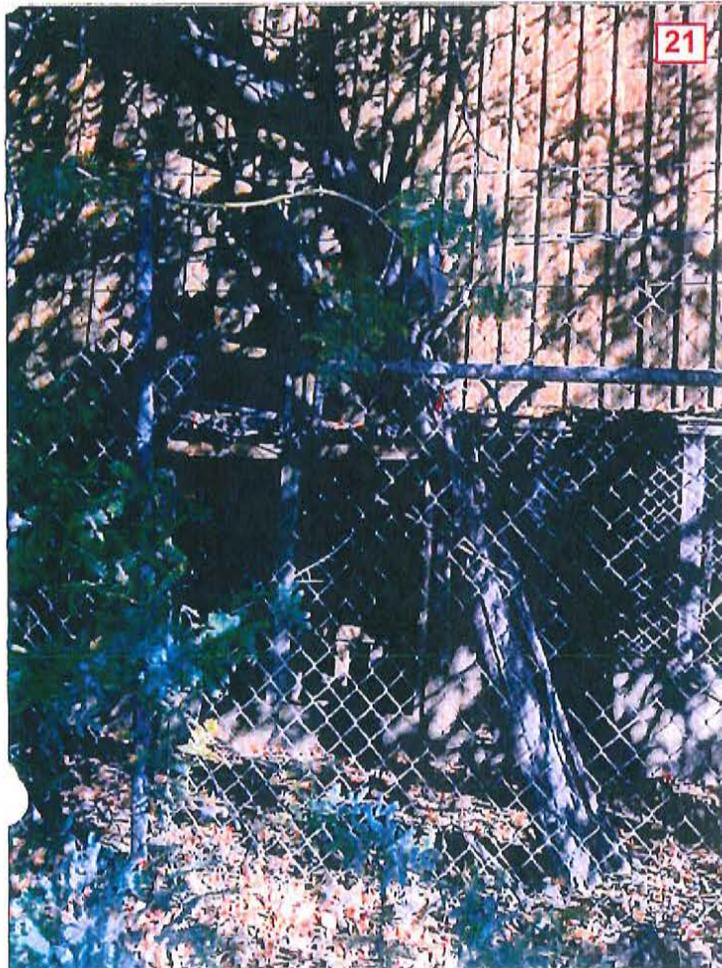
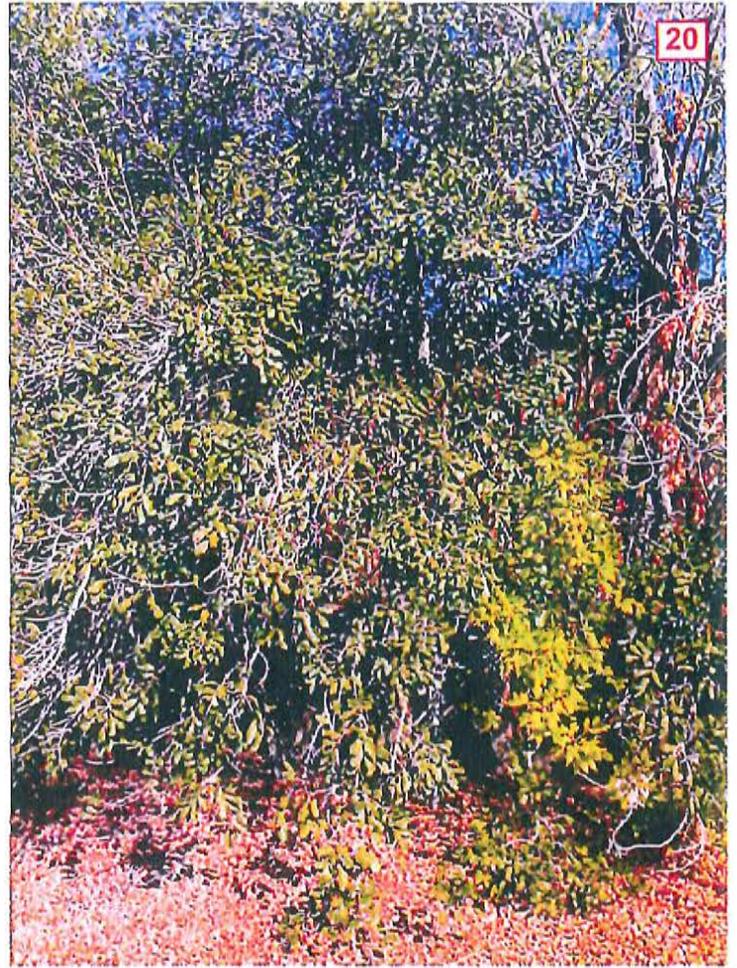
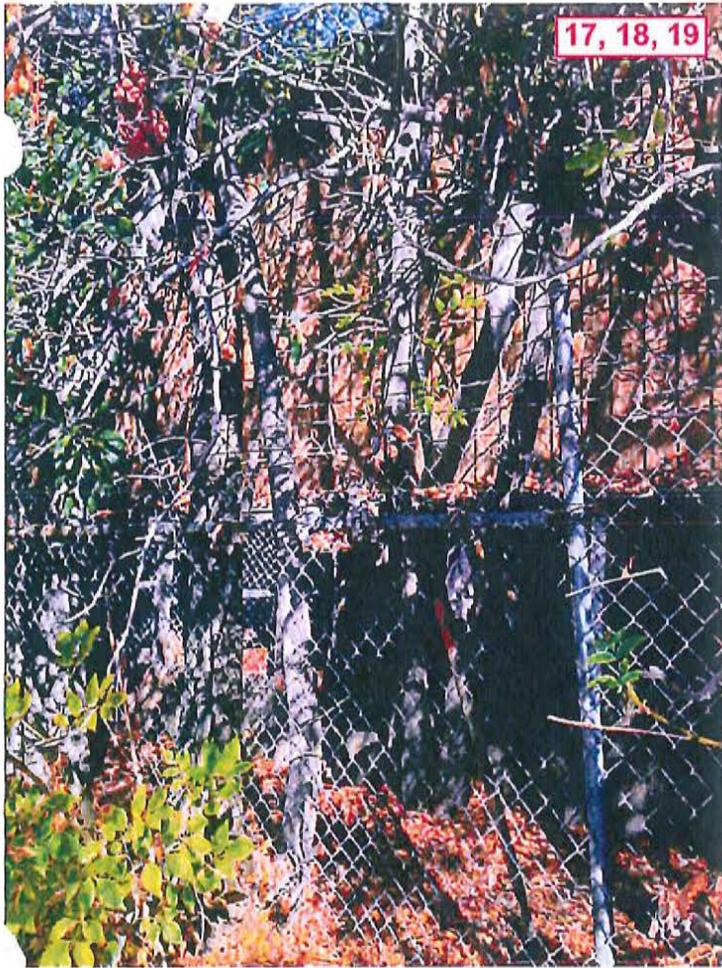


EXHIBIT N



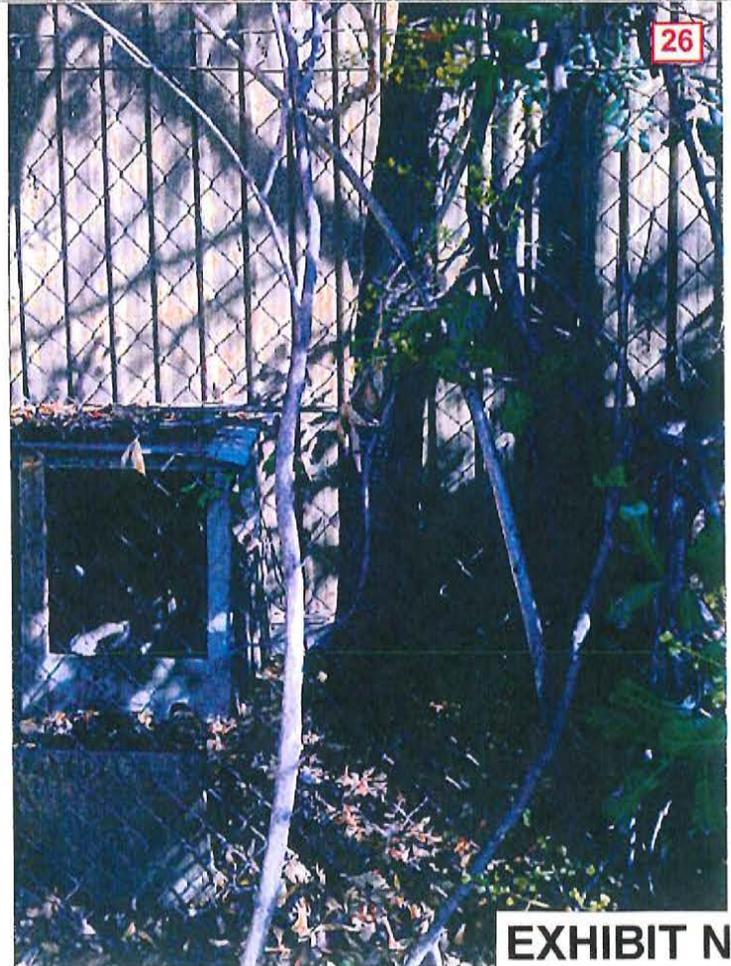
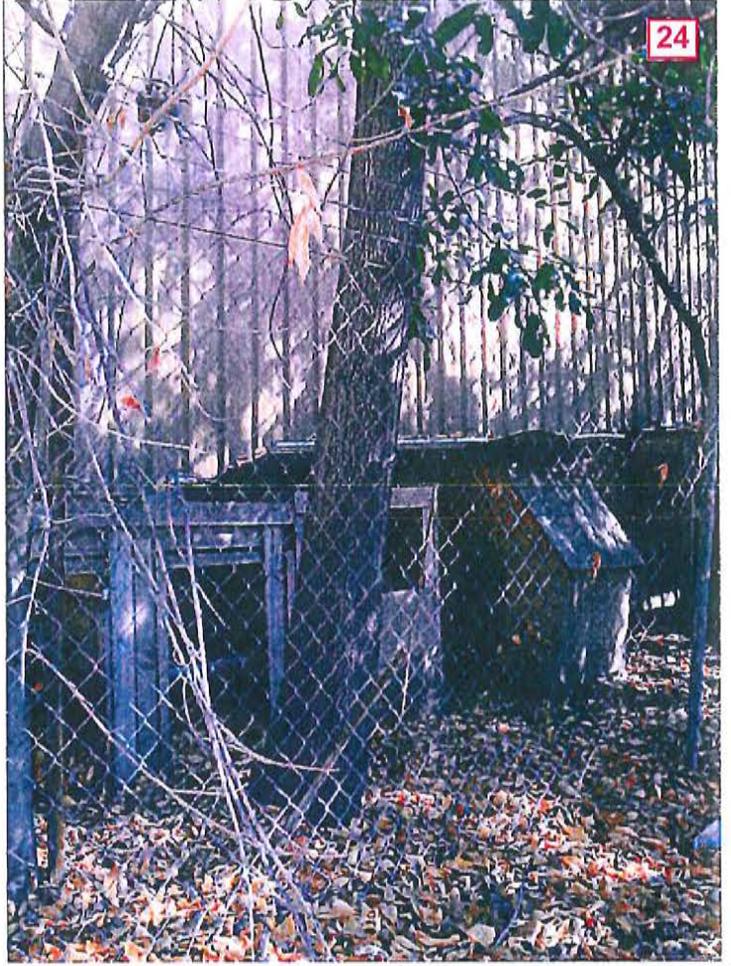
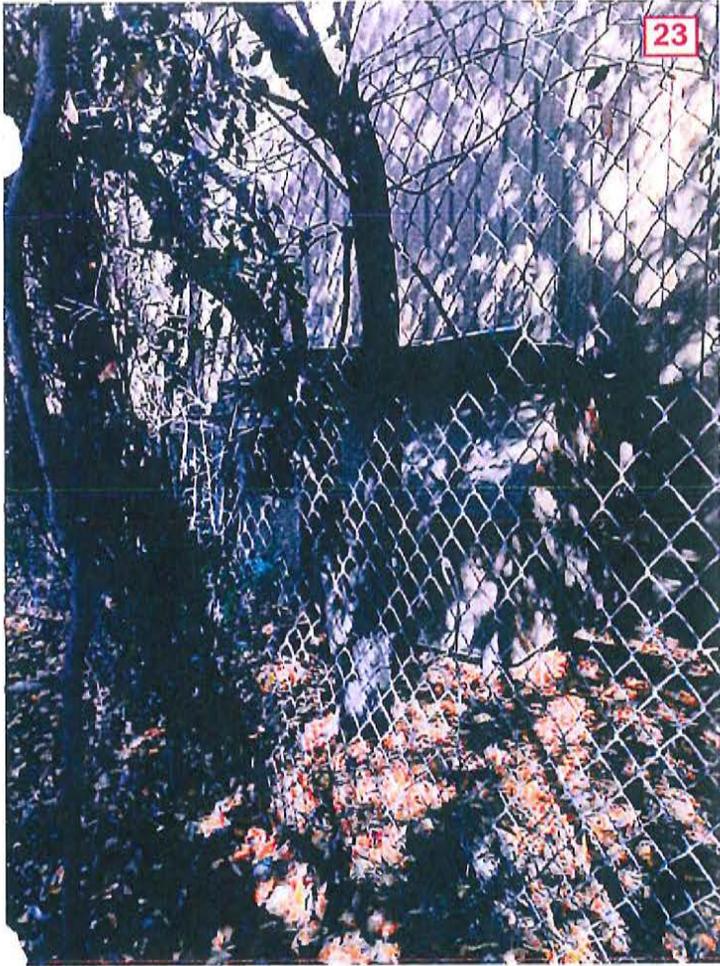
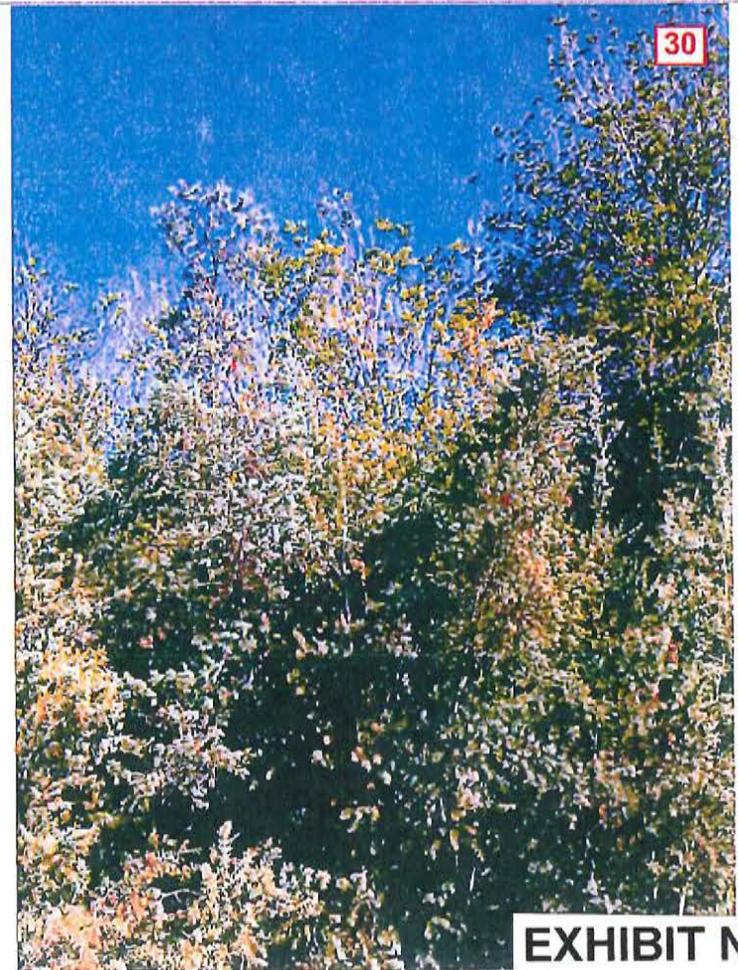
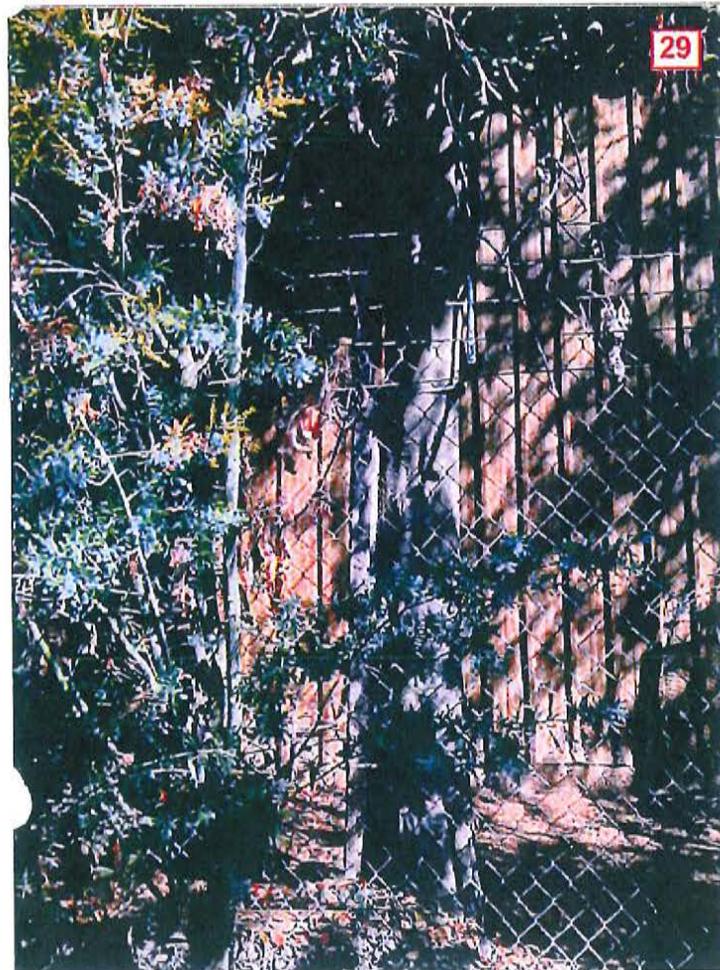
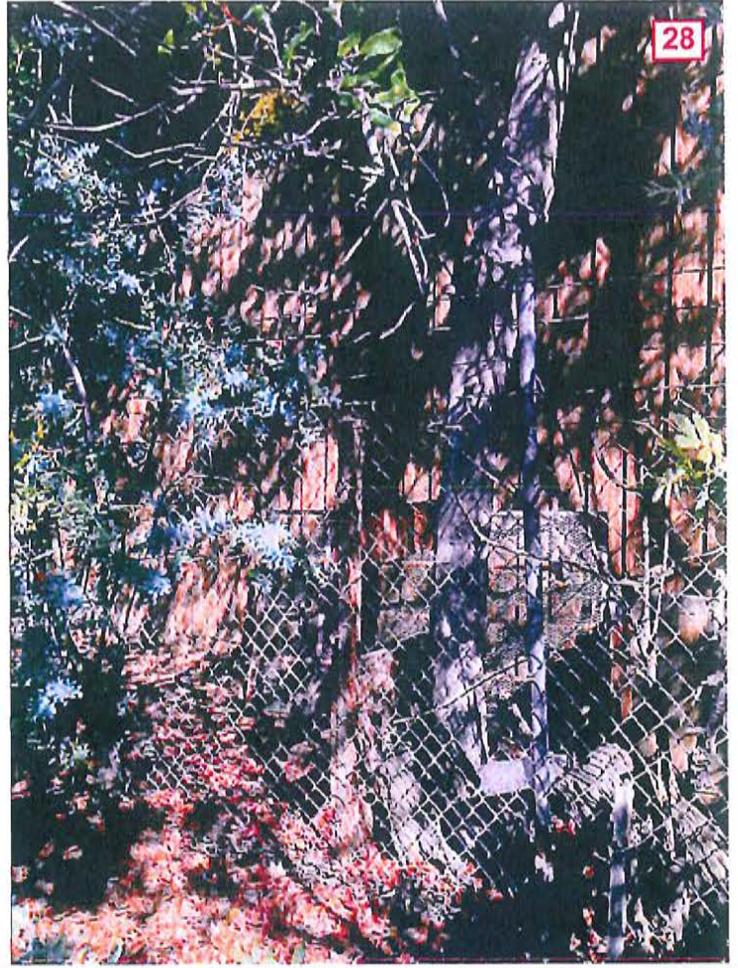
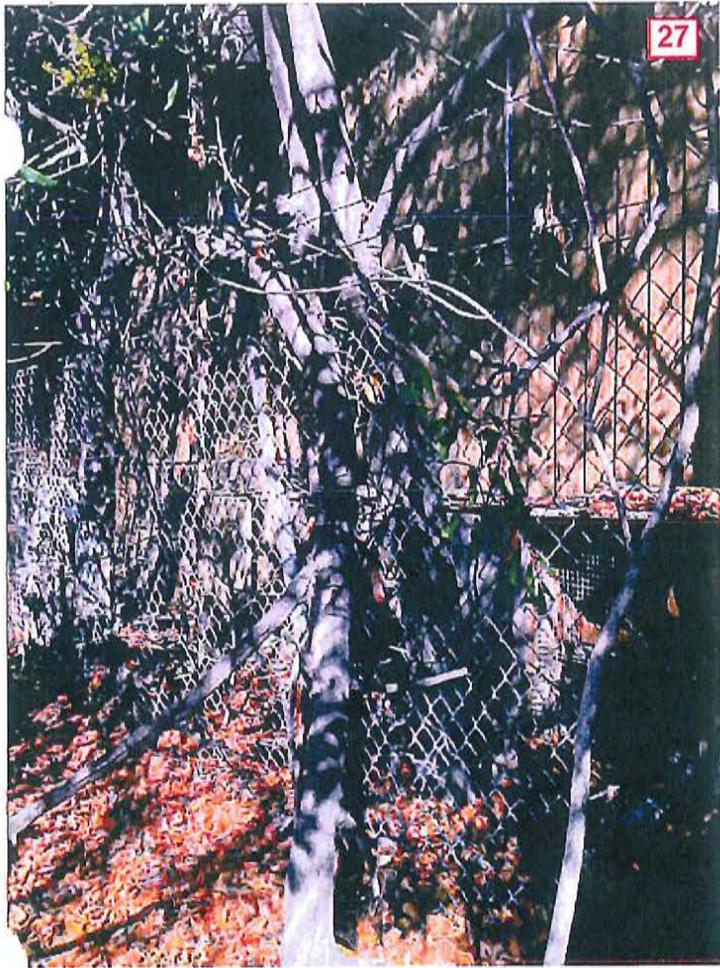
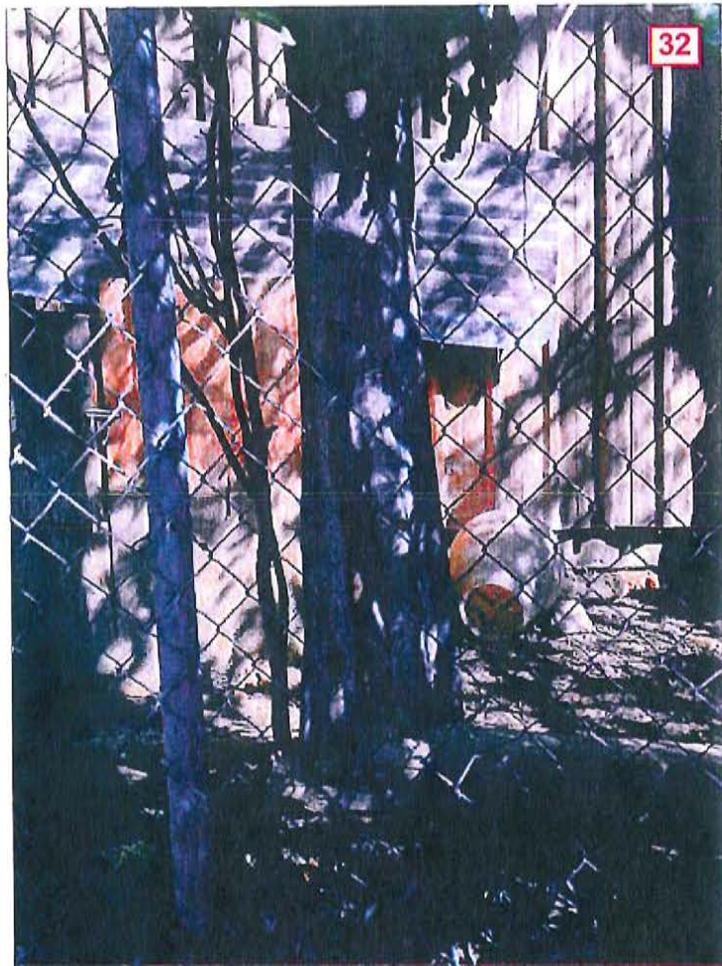


EXHIBIT N





31



32



33



34

EXHIBIT N

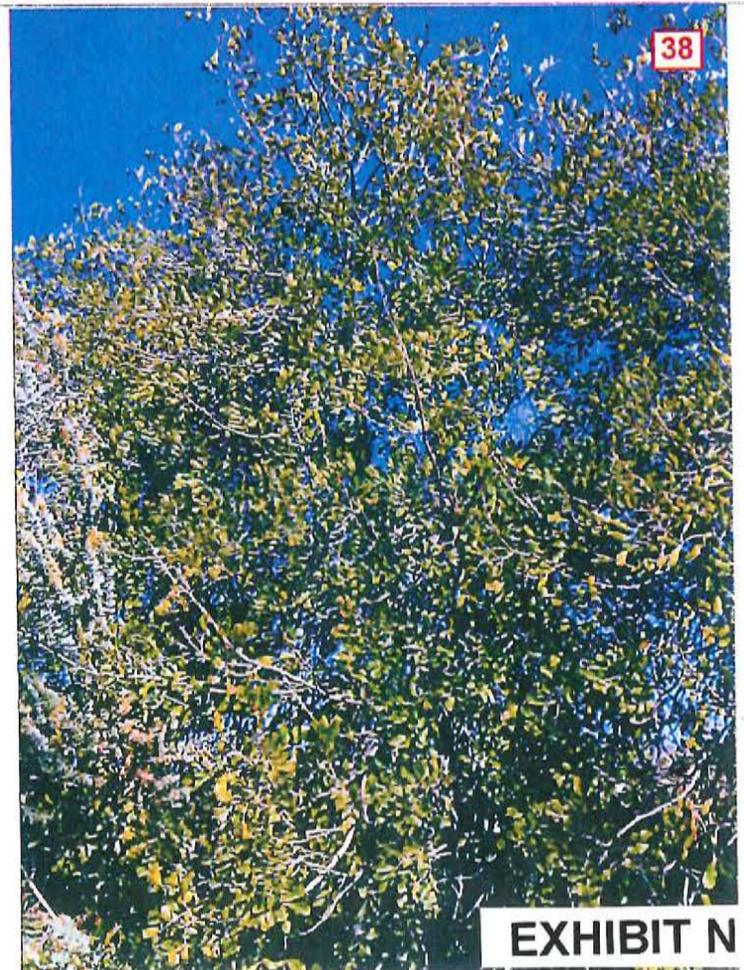
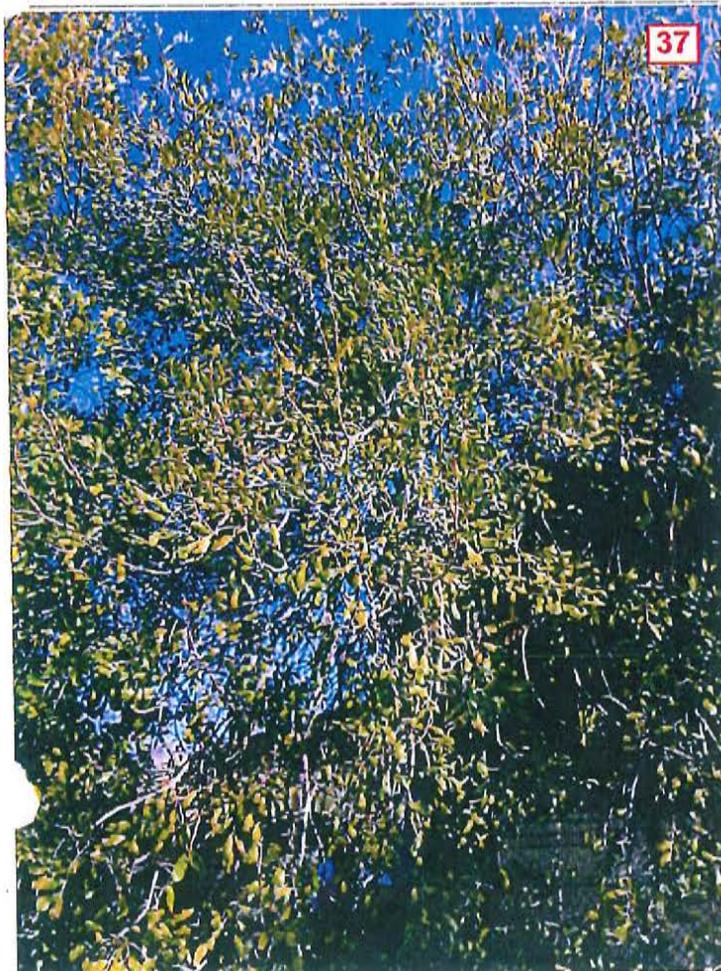
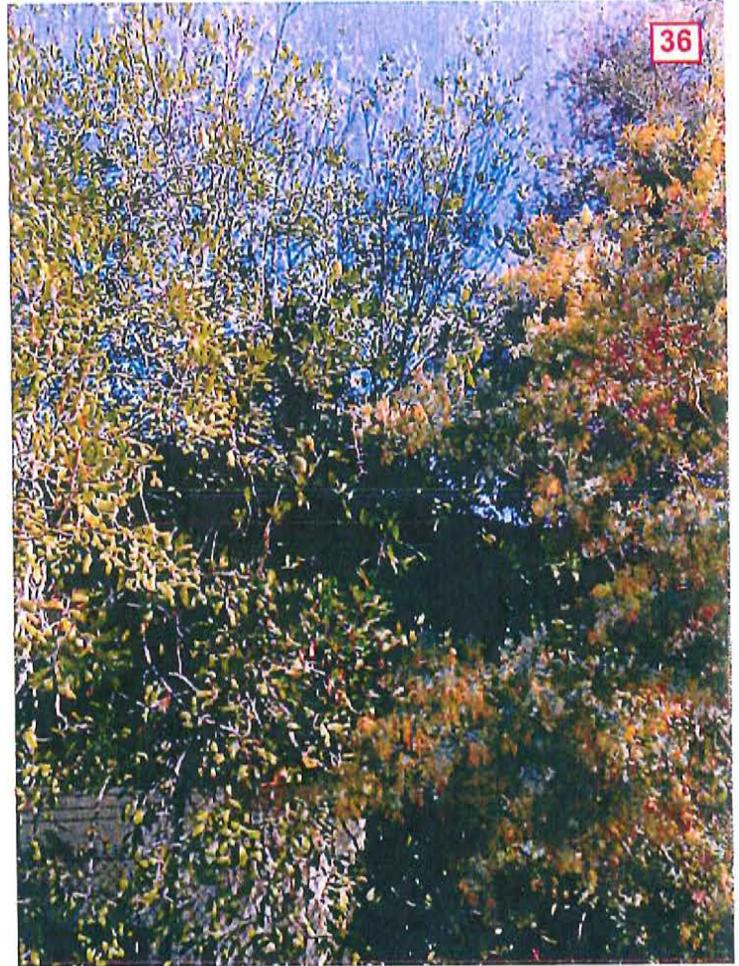
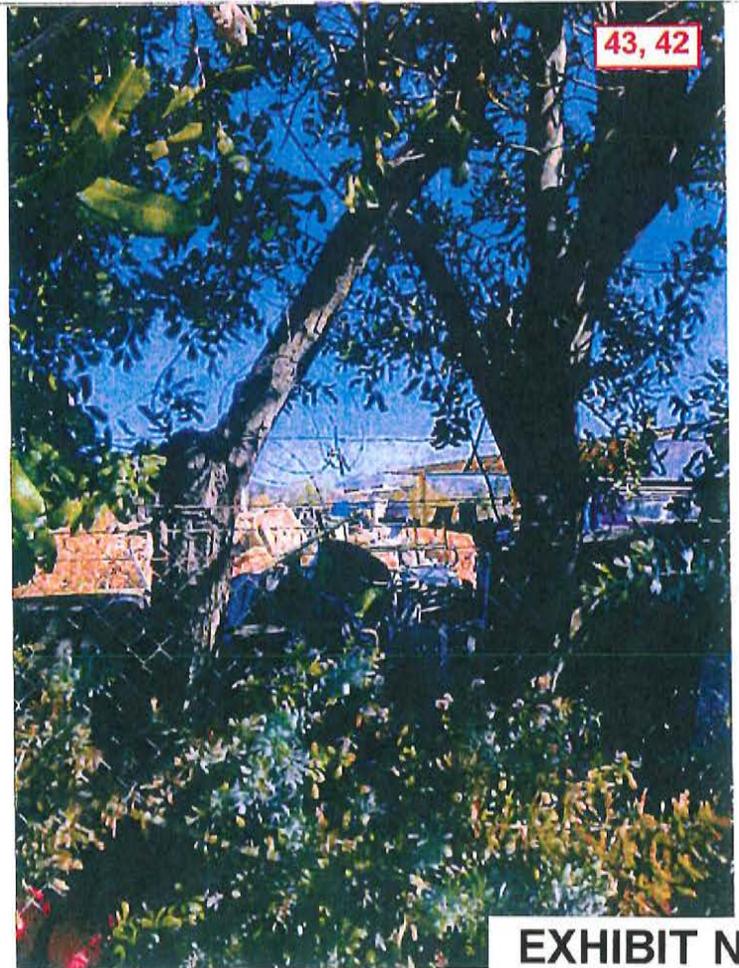
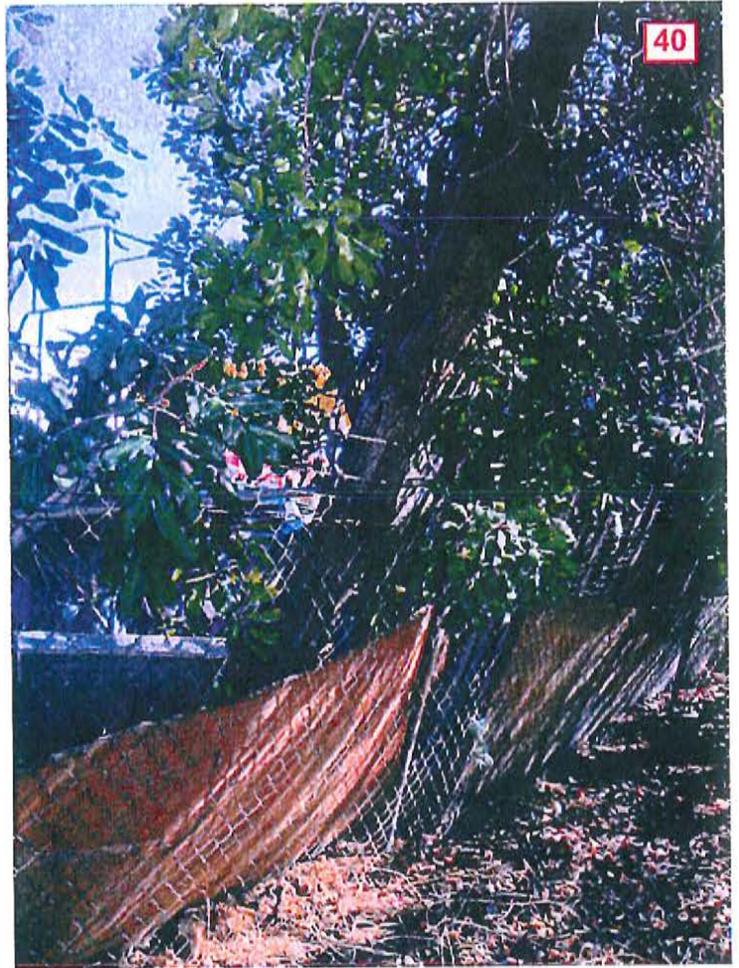


EXHIBIT N



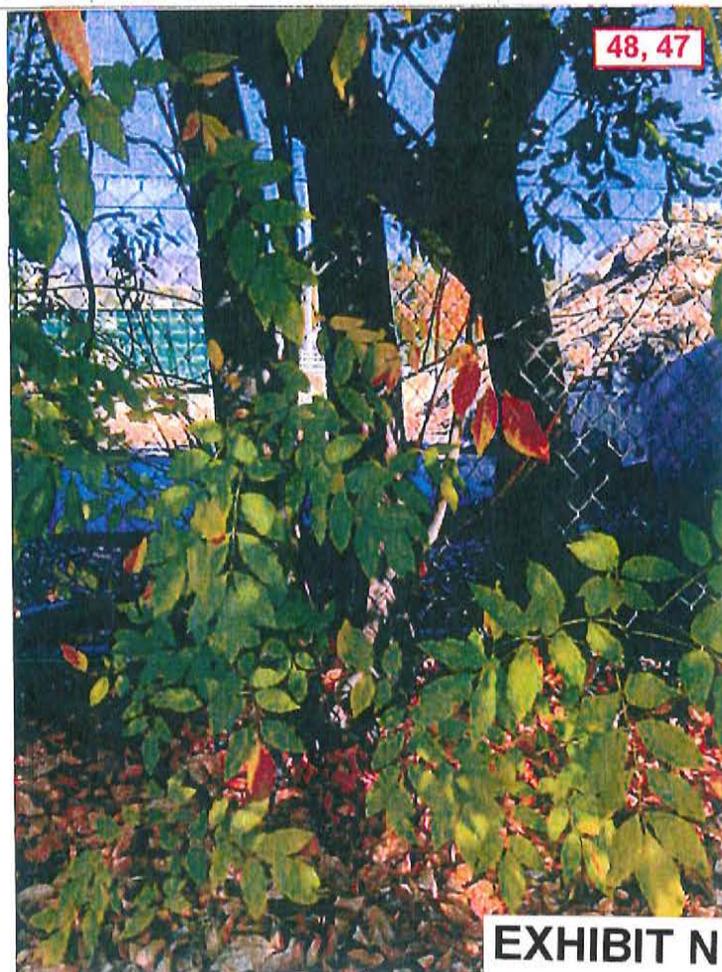
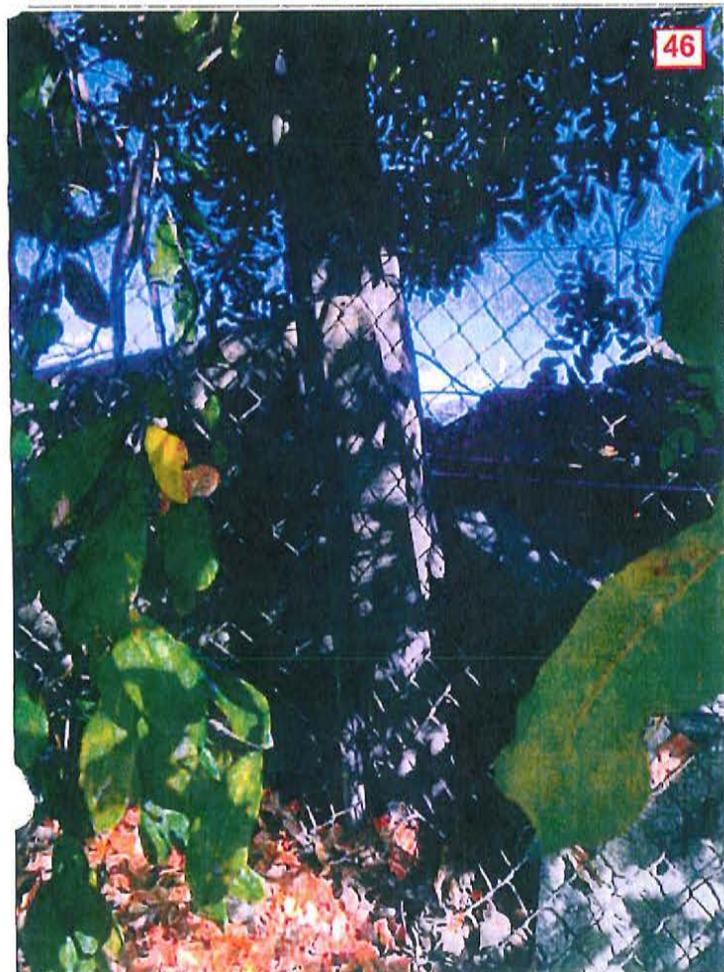
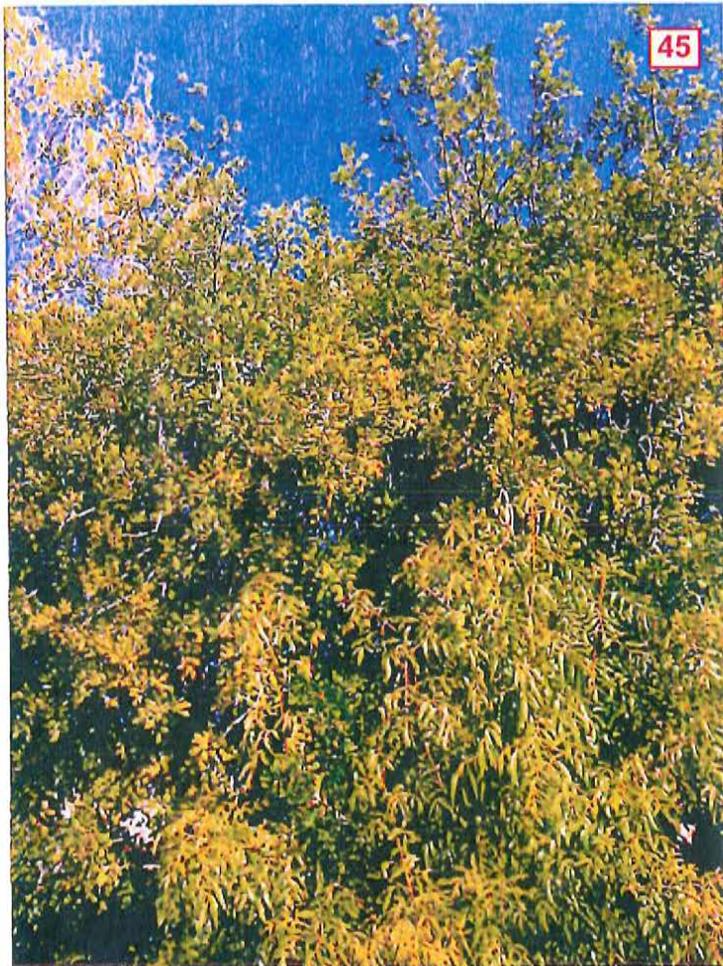
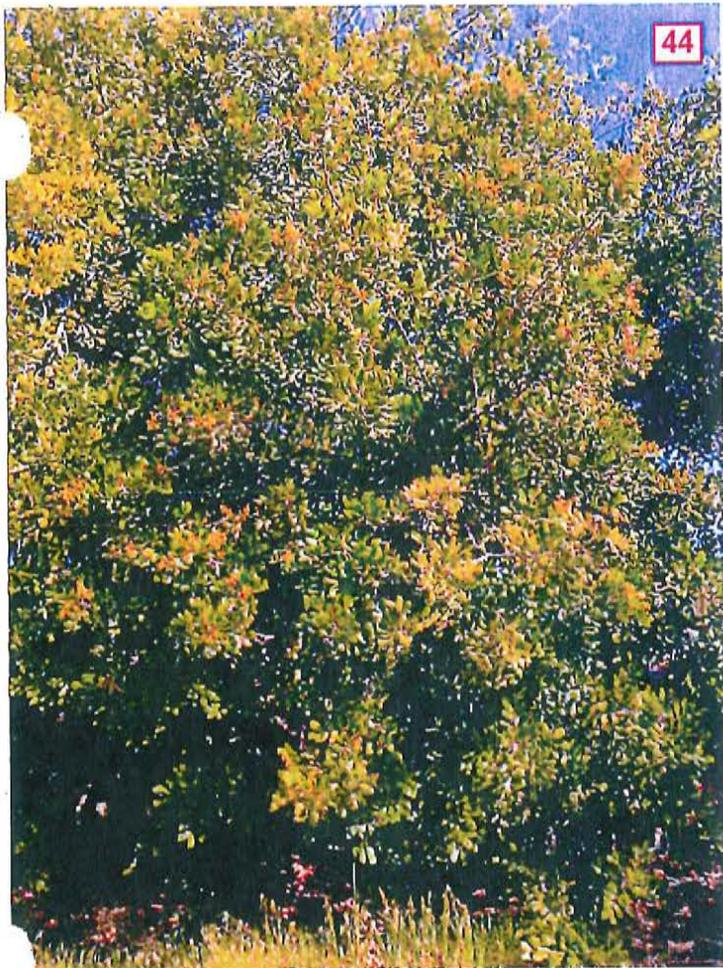


EXHIBIT N

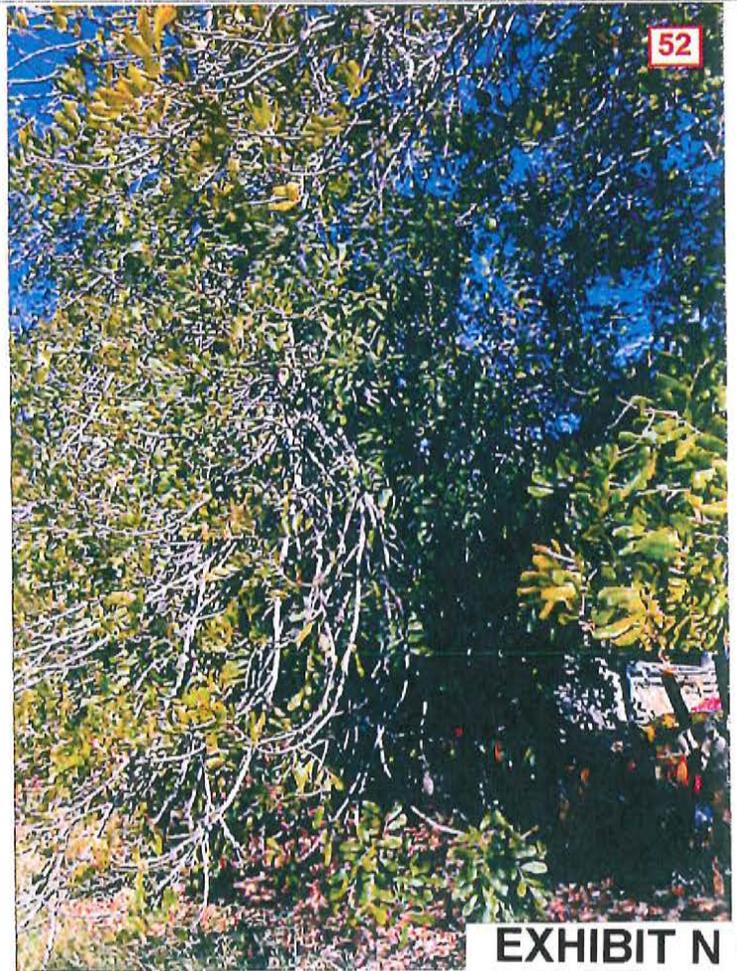
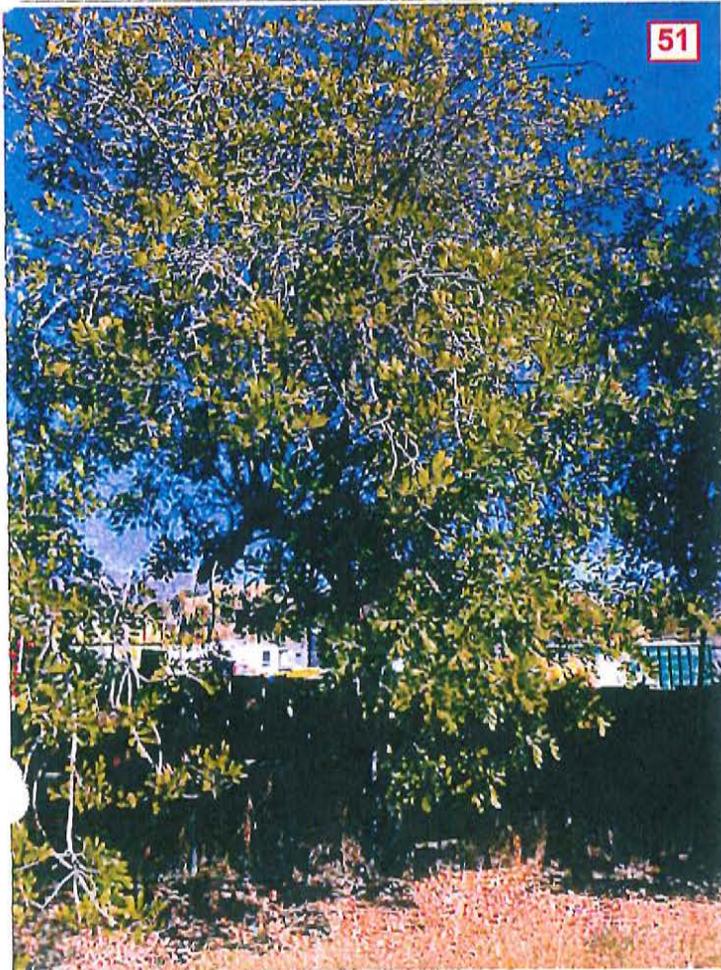
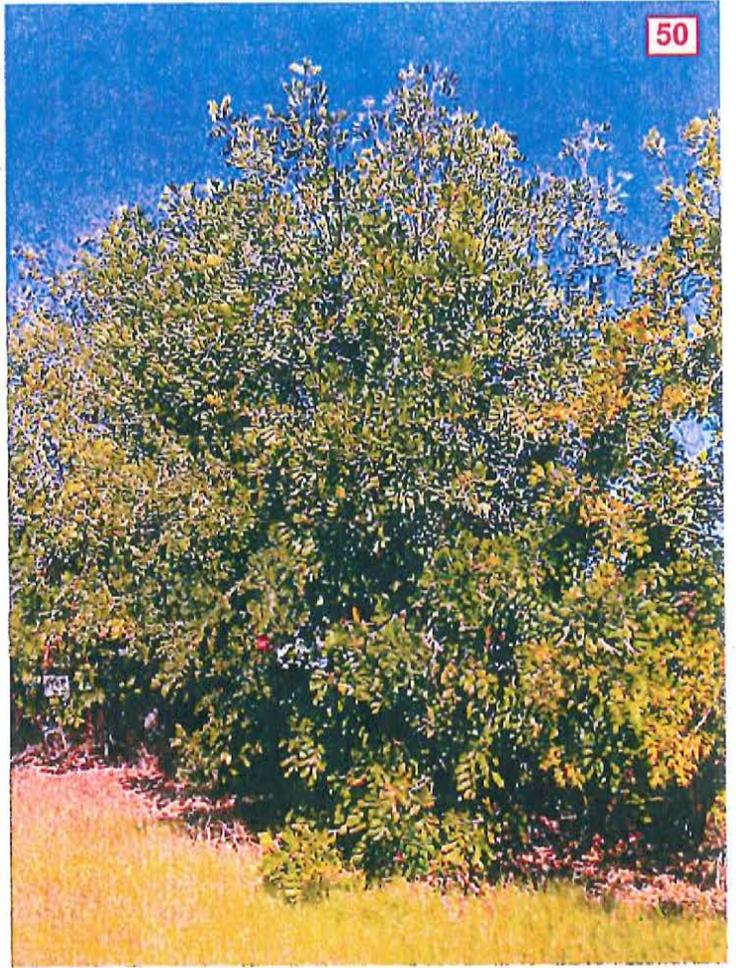
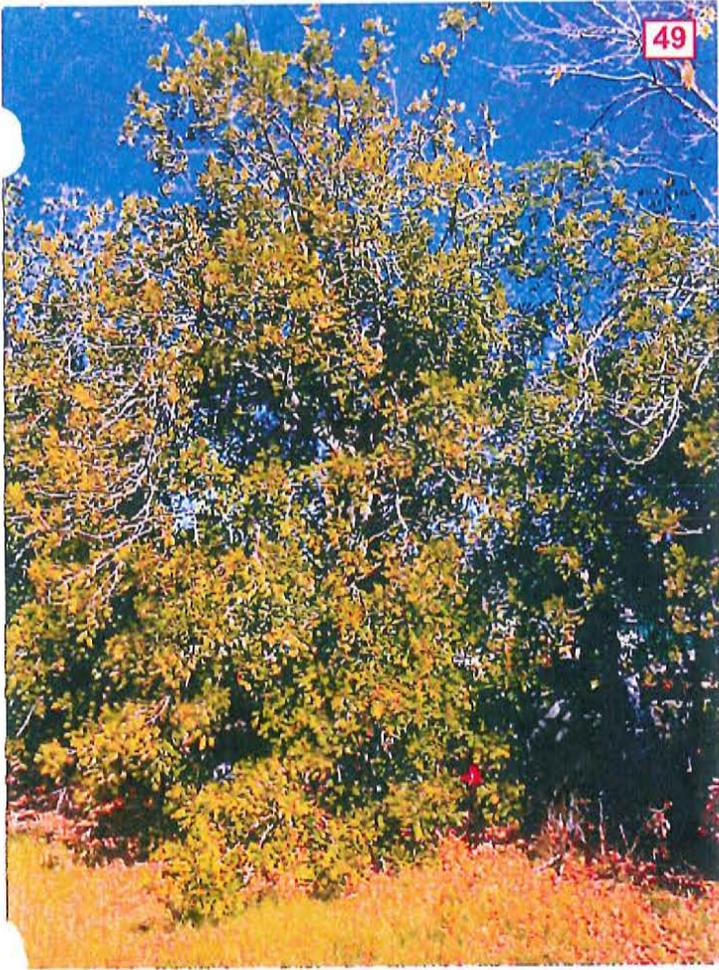


EXHIBIT N

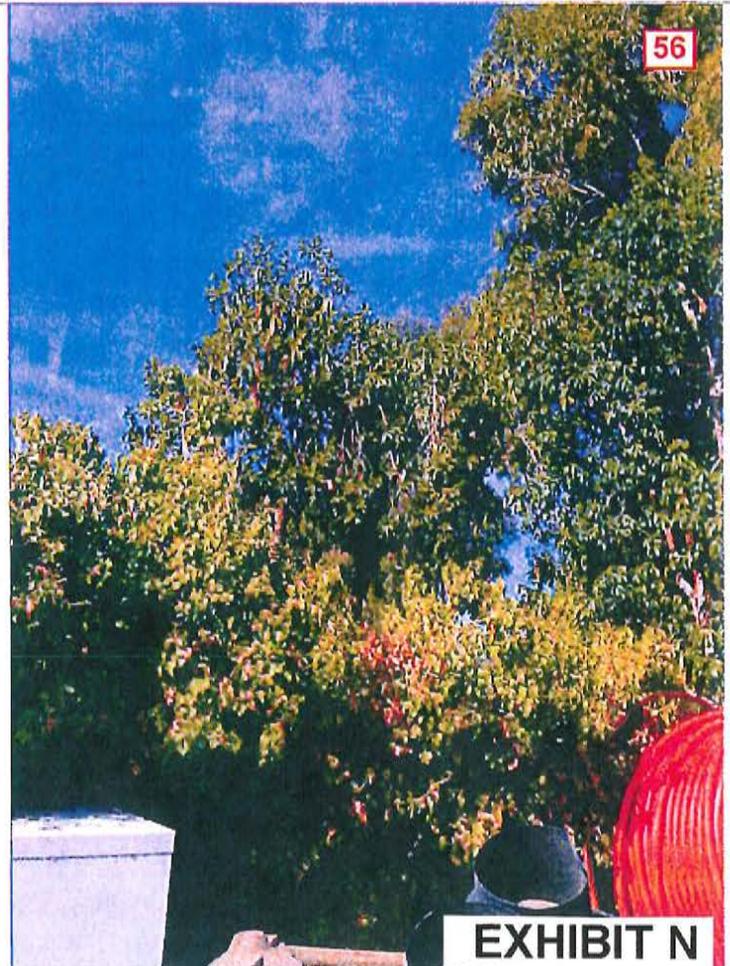
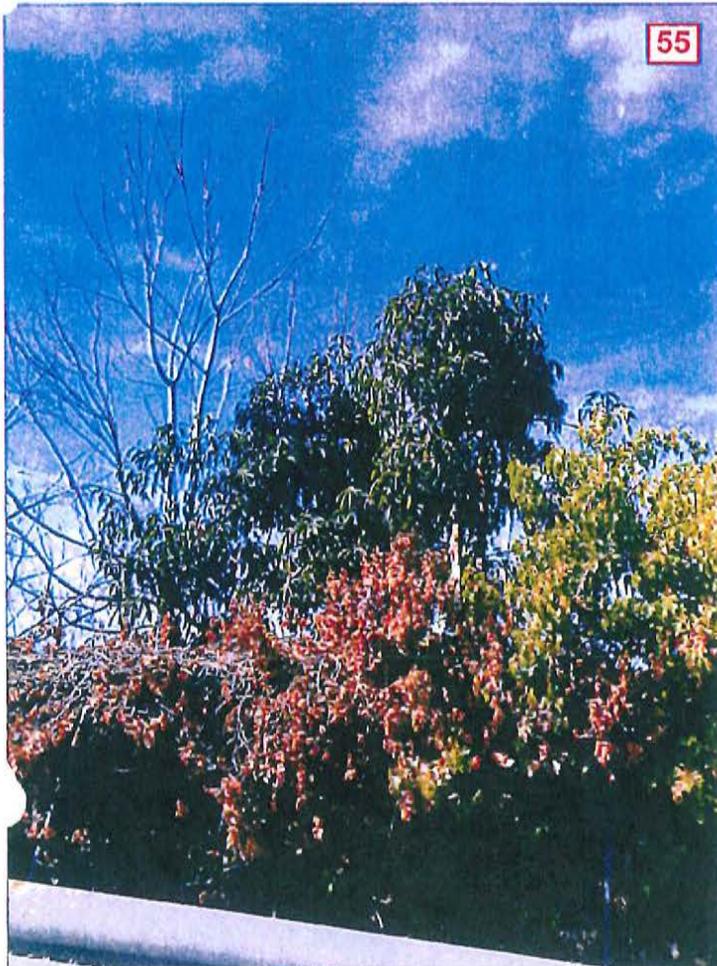
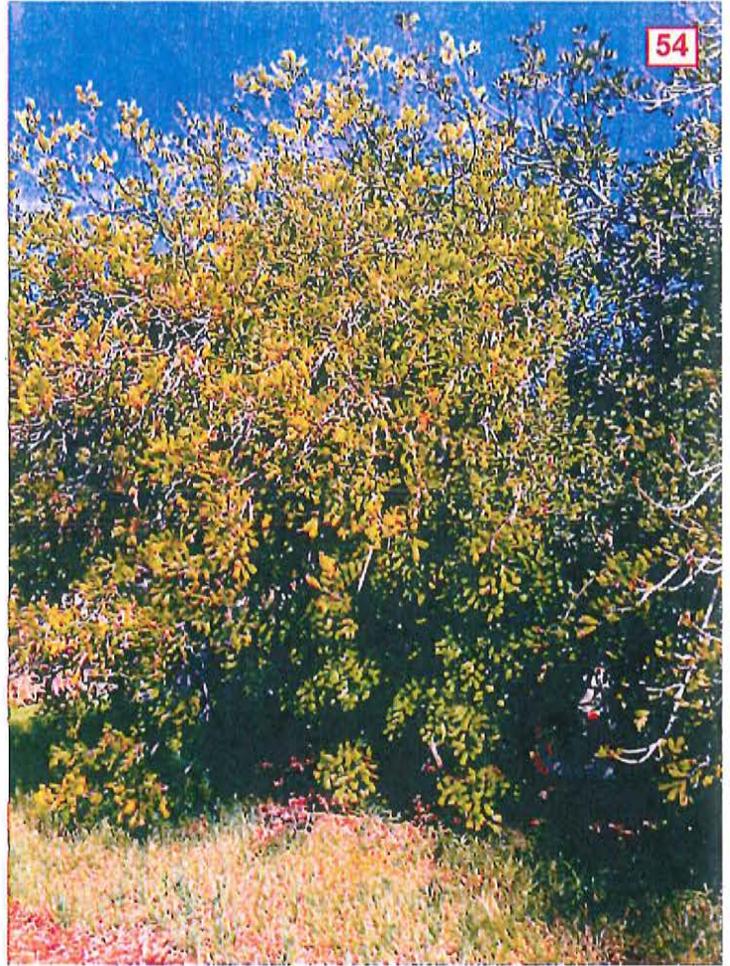
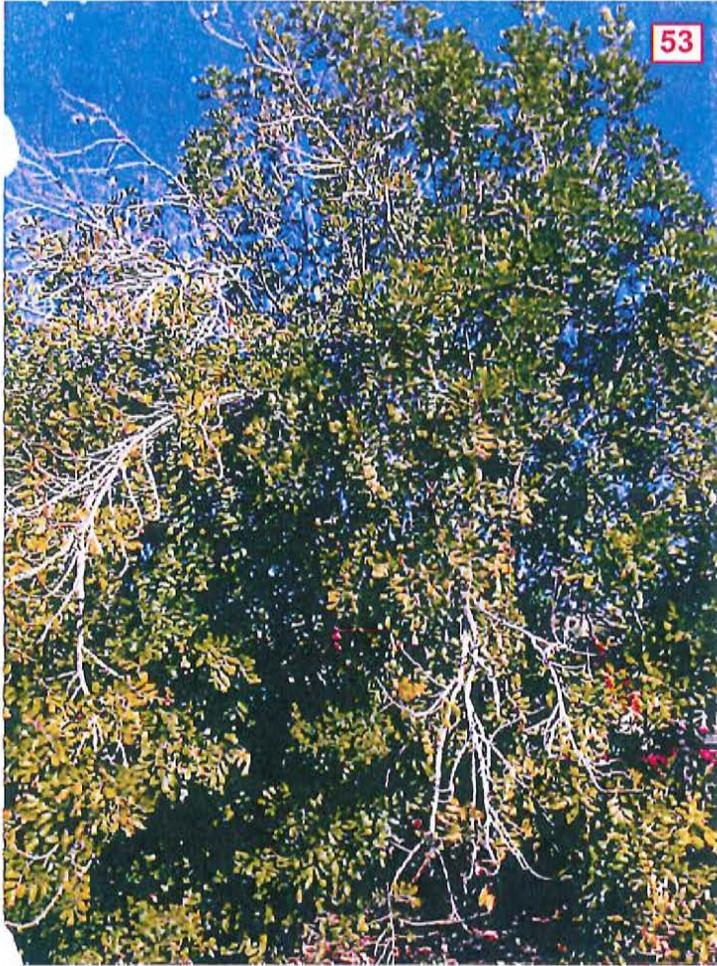
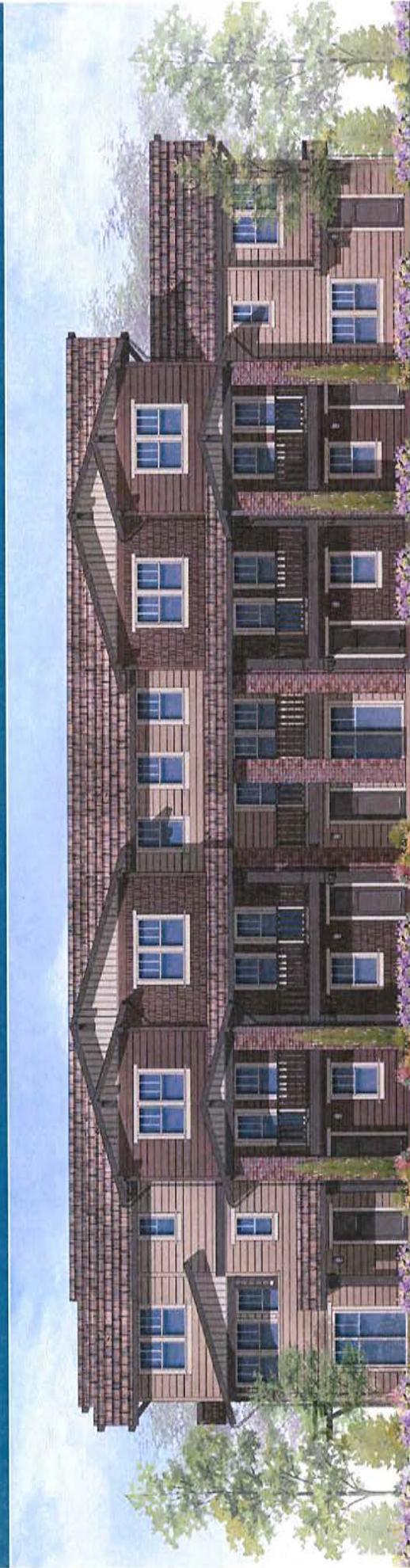


EXHIBIT N



EXHIBIT N

SPECIFIC PLAN No. 23 AMENDMENT



DRAFT

EXHIBIT O

CITY OF SAN DIMAS | SPECIFIC PLAN No. 23 AMENDMENT | JULY 2014

Our Team



City Ventures

Developer:

Contact: Adam Lunzer
Business: 949.258.7544
www.cityventures.com

City Ventures
1900 Quail Street
Newport Beach, CA 92660



Planner:

Contact: Cathy Baranger
Business: 949.250.0607
www.wharchitects.com

William Hezmalhalch Architects, Inc.
2850 Redhill Avenue, Suite 200
Santa Ana, CA 92705



Civil Engineer:

Contact: Terrill Stafford
Business: 626.914.6256
www.cphbcivil.com

PHB & Associates, Inc.
1620 S Grand Ave.
Glendora, CA 91740



Landscape Architect:

Contact: Peter A. Duarte
Business: 949.770.8530
www.studio-PAD.com

studio PAD, Inc.
92 Argonaut, Suite 270
Aliso Viejo, CA 92656

Table of Contents

Chapter 1: Introduction..... 1-1		Chapter 2: Specific Plan NO. 23 Amendment 2-1	
1.1	Executive Summary..... 1-1	2.1	Article I. General..... 2-2
1.2	Specific Plan Document Organization..... 1-2	2.2	Article II. Development Plan..... 2-8
1.3	Purpose and Intent..... 1-2	2.3	Article III. Development Standards..... 2-9
	Figure 1.1 Illustrative Plan for Planning Area III..... 1-3	2.4	Article IV. General Development Standards..... 2-18
1.4	Site Location..... 1-4	2.5	Article V. Plan Review and Disposition..... 2-21
1.5	History..... 1-4		Exhibit A..... 2-23
	Figure 1.2 Regional and City Context..... 1-5		Exhibit B..... 2-24
	Figure 1.3 Specific Plan No. 23 Planning Areas and Vicinity Map 1-6		Exhibit C..... 2-25
			Exhibit D..... 2-26
1.6 Surrounding Land Uses..... 1-6		Chapter 3: Infrastructure..... 3-1	
	Figure 1.4 San Dimas Land Use Plan..... 1-8	3.1	Transportation..... 3-1
1.7	The San Dimas General Plan..... 1-8	3.2	Grading..... 3-2
1.8	Zoning Ordinance..... 1-9		Figure 3.1: Primary Grading and Storm Drainage Plan for Planning Area III..... 3-3
	Figure 1.5 Existing Zoning Designations..... 1-9	3.3	Public Services..... 3-4
1.9	Authority for Specific Plans..... 1-10		Figure 3.2: Preliminary Utility Plan for Planning Area III..... 3-5
1.10	Development Plan Review Board..... 1-10		
1.11	Tree Removal Permit..... 1-10		
1.12	Tentative Tract Map..... 1-10		
1.13	CEQA..... 1-10		

Chapter 4: Implementation & Administration 4-1

4.1	Financing and Maintenance of Improvements.....	4-1
4.2	Project Construction Phasing.....	4-2
4.3	Specific Plan Amendment Procedures.....	4-3

Chapter 5: General Plan Consistency 5-1

5.1	Land Use Element.....	5-1
5.2	Circulation Element.....	5-2
5.3	Housing Element.....	5-3
5.4	Open Space Element.....	5-3
5.4	Conservation Element	5-4
5.5	Safety Element	5-5

Appendix..... A-1

Figure A.1	Conceptual Site Plan.....	A-3
Figure A.2	4-Plex A First Floor - Building 3 & 9.....	A-4
Figure A.3	4-Plex A Second Floor - Building 3 & 9	A-5
Figure A.4	4-Plex A Third Floor - Building 3 & 9.....	A-6
Figure A.5	4-Plex A Front Elevation - Building 3 & 9	A-7
Figure A.6	4-Plex B First Floor - Building 1 & 2	A-8
Figure A.7	4-Plex B Second Floor - Building 1 & 2	A-9
Figure A.8	4-Plex B Front Elevation - Building 1 & 2.....	A-11
Figure A.9	5-Plex First Floor - Building 7 & 8.....	A-12
Figure A.10	5-Plex Second Floor - Building 7 & 8	A-13
Figure A.11	5-Plex Third Floor - Building 7 & 8	A-14
Figure A.12	5-Plex Front Elevation- Building 7 & 8.....	A-15
Figure A.13	7-Plex First Floor - Building 4, 5, & 6.....	A-16
Figure A.14	7-Plex Second Floor - Building 4, 5, & 6.....	A-17
Figure A.15	7-Plex Third Floor - Building 4, 5, & 6	A-18
Figure A.16	7-Plex Front Elevation- Building 4, 5, & 6.....	A-19

Chapter 1: Introduction

1.1 EXECUTIVE SUMMARY

The purpose of the Specific Plan No. 23 Amendment is to revitalize a site that is incompatible with the existing residential communities to the north and north-east with new homes providing options for individuals looking to reside in an established San Dimas neighborhood. The 47-home gated Craftsman community is located at the intersection of North Eucla Ave and West 2nd Street.

The Specific Plan No. 23 Amendment creates a new Planning Area III, from 3.17-acres portion of the existing Planning Area I, and adds 0.48-acre lot that was previously zoned as Multiple Family (MF). Specific Plan No. 23 totals 9.32-acres. Planning Area III allows townhomes that are more compatible with and sensitive to the adjacent surrounding residential neighborhood than the existing industrial use, and have a density that is up to 13 units/acre. Furthermore the architecture will be more consistent with the adjacent neighborhoods.

The Craftsman homes will have 2 or 3-story massing with articulated front and rear elevations. Indoor/outdoor living is promoted through porches that activate the streetscene. Conceptual floor plans and elevations can be found in the Appendix. A Homeowners' Association (HOA) will maintain all common areas. Refer to Figure 1.1 Illustrative Site Plan for Planning Area III.

SPECIFIC PLAN NO. 23 AMENDMENT

The 47 two- and three-story townhomes include four different floor plans:

- Plan 1A is an approximate 1,400 square foot 3 bedroom, 3 bath home
- Plan 1B is an approximate 1,400 square foot 2 bedroom, 2.5 bath home
- Plan 2 is an approximate 1,770 square foot 3 bedroom, 3.5 bath home
- Plan 3 is an approximate 1,870 square foot 3 bedroom, 3.5 bath home
- Plan 4 is an approximate 1,320 square foot 3 bedroom, 2.5 bath home

This community will use sustainable design features and construction practices throughout the project. All buildings will be designed with efficiency in mind, meeting the 2013 CalGreen requirements related to environmental quality, use water efficient fixtures, and exceed the 2013 California Energy Code performance standards by at least 15%.

1.2 SPECIFIC PLAN DOCUMENT ORGANIZATION

The *Specific Plan No. 23 Amendment* defines a vision and establishes standards and requirements for site development. The *Specific Plan* is arranged into five sections as follows:

SECTION 1.0 INTRODUCTION

This Section provides the purpose and intent of the *Specific Plan Amendment*, development overview, site location, history, and a summary of the existing conditions affecting the *Specific Plan* area, including existing City land use and zoning designations, as well as existing and surrounding development area land uses.

SECTION 2.0 SPECIFIC PLAN NO. 23 (SDMC CHAPTER 18.538)

Forming the core of the *Specific Plan* document, this Section becomes a part of the San Dimas Municipal Code (SDMC) and serves as the zoning for both the existing industrial uses and the new residential development. The section specifies the permitted and conditionally permitted uses, and provides development standards and requirements.

SECTION 3.0 INFRASTRUCTURE

This Section describes the transportation requirements, public services, solid waste disposal, utilities, emergency services, and school provisions for the residential development in Planning Area III.

SECTION 4.0 IMPLEMENTATION

Provisions for financing/maintenance of improvements for the residential development in Planning Area III, the process for implementation, and procedures for amending this *Specific Plan* are discussed in this Section.

SECTION 5.0 CONSISTENCY WITH THE GENERAL PLAN

Section 5.0 discusses how the *Specific Plan Amendment* is consistent with the San Dimas General Plan, as amended, goals and policies.

1.3 PURPOSE AND INTENT

The *Specific Plan No. 23 Amendment* will add new goals to SP No. 23 as follows:

EXISTING GOALS:

- To ensure the development of the project area is compatible to adjacent uses.
- To minimize the negative adverse impact of traffic generated by any development by directing traffic away from the existing residential neighborhood.
- To incorporate creative and sensitive planning, architecture, landscape architecture, and engineering to develop a project that will enhance the existing

Chapter 1: Introduction



Figure 1.1 Illustrative Plan for Planning Area III

adjacent uses and promote the existing and future appearance of San Dimas.

- To provide provisions for the continued use and maintenance of existing improvements as the project areas recycle into development consistent with the provisions of the design standards within this specific plan.

NEW GOALS:

- To provide home ownership opportunities responsive to the needs of the community.
- To reclaim the currently underutilized site and transform it into a vibrant living environment.
- To provide a desirable, high-quality community where people will want to live.
- To stimulate revitalization efforts in nearby underutilized properties.

Implementation of the *Specific Plan No. 23 Amendment* provides the standards for desirable, infill development. The Plan coordinates the land use, intensity, scale, and aesthetic characteristics of development with the goals and policies of the San Dimas General Plan.

In February of 2014, the Planning Commission authorized the Community Development Department to initiate review of an application to amend Specific Plan No. 23 for this site.

1.4 SITE LOCATION

Specific Plan No. 23 Amendment area is located in the City of San Dimas in the eastern San Gabriel Valley of Los Angeles County. Access to the City is provided by the Foothill Freeway (State Route 210), the San Bernardino Freeway (Interstate 10), and the Orange Freeway (State Route 57). San Dimas consists of 15 square miles with an estimated population of 33,686 on January 1, 2013 (California Department of Finance). Refer to Figure 1.2 Regional and City Context for the general location of the project.

The site is located at the northwest corner of the railroad tracks and North Eucla Avenue and east of the Orange Freeway. The parcel is shaped in an elongated triangle, with an appendage that is approximately 30 feet wide and 700 feet long. Access is provided through a gated entry at the intersection of North Eucla Avenue and West 2nd Street, and will provide internal circulation to the property. Refer to Figure 1.1 Illustrative Site Plan for Planning Area III.

The site is currently home to LA Signal and has been used as contractor storage yard.

1.5 HISTORY

The properties within Specific Plan No. 23 were zoned M-1 when the City was incorporated in 1960. Since then the properties were rezoned on June 12, 2990 to Specific Plan No. 23 that included two planning areas: Planning Area I - Business Park District (includes area of the amendment) and Planning Area II - Village Plaza. The City approved SP-23 to create the opportunity for flexible project design and land uses relating to the surrounding neighborhood, since the M-1 zone did not. SP-23 minimizes higher intensity uses conditionally allowed in the Industrial Park Zone (IP) and uses allowed in the Light Manufacturing Zone (M-1).

The planning areas have traditionally been used as contractor storage yards that are not the desired use adjacent to residential uses. Therefore, a new Planning Area III is being created from Planning Area I to provide for residential development since Planning Area III is adjacent to established residential neighborhoods. An additional 0.48 acres site is also being added to SP-23 in Planning Area III. Refer to Figure 1.3 Specific Plan No. 23 Planning Areas and Vicinity Map.

SPECIFIC PLAN NO. 23 AMENDMENT

The Specific Plan Amendment does not affect Planning Areas I and II except to reduce the acreage of Planning Area I.

1.6 SURROUNDING LAND USES

Figure 1.3 Specific Plan No. 23 Planning Areas and Vicinity Map, shows the approximate 3.65-acre development site within its local context at North Eucla Avenue. The numbers correlate to photos of existing site conditions on page 1-7.

To the north are single family homes zoned as Single Family Downtown Residential (SF-DR).

The block east of Planning Area III is Planning Area I - Business Park District, which also belongs to the Specific Plan No. 23. Planning Area I is home to L.A.C. Motor Enterprises and General Pump Company - both of which are used as contractor storage yards.

Directly to the west are multi-family homes zoned Multiple Family (MF).

To the south is the Los Angeles Metropolitan Transportation Authority (LACMTA) and Burlington Northern Santa Fe (BNSF) owned rail line that extends diagonally along the south boundary of the Specific Plan. The Gold Line Rail Transit will be located in the rail line

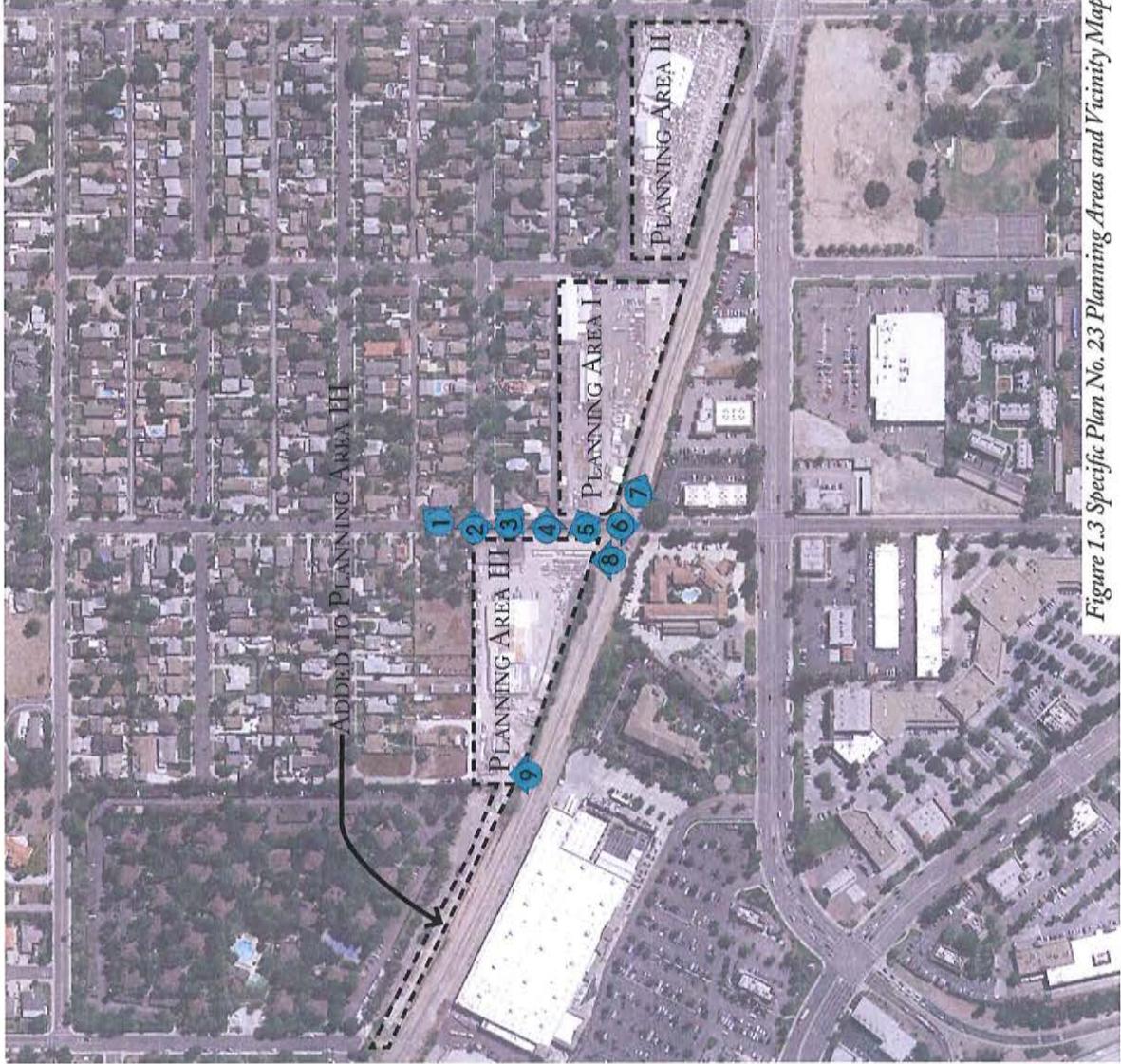
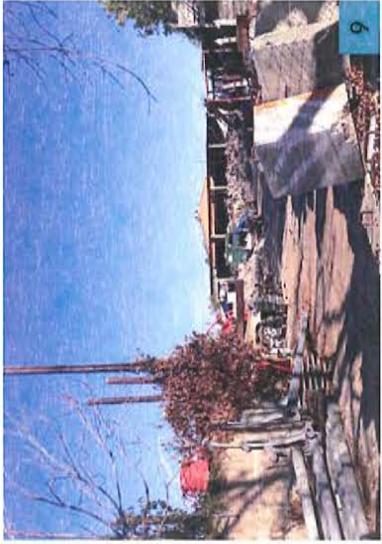
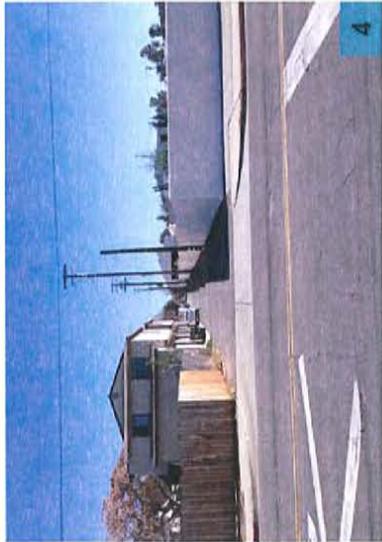


Figure 1.3 Specific Plan No. 23 Planning Areas and Vicinity Map

Chapter 1: Introduction



right-of-way. Further south across the rail line are regional commercial uses zoned Creative Growth (CG).

1.7 THE SAN DIMAS GENERAL PLAN

The seven separate elements of San Dimas General Plan govern land use and planning decisions for the city. All planning and development actions must be consistent with the General Plan.

The site currently has a land use designation of Industrial and the additional appendage currently has a land use designation of Commercial. Refer to Figure 1.4 San Dimas Land Use Plan. A change from the existing General Plan Land Use Map designation to Residential High will be required in order to implement the development (Case No. GPA 14-01). The Residential High designation allows development at a density of 12.1 to 16 dwelling units per acre. The Specific Plan Amendment allows a density of 13 units per acre. As previously mentioned, the Planning Commission authorized the Community Development Department to initiate review of an applications for General Plan amendment, zone change and other related actions for this site.

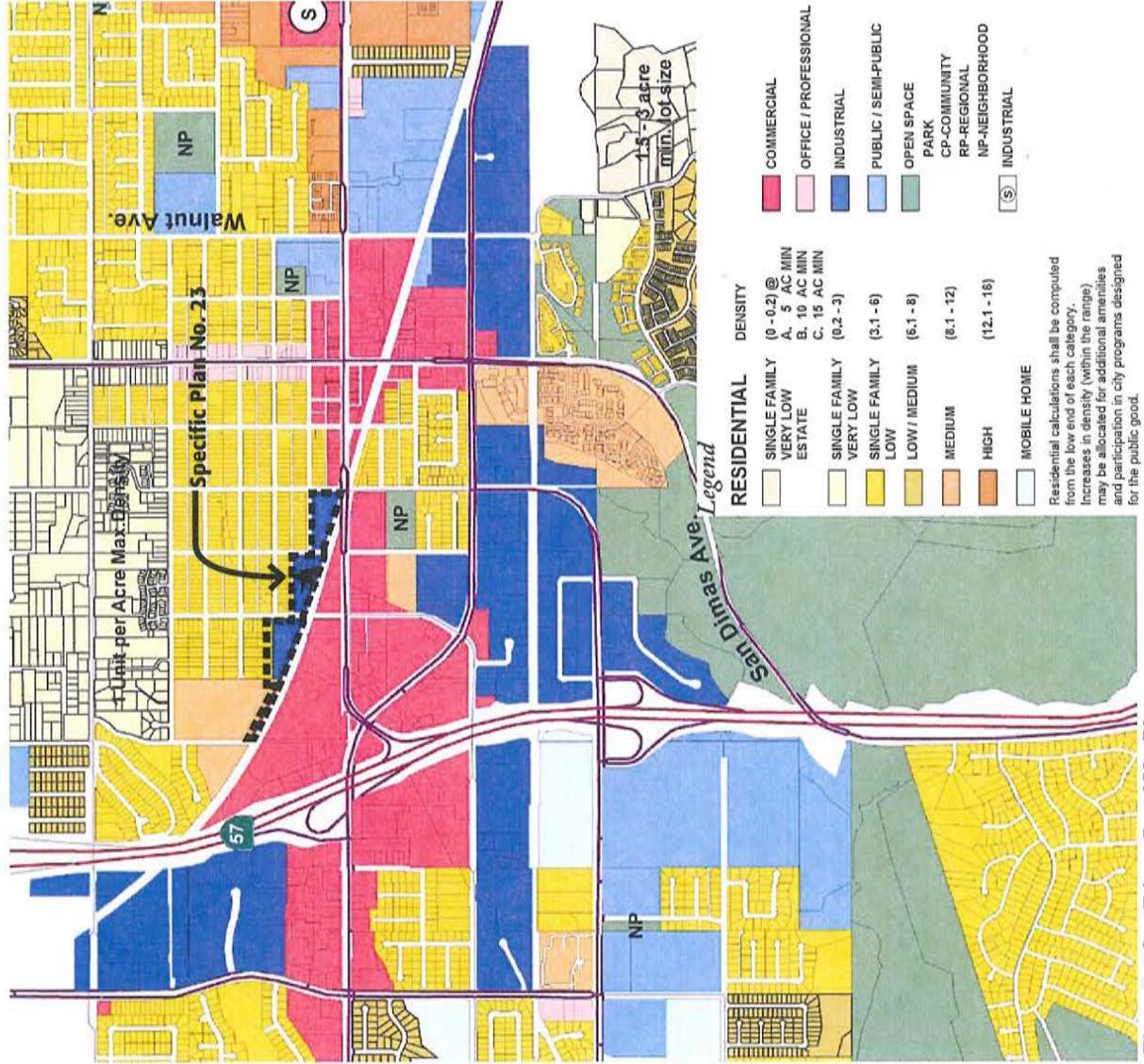


Figure 1.4 San Dimas Land Use Plan

Where conflicts exist between the Specific Plan No. 23 and the Zoning Code, this Specific Plan will take precedence.

1.9 AUTHORITY FOR SPECIFIC PLANS

The MCTA of Specific Plan No. 23 has been prepared under the authority granted to the City of San Dimas in accordance with the requirements of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 and 65457. The California Government Code authorizes cities to adopt specific plans by resolution or ordinance. A public hearing is required, after which the specific plan must be adopted by the San Dimas City Council for final approval.

Specific Plan No. 23 Amendment revises a regulatory document that serves as the zoning regulation for the property. Some elements of the development program will be enforced through conditions, covenants and restrictions (CC&Rs) established in conjunction with the subdivision map for portions of the Specific Plan area.

1.10 DEVELOPMENT PLAN REVIEW BOARD

All development is required to obtain a Development Plan Review Board approval. Development Plan Review Board (Case No DPRB 13-37) is being processed concurrently with the Specific Plan Amendment for Planning Area III.

1.11 TREE REMOVAL PERMIT

A request to remove existing trees and a tree replacement plan (Case No. 14-05) is also being processed concurrently with the Specific Plan Amendment for Planning Area III.

1.12 TENTATIVE TRACT MAP

Tentative Tract Map 72590 (Case No. TTM 13-01) has been prepared for 47 townhomes. Every home owner will be responsible for their own maintenance within their patio area. All common areas outside of the private open spaces will be maintained by the HOA including the private drives, lighting, and landscape.

1.13 CEQA

Pursuant to State and local CEQA guidelines, the City of San Dimas prepared an Initial Study for the development and has determined that any development pursuant to the Specific Plan Amendment could potentially result in environmental impacts, and therefore, required additional environmental review including a focused air quality and greenhouse gas study, biological report, arborist report, geotechnical report, phase I and II environmental site assessments (ESAs), traffic report, hydrology report, acoustical analysis and a human health risk assessment. The initial study identified specific mitigation measures that would mitigate any potential impacts resulting from development implementation to below a level of significance. Consequently, a Mitigated Negative Declaration has been prepared for the Specific Plan Amendment.

Chapter 2: Specific Plan No. 23

Municipal Code Text Amendment 13-06

Chapter 18.538 SPECIFIC PLAN NO. 23*

Sections:

Article I. General

- 18.538.010 Purpose and intent.
- 18.538.020 Authority.
- 18.538.030 Location.
- 18.538.040 General provisions.
- 18.538.050 Definitions.

Article II. Development Plan

- 18.538.060 Neighborhood setting.
- 18.538.070 Site specific conditions.
- 18.538.080 Existing improvements.
- 18.538.090 Circulation.
- 18.538.100 Planning areas—Purpose and intent.

Article III. Development Standards

- 18.538.110 Planning area I—Business park district.
- 18.538.120 Planning Area II—Village plaza.
- 18.538.125 Planning area III—Residential.
- 18.538.130 Provisions for existing improvements.

Article IV. General Development Standards

- 18.538.140 Streetscape design standards.
- 18.538.150 General provisions.

Article V. Plan Review and Disposition

- 18.538.160 Review requirements.
- 18.538.170 Minor modifications.
- 18.538.180 Appeal provisions.

* Editor's Note: Exhibits and appendices relating to Specific Plan No. 23 are located at the end of this chapter.

Article I. General

Chapter 2: Specific Plan No. 23 Amendment

18.538.010 Purpose and intent.

A. The size, shape and location of Specific Plan No. 23 presents a unique development opportunity within the city. The site encompasses three blocks north of a railroad right-of-way and south of an established residential neighborhood referred to as the San Dimas Town Core. The easterly project boundary is adjacent to the San Dimas downtown area which is known as "Frontier Village." The easterly boundary also has visibility to Bonita Avenue.

B. Specific Plan No. 23 provides the best mechanism for comprehensive, high quality, and sensitive development for the project area. The purpose of Specific Plan No. 23 includes the following:

1. To ensure that the development of the project area is compatible to adjacent uses;
2. To minimize the negative adverse impact of traffic generated by any development by directing traffic away from the residential neighborhood;
3. To incorporate creative and sensitive planning, architecture, landscape architecture, and engineering to develop a project that will enhance the existing adjacent uses and promote the existing and future appearance of San Dimas;
4. To provide provisions for the continued use and maintenance of existing improvements as the project areas recycle into development consistent with the provisions of the design standards within this specific plan; and
5. To provide home ownership opportunities responsive to the needs of the community;
6. To reclaim the currently underutilized site and transform it into a vibrant living environment;

7. To provide a desirable, high-quality residential community where people will want to purchase a new home within the City of San Dimas;

8. To stimulate revitalization efforts in nearby underutilized properties. (Ord. 938 § 1 (I (A)), 1990) (Ord. XXXX § 1, 2014)

18.538.020 Authority.

The adoption of Specific Plan No. 23 by the city is authorized by and pursuant to sections 65450 through 65457 of the California Government Code. (Ord. 938 § 1 (I (B)), 1990)

18.538.030 Location.

Specific Plan No. 23 encompasses land area which totals approximately 9.32 acres. The project area is assembled into three land areas roughly resembling city blocks. Each "block" is adjacent to the railroad right-of-way which runs in a diagonal manner when compared to a traditional north, south, east, west grid street system. Each "block" has street frontage, however, visibility from Bonita Avenue is limited. The project boundaries are indicated on the attached Exhibit A. (Ord. 938 § 1 (I (C)), 1990) (Ord. XXXX § 1, 2014)

18.538.040 General provisions.

The project areas of Specific Plan No. 23 are designated as industrial and residential high by the city general plan. All development, uses and activity shall be subject to, but not limited to, the following general provisions:

A. Unless otherwise specified, all development, uses and activity within Specific Plan No. 23 shall comply with this code. Terms used in this chapter shall have the same meaning as defined elsewhere in this code unless otherwise provided;

Chapter 2: Specific Plan No. 23 Amendment

B. Any details or issues not specifically covered by this specific plan shall be subject to the regulations of this code;

C. The review and approval of development within the specific plan area shall be subject to Section 65450 et seq. of the state Government Code;

D. All construction within the boundaries of the specific plan area shall comply with all provisions of the California Building Codes and the various mechanical, electrical and plumbing codes as applicable and adopted by the city.

E. Minor modifications to Specific Plan No. 23 which do not alter the intent of this specific plan pursuant to the provisions of Section 18.538.170 of this chapter;

F. If any regulation, condition, program or portion thereof of this specific plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and the invalidity of such provision shall not affect the validity of the remaining provisions herein; and

G. Other similar uses which the Planning Commission finds compatible and similar to the permitted uses described in this section to a determination of use pursuant to provisions of Chapter 18.12 of this Title. (Ord. 938 § 1 (I (D)), 1990) (Ord. XXXX § 1, 2014)

18.538.050 Definitions.

Unless the context otherwise requires, or unless different definitions are set forth in individual titles, chapters, or sections of this title, the words or phrases defined in this specific plan shall have the meaning and construction ascribed to them in this section. When not inconsistent with the context, words in the singular shall include the plural and words in the plural shall include the singular. The word "shall" is mandatory and the

word "may" is permissive. Words and phrases not defined in this chapter shall be defined in the following sources by the following order; (1) other chapters of this code; (2) definitions contained in the city adopted chapters of the California Building Code; (3) definitions contained in legislation of the state; and (4) Webster's Dictionary.

1. "Abut" means contiguous to. For example, two adjoining lots with a common property line are considered to be abutting.

2. "Accessory structure" means a structure located on the same lot or parcel as the primary structure. Said structure would serve an incidental or accessory use secondary to the principal use of the land.

3. "Accessory use" means a use which is incidental or secondary to the primary use of the lot or parcel. Such use is devoted exclusively to the primary land use.

4. "Adjacent" means the same as abut; however, public rights-of-way and major utility easements shall not be considered as separating "adjacent" uses.

5. "Architectural feature" means a part, portion, projection, or treatment that contributes to the visual beauty, elegance, historical consistency, or design integrity of a building or structure, and is not necessary for the structural integrity of the building or structure or to make said structure or building habitable. Said architectural feature does not include signs or other forms of use identification.

6. "Automobile parking" means parking of operational and street legal motor vehicles on a temporary basis within an improved off-street parking area.

7. "Berm" means a man-made mound(s) of earth incorporated into a landscape design used for the purpose of visual

Chapter 2: Specific Plan No. 23 Amendment

screening, decorative features, and landscape design enhancement.

8. "Buffer area" means an area of land used to visibly and physically separate one use from another. Such a buffer area would typically be devoid of structures and landscaped in a manner to shield noise, glare and other nuisances from neighboring uses.

9. "Building" means any structure built or maintained for the support, enclosure and protection of persons, equipment, animals, chattels or property of any kind. The word "building" as used in this title includes the word "structure."

10. Building, Accessory. "Accessory building" means the same as "accessory structure."

11. "Building coverage" means the gross area of a lot or parcel of land occupied by all of the ground floor, or building footprint, of a building or structure which is under roof.

12. "Building height" means the maximum vertical distance as measured from the interior floor level to the top of the uppermost part of the structure through any vertical section.

13. Building, Non-conforming. "Non-conforming building" means a building or portion thereof, lawfully existing pursuant to the ordinance in effect at the time of construction or subsequent alteration, but which does not comply with any development criteria adopted at a later date.

14. "Business" means the purchase, sale or other transaction or place thereof involving the handling, disposition or transaction of any article, substance, product, service or commodity for livelihood or profit. Such activity includes an addition, operation, or provision of any service or service establishment, office building, outdoor advertising sign and/or structure, recreational and/or amusement enterprise conducted for livelihood or profit.

15. "Business frontage" means the lineal footage of any side of a business building facing an adjacent street or the unit's designated automobile parking area and upon which a sign may be located as provided by this specific plan.

16. "City" means the city of San Dimas.

17. "Commercial use" means a business, normally involving office, retail, sales, or service uses.

18. "Common area" means land in a development held in common and/or single ownership and not reserved for the exclusive use of benefit of an individual tenant or owner.

19. Council, City. "City council" means the city council of the city.

20. "Courtyard" means an open, unoccupied space, other than a required yard, on the same lot or parcel with a building or buildings. Such courtyard is typically bounded on two or more sides by such building(s).

21. "Density" shall be determined by dividing the total number of homes by the gross area of the parcel.

22. "Design review" means the process of city review and approval of development proposals as required by Chapter 18.12 of this title.

23. "Display frontage" means the lineal footage of the front of an area used for display and sale of merchandise located outdoors. Such display area typically faces a street or automobile parking area.

24. "Drive-in" means an establishment which provides parking facilities and service to those facilities in order that patrons may utilize on-site goods and/or services without leaving their vehicles. Said drive-in service may be in conjunction with, or exclusive of, any other form of service, including drive-through or conventional seating.

Chapter 2: Specific Plan No. 23 Amendment

25. "Driveway" means an unobstructed paved area which provides access to vehicle parking, loading, or maneuvering area.
26. "Enclosed building" or "enclosed structure" means a building or structure with a permanent roof and enclosed on all sides by solid exterior walls. Such solid exterior walls may feature windows, loading doors, and customary entrance and exit doors.
27. "Enclosed space" means an area enclosed on all sides by a solid physical barrier such as a fence or wall.
28. "Existing improvements" means any improvements which exist at the time of the adoption of this specific plan. Such existing improvements must have been legally constructed in compliance with all building and zoning codes in effect at the time the improvements were constructed.
29. "Exterior boundary" means the perimeter of any lot or parcel of land or assembly of lots or parcels to be developed in an integrated, comprehensive manner.
30. "Fence" means any device forming a physical barrier between two areas. Such barrier may be constructed of slump block, tubular steel, wrought iron, some vinyl, chain-link, lou-ver, wood stake, masonry, lumber, or other similar material in accordance with adopted city standards.
31. Floor Area, Gross. "Gross floor area" means the total floor area of a building under roof measured in square feet. Such measurement would include each horizontal plane which constitutes a floor as measured to the outside of the exterior walls of all floors.
32. "Frontage" means, with regards to a lot, that side of a lot abutting on a street, typically the front lot line. With regards to a building, see "business frontage."
33. Garage, Private. "Private garage" means a portion of a building, used primarily for automobile parking. Garages shall not be for habitation.
34. "Height" means the vertical distance from the grade to the highest point of the coping of a flat roof or to the average height of the highest gable of a pitch or hip roof.
35. Homeowner Association or "HOA" means a community association which is organized within a development in which individual owners share common interests and responsibilities for open space, landscaping or facilities.
36. "Industry" means the manufacture, fabrication, processing or reduction of any article, substance or commodity or any other treatment thereof in such a manner as to change the form, character or appearance thereof. In addition, it shall include trucking facilities, warehousing, storage facilities, business facilities serving primarily industry, and similar enterprises.
37. "Institutional use" means a non-profit or quasi-public use or institution, such as a church, library, public or private school, utility, hospital, or municipally owned or operated building, structure or land used for public purpose.
38. "Landscaping" means the planting and maintenance of a combination of trees, shrubs, vines, ground cover, flowers and lawn. In addition, such landscaping may include design features such as rock and stone, garden-type fencing and decorative structures. Such design features may also include water elements, art works, decorative walks, benches, and decorative paving.
39. "Loading area" means the portion of a site developed to accommodate loading spaces including the related aisles, access drives and buffers.

Chapter 2: Specific Plan No. 23 Amendment

40. "Loading space" means an off-street space or berth on the same lot and contiguous with the building it is intended to serve for temporary parking of commercial transport vehicles while loading and unloading merchandise, materials, supplies, manufactured products and similar items.

41. "Lot" means any numbered or lettered parcel shown on a recorded tract map.

42. "Main building" or "main structure," also referred to as principal and primary building or structure. Such building and structure would contain and enclose the activity which is the main use of the lot or parcel of land upon which the building is situated.

43. "Main use" means any use of a building, structure, or land which is the primary feature of the activity conducted on the lot or parcel of land.

44. "Mixed use" means any multiple use of a building, structure, or land which promotes varying forms of activity at various times of the day. Such combinations of uses would include, but not be limited to, retail commercial, light industrial, office, and cultural and gathering uses.

45. "Mound" means a raised embankment of earth intended as a landscaping feature to visually obscure an area or provide design enhancement. Also see "berm."

46. "Multi-phase development" means a development project which is constructed in increments. Each increment would be capable of existing independent of the others, but the completed project would be a comprehensive design.

47. "Off-street parking space" means a temporary storage area for a motor vehicle that is not located on a dedicated street right-of-way. Such right-of-way may be public or private.

48. Open Space, Common. "Common open space" means any parcel or area of land set aside, dedicated, designated or

reserved for use and enjoyment of all owners and occupants of a development. Usable common open space shall constitute area(s) readily accessible, practical and generally acceptable for active and/or passive recreation uses.

49. Open Space, Private. "Private open space" means a fenced or otherwise screened area designated for a specific tenant or resident intended for landscape or recreation purposes.

50. "Parking area" or "parking lot" means a portion of a site devoted to the temporary parking of motor vehicles, including actual parking spaces, aisles, access drives, and related landscaping. 51. "Permitted Use" means any use allowed within the planning area regulations and subject to the restrictions applicable to that planning area.

52. Pet, Household. "Household pet" as described and regulated in Chapter 18.20 Residential Zone Generally.

53. "Planning Commission" means the planning commission of the city.

54. "Public utility installation" means building(s) or other structure(s) and equipment owned and operated by a public or private utility company subject to regulation by the state Public Utilities Commission.

55. "Quasi-public" means a use which involves as its primary purpose, the administration of a required government program or a government regulatory program.

56. "Retail" means the selling of goods, wares or merchandise directly to the ultimate consumer or persons without a resale license.

57. "Service station" means a motor fuel dispensing establishment offering for sale various grades of motor fuel, oil, engine lubricants, and automobile related accessories, such an establishment may also repair services including but not lim-

Chapter 2: Specific Plan No. 23 Amendment

ited to painting, body work, restoration, auto wrecking, engine repair and motor vehicle maintenance.

58. "Service" means an act, or any result of useful labor, which does not in itself produce a tangible commodity.

59. "Setback" means the area between the building line and the nearest property line.

60. "Sign" means any device, or part thereof, capable of visual communication or attraction including any announcement, declaration, demonstration, display, illustration, insignia or symbol used to advertise or promote the interest of any person, partnership, association, corporation, institution, organization, product, service, event, location or other business entity by any means, including words, letters, figures, designs, symbols, fixtures, colors, illumination or projected images. "Sign" shall not include any official notice, declaration, warning, or information sign or structures issued by any federal, state, county or municipal authority.

61. "Storage area" means an area used or intended for the storage of materials, refuse, or vehicles and equipment not in service.

62. "Story" means that portion of the building between the upper surface of any floor and the upper surface of the floor next above except that if there is no floor above, then the space between such floor and the ceiling or roof above.

63. "Street furniture" means man-made, above ground items that are usually found in a street right-of-way such as benches, bus stops/enclosures, newspaper racks, hydrants, traffic lights, signs, utility poles and the like.

64. "Temporary structure" means a structure which is permitted within a land use district without a permanent foundation or footing and which is removed when the designated time

period, activity, or use for which the temporary structure was erected has ceased.

65. "Temporary use" means a use permitted within a designated land use district and established for a fixed period of time with the intent of terminating such use upon the expiration of the time period.

66. "Tract" means a parcel site, piece of land, or property which is subject to a residential development action involving five lots or more.

67. "Unique natural feature" means that part of the natural environment which adds character to a location which is not readily found in other locations, and if altered or damaged cannot be replaced.

68. "Use" means, the purpose for which land or a building is occupied, arranged, designed or intended, or for which either land or building is, or may be occupied or maintained. A use may be passive, such as parking and/or storage.

69. "Yard" means an open space that lies between the principal building and the nearest lot line. Such yard is unoccupied and unobstructed from the ground upward, except as may be specifically provided in the specific plan. Unless otherwise specified, a yard is fully landscaped.

70. Yard, Required. "Required yard" means a yard, as defined in this section, that occupies the area of a required setback. (Ord. 938 § 1 (I (E)), 1990) (Ord. XXXX § 1, 2014)

Article II. Development Plan

18.538.060 Neighborhood setting.

Specific Plan No. 23, is uniquely located. The project area is predominantly adjacent to the established Town Core residential neighborhood. This neighborhood has a rich historical significance to the city in that the first homes built in the city

were/are located in this area. To the east, the project area joins the downtown Frontier Village of San Dimas. This area is of considerable historical and cultural significance to city residents. The project area abuts the railroad right-of-way along the southerly project boundary. Beyond the railroad is the commercial area of Bonita Avenue. Development proposed within the project area should reflect the unique neighborhood setting surrounding the specific plan. (Ord. 938 § 1 (II (A)), 1990)

18.538.070 Site specific conditions.

A. The site has several inherent development challenges. The most significant is the unusual parcel size and property configuration. The proximity of the residential neighborhood, the diagonal approach of the railroad, and limited street frontage are also significant design challenges. The project area is divided into three separate blocks. Thus, development alternatives are reduced because of the divided project area.

B. The proximity of the residential neighborhood is an influential factor on the ultimate site and architectural design of a development proposal. It is important to the city that the Town Core neighborhood retain its integrity. Therefore, a site design which is sensitive to the adjoining residential property is extremely important. Also, architecture which reflects a residential character is desirable. The final design consideration is the relationship the project area has with the downtown Frontier Village. The easterly most "block" has a direct visual and boundary relationship with the downtown area. This "block" also has visibility to Bonita Avenue. This creates additional opportunities as well as further design challenges. (Ord. 938 § 1 (II (B)), 1990)

18.538.080 Existing improvements.

Each of the "blocks" contain existing improvements and land uses. It is recognized that the existing activities within the boundaries of Specific Plan No. 23 are important to the city. The existing improvements which do not conform to the development standards provided within Specific Plan No. 23 shall be allowed to remain and be maintained as long as the existing improvements are not physically expanded beyond their present size, scope or intensity. (Ord. 938 § 1 (II (C)), 1990)

18.538.090 Circulation.

A. Two of the three "blocks" have street frontage on three sides. The third "block" has street frontage on only one side. The third "block" is the most westerly within the project area. All three "blocks" have the railroad right-of-way bordering their southerly project boundary. Project circulation design is very important. Traffic generation shall be monitored, planned and observed. Potential development should be sensitive to the surrounding neighborhood. Non-residential circulation access points should be as far away from the residential neighborhood as possible and located where deemed safe by the City Engineer and the Public Works Department. Also, the number of access points should be limited to one, or two at the most, for each "block."

B. The access points should be designed to accommodate all forms of project generated traffic. Therefore, the entry design is important from both a functional and aesthetic perspective. To ensure that access points are limited, on-site circulation should be efficiently designed. The long-term parking (for employees) for non-residential uses should be placed in a manner not to conflict with the higher turnover parking demands, such as visitor parking and loading areas. Residential

parking should be convenient for residents. (Ord. 938 § 1 (II (D)), 1990) (Ord. XXXX § 1, 2014)

18.538.100 Planning areas—Purpose and intent.

A. The incorporation of the planning area concept into this specific plan creates the opportunity for flexible project design and land uses relative to the unique project characteristics of the specific plan. The creation of planning areas acknowledges that portions of the project area have varying design and use opportunities because of visibility, street frontage, adjoining land uses and location. In this respect, development within the project area would be sensitive to adjoining land uses while maximizing the appropriate development potential within the specific plan.

B. The configuration of the project area creates three logical planning areas (see Exhibit A) within the three "blocks." The middle "block" or planning area I has both a direct relationship with the residential neighborhood and is closer to Bonita Avenue. Also, the railroad creates a physical separation between Bonita Avenue land uses and the project area. Therefore, planning area I is appropriate for specialized uses not dependent upon drive-by, impulse patronage.

C. Planning area II consists of the "block" closest to the downtown Frontier Village. In addition to its proximity to downtown, the direct visibility and the physical relationship with the downtown are two important considerations. The railroad does not separate planning area II from Bonita Avenue in the same manner as the other two "blocks." Although many of the residential relationship concerns are the same as the first planning area, the location of this planning area creates an opportunity for unique design application and land uses.

D. The westerly "block" or planning area III has the most direct relationship with the residential neighborhood. This "block" has no direct visibility to Bonita Avenue. Also, the railroad creates a physical separation between Bonita Avenue land uses and the project area. Therefore, planning area III is the most appropriate for residential use. (Ord. 938 § 1 (II (E)), 1990) (Ord. XXXX § 1, 2014)

Article III. Development Standards

18.538.110 Planning area I—Business park district.

The business park district is uniquely suited for specialized light industrial and business uses. The business park district is intended to allow for the careful combination of high quality light industrial, warehousing, passive commercial, office and business uses. The development of the business park district may be a single, high quality user, or as a high quality, amenity oriented, architecturally sophisticated business park.

A. Permitted Uses. The business park district permits certain limited light industrial, general business, office and passive commercial uses as set forth below. Each use shall be evaluated in terms of its operational characteristics and development plan in respect to the potential relationship with the adjoining residential neighborhood.

Buildings, structures, and land shall be used, and buildings and structures shall be altered or enlarged only for those uses specified herein. In addition, those uses the development plan review board may deem as similar but not more obnoxious or detrimental to the public health, safety and general welfare as those listed below may be permitted pursuant to the provisions of Chapter 18.12 of this title. All uses shall be conducted within

Chapter 2: Specific Plan No. 23 Amendment

- a totally enclosed building, except as permitted by a conditional use permit.
1. Those uses permitted in the I-P Zone.
 2. Upholstery shop.
 3. Packaging business.
 4. Electrical or neon sign manufacturing and maintenance.
 5. Ice and cold storage plants.
 6. Machinery and shops: Cabinet or carpentry shops, machine shops, sheet metal shops, tinsmiths, welding shops.
 7. Garment manufacturing, including silk screen.
 8. Manufacturing, compounding, processing, packaging, or treatment of products such as: bakery goods, candy, cosmetics, dairy products, pharmaceutical drugs, food products (excluding sauerkraut, vinegar, yeast, and rendering of fats and oils), perfumes and toiletries.
 9. Manufacturing, compounding, assembly or merchandise from the following previously prepared materials: Bone, canvas, cellophane, cloth, cork, feathers, felt, fiber, fur, glass, hair, horns, leather, metals, paper, plasters, precious and semi-precious stones and metals, shells, textiles, tobacco, wood, yarns, rubber and metal stamps, shoes, stone monuments works.
 10. Processing: Laboratories, blueprinting or photocopying, laundries, carpet rug cleaning plants, dry cleaning and dyeing plants.
 11. Fabrication: Fabrication of products made from finished rubber and plastics.
 12. Wholesaling and warehousing: Wholesaling and warehousing facilities, storage and distribution agencies, janitorial supplies, service/building maintenance, TV repair and service, athletic supply.
13. Office and related uses: Business and administrative offices, bookkeeping service, catalog store, data processing; employment agency, finance office, import-export offices and wholesale warehouse, mail-order; office machines sales and service, stock and commodity brokerage, telephone answering and exchange.
 14. Other uses incidental and directly related to the service and operation of a permitted use: On-site employee recreational facilities, on-site medical clinics, industrial and business training facilities, conference and meeting rooms.
 15. Other similar uses which the development plan review board finds compatible and similar to the permitted uses described herein, subject to a determination of use pursuant to Chapter 18.12 of this title.
- B. Uses Subject to a Conditional Use Permit. Any use listed in subsection A of this section which because of operational characteristics specific to that particular business is found by the director of development services to have the potential to impact negatively adjoining properties, businesses or residences, and is therefore, appropriate to receive additional review and consideration. Said impacts may be related to, but not necessarily limited to impacts of traffic, hours of operation, assemblages of people, noise, or site location. The following uses may be permitted subject to a conditional use permit pursuant to Chapter 18.200 of this title:
1. Manufacturing plants which manufacture or process chemicals.
 2. Outdoor storage incidental to and directly related to those uses permitted in subsection A.
 3. Ceramic products using only previously pulverized clay and fired in kilns using only electricity or gas.
 4. Bottling plants.

Chapter 2: Specific Plan No. 23 Amendment

5. Contractor equipment storage yards provided such storage is incidental and directly related to an office or administrative facility as permitted in subsection A.
 6. Machinery and shops, paint shops, punch presses.
 7. Manufacturing, compounding, assembly or treatment of articles or merchandise from the following previously prepared materials: paints not employing a boiling process, plastics and synthetics, petroleum and petroleum products.
 8. Processing: Creameries.
- C. Development Standards. The following standards shall apply to all improvements, structures and uses within planning area I:
1. Building setbacks.
 - a. Property Lines Adjacent to Streets. Minimum of thirty feet for structures of building height of up to twenty-six feet. For structures greater than twenty-six feet, the minimum setback shall be forty feet. A minimum of fifty percent of the area created by the building setback shall be maintained as landscaping exclusive of parking, driveways and access aisles pursuant to subsection (C)(4)(b).
 - b. Interior Property Lines. Interior property lines which abut residential property shall maintain a minimum fifteen foot setback. Where an interior property line abuts a non-residential use, no setback is required. However, each project shall be required to submit illustrative line-of-site drawings to demonstrate that the project is designed sufficiently to accommodate the type of uses permitted in accordance with the development standards in this section. The development plan review board may require greater setbacks as deemed appropriate pursuant to Chapter 18.12 of this title.
 2. Maximum Building Coverage. None Required. Permitted maximum coverage shall be a secondary consideration subordinate to compliance with all other design regulations contained in this specific plan.
 3. Maximum Building Height. The maximum building height shall be thirty-five feet. Buildings shall be designed in such a manner so that no vertical plane greater than twenty-six feet shall compromise more than fifty percent of any elevation visible to a street or residential property.
 4. Landscaping. The following areas shall be fully landscaped and irrigated, maintained in good appearance and kept in a weed and disease free manner:
 - a. Adjacent to Streets. A minimum twenty foot deep landscape area is required adjacent to all property lines abutting a street. Said twenty foot deep landscape area shall not be required at points of drive-way access, however decorative paving a minimum of twenty feet deep shall be applied in lieu of the landscape area.
 - b. Within required building setbacks adjacent to streets. A minimum of fifty percent of the area created from the setback required in subsection (C)(1)(a) shall be maintained as landscaping exclusive of drive aisles, parking and driveways.
 - c. Buffer landscape a minimum of fifteen feet deep shall be provided where an area abuts residential property.
 - d. All landscaping required in this Section shall be contained within planters of raised concrete curbing six inches in height.
 - e. All interior side and rear setbacks shall be fully landscaped, except where paved for parking or enclosed as a storage yard.
 5. Signage. The provisions of Chapter 18.152 apply, except as provided below.
 - a. Center identification or single user freestanding signs permitted pursuant to Chapter 18.152 shall be a maximum of

Chapter 2: Specific Plan No. 23 Amendment

four feet in height, as measured from the sign base to the top of sign.

b. Wall mounted and facade signs permitted pursuant to Chapter 18.152 shall be constructed of individual mounted letters and symbols.

c. Signs which are illuminated shall not produce glare or unnecessary light as to create a nuisance for the nearby residential neighborhood. This shall be accomplished by using low wattage illumination and muted colors. Exposed neon lighting is prohibited.

d. A sign program is required for all multitenant complexes pursuant to Chapter 18.152.

6. Off-Street Parking and Loading. The provisions of Chapter 18.156 shall apply.

7. Architecture. Building and structural architecture shall be compatible with the surrounding Town Core residential area and shall be approved by the development plan review board pursuant to Chapter 18.12 of this title. Architecture shall be high quality using textures, materials, colors and architectural treatments and fixtures to accomplish the following goals:

a. Compatibility with the surrounding residential neighborhood: This neighborhood is primarily single-family residences constructed with wood siding. Architectural features which employ, reflect and are sensitive to the predominately wood-sided residences shall be incorporated into any architectural design.

b. Roof features which reflect the full roofs of residential structures. All architectural designs shall incorporate roof features which either functions as or appear as a full roof. Full roof features may be employed to conceal roof mounted equipment pursuant to Section IV (B)(2) of this specific plan.

c. Innovative architectural features and design treatments: Features and treatments such as staggered planes, decorative piers and decorative treatment of exposed concrete shall be incorporated into any architectural design. Such design features are intended to create light and shadow pockets, reduce mass and create an interesting entrance to the residential neighborhood.

d. Sensitive Use of Colors. Colors which complement the surrounding residences and enhances architectural features shall be used. (Ord. 938 § 1 (III (A)), 1990) (Ord. XXXX § 1, 2014)

18.538.120 Planning Area II—Village plaza.

The village plaza is uniquely suited for specialized commercial, industrial, administrative, and cultural uses. The village plaza location at the westerly edge of the downtown Frontier Village, with visibility to Bonita Avenue, creates an opportunity for an innovative and unique mixed use development. The location of the village plaza offers the opportunity to create a development which invites, generates and enhances pedestrian use of the village plaza, Frontier Village and the adjoining Bonita Avenue commercial uses. The village plaza has historical significance in that it is the location of a fruit packing house; a use which influenced the character of the city. The village plaza is intended to allow for the careful combination of high quality specialty retail, commercial, office, business industrial and cultural uses.

A. Permitted Uses. The village plaza permits certain retail, commercial, general business, office, light industrial and cultural uses as set forth below. Each use shall be evaluated in terms of its operational characteristics and specific plan loca-

Chapter 2: Specific Plan No. 23 Amendment

tion, and in respect to the potential relationship with the adjoining residential neighborhood.

Buildings, structures, and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for those uses specified in this chapter. In addition, those uses the development plan review board may deem as similar but not more obnoxious or detrimental to the public health, safety and general welfare as those listed below, may be permitted pursuant to the provisions of Chapter 18.12 of this title. All uses shall be conducted within a totally enclosed building, except as permitted by a conditional use permit.

1. Those uses permitted in planning area I.
2. Office and Related Uses. Business and administrative offices, bookkeeping service, catalog store, data processing, employment agency; finance office, import-export office and wholesale warehouse, mail-order, office machines sales and service, stock and commodity brokerage, telephone answering and exchange.
3. Processing. Laboratories, blueprinting or photocopying, laundries, carpet and rug cleaning plants, dry cleaning and dyeing plants.
4. Eating places, including take-out service businesses, but not including drive-through or drive-in facilities.
5. Convenience goods and service businesses, including food markets, pharmacies, barber or beauty shops, cleaners and laundries, small appliances repair businesses and similar uses.
6. Specialty commercial uses, such as antique shops, jewelry stores, music stores, bicycle repair and sales, and similar uses.

7. Art galleries, meeting facilities, and similar civic and cultural uses.

8. Semi-mobile or quasi-permanent specialty retail and food vendor uses such as flower sales, jewelry sales, clothing and apparel sales and food and beverage sales pursuant to the provisions of this specific plan.

9. Transit stations which provide transportation facilities for rail, bus and automobile services. Such facilities may include multiple uses as provided in Section 18.538.120 (A) and (B).

10. Other similar uses which the development plan review board finds compatible and similar to the permitted uses described in this section, subject to a determination of use pursuant to Chapter 18.12 of this title.

11. Accessory massage permitted with the following primary businesses: barbershop, beauty salon and similar uses.

B. Uses Subject to a Conditional Use Permit. Any use listed in subsection A, which because of operational characteristics specific to that particular business is found by the director of development services to have the potential to impact negatively on adjoining properties and would be appropriate to receive additional consideration. Said impacts may be related to, but not necessarily limited to, impacts of traffic, hours of operation, assemblages of people, noise or site location. The following uses may be permitted subject to a conditional use permit pursuant to Chapter 18.200:

1. On-sale alcoholic beverages, provided such use is incidental and secondary to another permitted use in this section.
2. Off-sale alcoholic beverages.
3. Outdoor sale, storage and display of merchandise and/or provisions of services, other than those permitted pursuant to subsection (A)(8), provided that such uses are in con-

Chapter 2: Specific Plan No. 23 Amendment

junction with, and are related to, a permitted use within a structure on the same premises.

C. Development Standards. Planning area II, is intended to have a strong relationship with the adjoining Frontier Village in both architectural design and land uses. The following standards shall apply to all improvements, structures and uses within planning area II:

1. Building Setbacks. The following design standards shall apply:
 - a. Property Lines Adjacent to Streets—General. Minimum of thirty feet for structures of building height of up to twenty-six feet. For structures greater than twenty-six feet, the minimum setback shall be forty feet. A minimum of fifty percent of the area created by the building setback shall be maintained as landscaping exclusive of parking, driveways and access aisles pursuant to subsection (C)(4)(b).
 - b. Property Lines Adjacent to Streets—Cataract Avenue. An average minimum setback of thirty feet, with no setback less than twenty feet for all structures regardless of height. A minimum of eighty percent of the area created by the building setback shall be maintained as landscaping or hardscape, exclusive of parking, driveways and drive aisles pursuant to subsection (C)(4)(b).
 - c. Interior Property Lines. No setback required. However, each project shall be required to submit line-of-sight drawings to demonstrate that the project is designed sufficiently to accommodate the types of uses permitted in accordance with the development standards in this section. The development plan review board may require greater setbacks as deemed appropriate pursuant to Chapter 18.12 of this title.
2. Maximum Building Coverage. None required. Permitted maximum coverage shall be a secondary consideration subor-

ordinate to compliance with all other design regulations contained in this specific plan.

3. Maximum Building Height. The maximum building height shall be thirty-five feet. Building height in excess of thirty-five feet shall be permitted with the approval of a conditional use permit pursuant to Chapter 18.200 of this title and the following provisions:

- a. Architectural Consideration. Architectural features which are historically related to the original fruit packing house use and the adjoining Frontier Village.
 - b. Design Amenities. Design amenities such as flags and decorative pennants which are fully integrated into a design concept may be considered in the portion of planning area II, indicated by an asterisk on Exhibit D.
 - c. Every elevation shall have design elements which are so arranged that there is no continuous vertical plane greater than twenty-six feet in height which comprises more than thirty percent of any elevation.
 - d. Each elevation shall receive full architectural design treatment.
4. Landscaping. The following landscaping provisions shall apply. All landscaped areas shall be maintained in good appearance and kept in a weed and disease free manner.
- a. Adjacent to Cataract Street. The area created from the building setback as required in subsection (C)(1)(b), shall receive hardscape and landscape treatment in such a manner as to encourage the pedestrian use of this area. Such treatments may include, decorative paving and patterns, landscaped planters, tree wells, and water features.
 - b. Adjacent to First Street. A minimum twenty foot deep landscape area is required adjacent to First Street. Said twenty foot deep landscape area shall not be required at

points of drive-way access, however decorative paving a minimum of twenty feet deep shall be applied in lieu of the landscape area.

c. All landscaping required in this section shall be contained within planters of raised concrete curbing six inches in height.

d. All interior side and rear setbacks shall be fully landscaped, except where paved for parking or enclosed as a storage yard.

5. Signage. The provisions of Chapter 18.152 shall apply, except as provided below.

a. Center identification free-standing signs permitted pursuant to Chapter 18.152. Such signs shall be a maximum of five feet in height, as measured from the sign base to the top of sign.

b. Wall mounted and facade signs permitted pursuant to Chapter 18.152 shall be constructed of routed or sandblasted wood. Such signs may be displayed as a "blade" or "flush" mounted sign.

c. A sign program is required for all multitenant complexes pursuant to Chapter 18.152.

6. Off-Street Parking and Loading. The provisions of Chapter 18.156 shall apply.

7. Architecture. Building and structural architecture shall be compatible with the adjoining downtown Frontier Village and incorporate the fruit packing house design and shall be approved by the development plan review board pursuant to Chapter 18.12 of this title. Architecture shall be high quality using textures, materials, colors and architectural treatments and features to accomplish the following goals:

a. Compatibility with Adjoining Frontier Village. The downtown area is the focal point of San Dimas reflecting the west-

ern heritage of the community. The fruit packing house has historical significance in that the fruit packing industry played an influential role in the development of early San Dimas. The architectural uniqueness of the fruit packing house should be reflected in the site development.

b. Roof features should reflect the western parapet design theme and be sensitive to the full roof treatments of the nearby residential area. All architectural designs shall incorporate roof features which either function as, or appear as, a full roof. Full roof features may be employed to conceal roof mounted equipment pursuant to Section 18.538.150 (B).

c. Innovative Architectural Features and Design Treatments. Features and design treatments shall reflect the wood sided, Early California style of architecture. Such features may include rough sawn wood sidings, posted roof overhangs, and wood railings.

d. Sensitive Use of Colors. Colors which are natural or earth toned and reflect the Early California image shall be used. Accent colors to provide interest and liveliness may be used. (Ord. 1185 § 25, 2008; Ord. 938 § 1 (III (B)), 1990) (Ord. XXXX § 1, 2014)

18.538.125 Planning Area III - Residential

Planning Area III provides for the development and long-term maintenance of a gated community of attached single-family homes for a distinctive high-quality residential community. The project shall not exceed 13 units per gross acre. Based upon the 3.65 gross acres on the site, the maximum allowable dwelling units is forty-seven.

A. Permitted Uses. Primary uses permitted in Planning Area III include:

1. Attached single-family residential dwellings.

Chapter 2: Specific Plan No. 23 Amendment

2. Private common open space facilities.
3. Private parking areas for residents and their guests.
- B. Accessory Uses. Accessory uses permitted in planning area III include:
 1. Household pets as described and regulated in Chapter 18.20 Residential Zones Generally.
 2. Public utility facilities as approved by the director of community development and public works;
 3. Home occupations per Section 18.184;
 4. Other uses similar to those stated in this section which the director of development services finds consistent with the spirit and intent of this specific plan.
- C. Accessory structures. The following structures are permitted when they are accessory to the primary permitted uses:
 1. Fences and walls;
 2. Community recreation facilities such as shade structures;
 3. Other accessory structures of a similar nature which the director of development services finds consistent with the spirit and intent of this specific plan.
- D. Temporary uses. The following temporary uses are permitted within Planning Area III:
 1. Model homes, real estate offices and parking compounds associated with the sale of residential homes;
 2. Temporary storage compounds for contractor's trailers and construction equipment during construction only;
 3. Real estate and model complex signs relating to the sale, lease or other disposition of the real property located in this Specific Plan and which are temporary in nature subject to the regulations of Chapter 18.152.100 provided the total area of the sign shall not exceed one hundred square feet;
4. Such other uses as are permitted pursuant to Chapter 18.196.
- E. Common Open Space. The common open space area may contain a variety of amenities to provide for the interests of all residents and may include, but not be limited to; shade structure(s), barbecues, benches, picnic areas, play areas, community gardens, and horseshoe and Bocce Ball areas.
 1. The total open space area on site is approximately 1.2 acres.
 2. A homeowner's owners association will be created to maintain and manage the common areas (i.e. recreation area, entry, and private drives, etc.).
- F. Development Standards. The following standards shall apply to all improvements, structures and uses within Planning Area III.
 1. Required building separations:
 - a. Twenty feet from property boundary along Eucla Avenue;
 - b. Ten feet from property boundaries; walls and fencing may encroach up to one foot into the required setback along the southern property boundary for a maximum distance of five feet.
 - c. Eighteen feet between buildings front to front;
 - d. Thirty-four feet between buildings from rear to rear;
 - e. Five feet for accessory structures from both buildings and property boundaries.
 2. Minimum dwelling unit square footage. Each residential unit shall have a minimum of one thousand three hundred square feet of living area, not including patios, porches or automobile parking areas.
 3. Height. No building or structure erected in Area III that is within 30 feet of a single-family residential zone or a public

Chapter 2: Specific Plan No. 23 Amendment

structure includes multiple units, only those units within the 30 foot limitation herein must comply with the said height limitation. A building or structure may extend up to 40 feet or three stories when it is not within 30 feet of a single-family residential zone or a public street.

G. Circulation. Vehicular access designs shall be in accordance with the city.

1. The typical private drive aisle shall be twenty-six to twenty-eight feet depending on building heights.

2. Modifications to the standards in this section shall be as approved by the city engineer.

3. Driveways and drives shall be designed to provide the maximum of safety and convenience for vehicular, emergency and pedestrian uses and in a manner which will not interfere with drainage or public use of the sidewalks and/or drive areas.

4. All drives shall be provided with a level of street lighting designed to protect the health, safety and welfare of those living within the development. Street lights shall be mounted on city standard electroliers. Street lighting engineering data shall be approved by the director of development services.

H. Required Parking: A minimum of two off-street parking spaces within a fully enclosed garage shall be provided for each dwelling unit, plus one uncovered space for each additional bedroom beyond two bedrooms per unit, plus one guest space for each three units.

I. Parking Design

1. Fully enclosed garage spaces shall have the following minimum size requirements: side by side 20 feet by 20 feet; tandem 11 feet 6 inches by 40 feet. Both size requirements shall be free and clear of any obstructions.

2. Tandem parking shall only be allowed in an enclosed garage and shall not exceed 50% of the enclosed garage parking requirements.

3. All multiple-family units shall provide for a storage area of not less than two hundred fifty cubic feet within the garage area or other approved location.

4. Other Parking Requirements. Unless listed specifically in this section, parking requirements are as provided for in Chapter 18.156 of this title.

J. Architecture. All building elevations shall reflect a Craftsman architecture style that is representative of the Town Core Residential Design Guidelines.

1. Two-story residential units shall be located immediately adjacent to the north property line and adjacent to Eucla Avenue.

2. Front and rear elevations shall modulate and not have a "flat" side.

3. Building materials and details shall be appropriate to the Craftsman style using modern materials.

4. Buildings shall exceed 2013 California Energy Code Title 24 by fifteen percent.

K. Landscape. Landscaping shall comply with Chapter 18.14 Water-Efficient Landscapes. Appropriate landscaping shall be provided throughout the common areas. Except for required walks, drives, paths, and common area facilities, all of the common areas shall be landscaped.

L. Signs. Prior to installation of any sign, sign plans shall be submitted to the director of development services for review and approval. The sign plans shall show signs drawn to scale, dimensioned and easily readable, containing, but not limited to, the following: general location and bulk of major community identification or directional signs and location of major com-

munity components such as drives, common open space, entry statements and development areas.

M. Utilities. The design of storm drainage facilities shall ensure the acceptance and disposal of storm runoff without damage to streets or to adjacent properties. The use of special structures to accept design storm runoff shall be incorporated into the street design where appropriate. All storm drainage facilities shall be subject to the approval of the city engineer.

N. Developments approvals. Development in Planning area III is subject to several discretionary approvals, including, but not limited to:

1. Tentative tract map approval;
2. Development review board approval;
3. Tree removal approval;
4. The actual development may in fact vary from the exhibits and illustratives in order to accommodate conditions of approval and environmental mitigation measures imposed pursuant to the discretionary approvals as well as to accommodate development concept changes proposed by the applicant at the time. However, when in the determination of the director of development services, modifications result in substantial departures from the exhibits and illustratives, then the changes shall require an amendment to this specific plan prior to any further approvals.

18.538.120

18.538.130 Provisions for existing improvements.

Existing improvements built in conformance to all building and zoning codes in effect at the time of construction may be maintained as currently existing, pursuant to the following provisions:

- A. Such existing improvements and site conditions may be maintained, repainted, repaired, and landscaping upgraded,

without the requirements to conform with Sections 18.538.110 and 18.538.120 of Article III of this chapter.

B. Review and approval of such repairs, repainting and similar actions is required pursuant to Article V of this chapter.

C. All proposed additions, enlargements and improvements shall conform to the development standards as applicable in Sections 18.538.110 and 18.538.120 Article III of this chapter. (Ord. 938 § 1 (III (C)), 1990)

Article IV. General Development Standards

18.538.140 Streetscape design standards.

This section of identifies three streetscape concepts to be applied along designated street frontages within the specific plan project boundaries. Each concept is intended to address a specific design concern.

A. Acacia Street and Eucla Avenue. These streets are the entrances into the towncore residential area as well as the entrance into the business park district. The landscaping concept along these street frontages should appear residential. Such landscaping techniques would include use of lawn for groundcover and ornamental trees. The entrances into the business park should be treated with low level monument style signage and subdued groundcover.

B. First Street. This street runs adjacent to planning areas I and II along the north property line. On the north side of this street are residences. Therefore the landscape treatment along this street frontage should be high quality with an emphasis on a residential appearance. Such treatment would include lawn for groundcover and ornamental trees. Also planting areas for flowering groundcover would be appropriate.

Chapter 2: Specific Plan No. 23 Amendment

C. Cataract Avenue. This street adjoins both the western edge of the downtown Frontier Village and the easterly edge of planning area II, village plaza. This portion of the specific plan is intended to encourage the pedestrian use of this area and create a physical link with the downtown area. Appropriate landscape treatments would include raised planters containing ornamental trees and flowering plants. The plaza area should contain a creative hardscape design identified by the thoughtfully located planter areas.

D. General Landscape Design Standards. The following general guidelines are intended to promote a consistent and careful treatment of street tree plantings and landscaping programs.

1. Unless a formal design is recommended during the design review process, street tree planting should generally consist of random patterns. Interesting tree massing with random spacing are encouraged to provide an undulating and varied streetscape, with view "windows" created at selected points. In some cases, often depending on adjacent architectural styles, a more formal "on-center" spacing of a single tree species may be more appropriate. Whether a formal or informal design concept is used, the selected design concept should be reflected along the entire length or substantial continuous segment of the street.

2. Street trees along Acacia Street, Eucla Avenue, and First Street should be planted in mounded areas of turf, groundcover, or low shrubs. Mounded areas of turf should not exceed a 3:1 slope condition.

3. Landscaping should be intensified to emphasize entries, transitions and destinations. Entry monuments should be enhanced with tree, shrub and groundcover plantings.

4. All community-wide and common area landscape plantings shall be adequately irrigated and maintained. Automatic irrigation systems should be utilized to insure the continued growth of plant materials.

5. Landscaping should be used to accentuate view windows into commercial office and residential neighborhoods. Trees and shrubs can be planted to frame or screen views selectively.

6. Vegetation of varying heights, textures, and colors should be used in conjunction with walls and fences to define discreet boundaries.

7. Walls and fences should be designed as an integral element of the streetscape design concept, enhancing and complementing the landscaped setback areas.

8. Primary landscape elements should be "mature" specimens, long-lived trees, with perennial shrubs and/or groundcover included where appropriate. Annual flower beds can serve as attractive accent elements, particularly at entry monument locations.

9. Landscape elements should complement architectural design elements. Expansive horizontal and vertical surfaces, comprised of singular materials should be modulated or, interrupted by foliage masses.

10. Within individual projects, trees should be used to define and enclose exterior spaces intended for different activities.

11. Landscaping and architectural features should be used to screen from view certain visually undesirable elements such as parking, storage, loading, refuse containers, utilities and irrigation controls. (Ord. 938 § 1 (IV (A)), 1990)

Chapter 2: Specific Plan No. 23 Amendment

18.538.150 General provisions.

The following standards shall apply to all developments/improvements within Specific Plan No. 23.

A. Utilities. All utilities within the project boundaries to serve the uses and buildings therein shall be installed underground except that electrical transformers for residential uses may be located above ground.

B. Mechanical Equipment. Roof mounted mechanical equipment including, but not limited to, air conditioning, heating, and ventilating and exhaust ducts, shall be screened from view from any surrounding property, street or highway. Said screening shall be designed in such manner as to appear to be an integral component of the overall building architecture. This can be accomplished by full roof treatments, equipment wells, and architectural design features. Line-of-sight drawings shall be required as a component of all design review submissions to verify equipment screening. Wall or ground mounted equipment shall be enclosed in a manner which incorporates the same materials used in the building. Residential air conditioning condensers may be located in the private patio of a dwelling unit behind a low fence.

C. Trash Storage. Enclosed trash storage area(s) built to the city's standard specifications shall be provided in appropriate locations pursuant to city standards. Residential users can store trash containers within their individual garages.

D. Walls. Walls shall be permitted and/or required pursuant to the following provisions. All walls for planning areas I and II shall be constructed of decorative concrete tilt-up or masonry. For planning area III, walls and fences shall conform to Exhibit B.

1. Required Walls. Walls shall be required to screen truck and storage areas where allowed by this specific plan. Interior

walls may be required by the development plan review board as a component of the design review process. All screening walls shall be architecturally compatible with the buildings within the project and shall incorporate vertical landscaping such as vines, trees and shrubbery. The vertical landscaping elements shall be located on the public right-of-way side to provide visual relief from the horizontal expanse. The height of the screening walls shall be governed by the view shed from the surrounding areas which shall take into consideration the height of equipment and/or trucks to be stored behind said walls.

2. Permitted Walls. Walls shall be permitted on or within all property lines not abutting streets and on or to the rear of all required yard setback lines abutting streets. The height of such walls shall be set by the director of development services after giving reasonable due consideration to alternative screening techniques and devices. Walls not over forty-two inches in height may be permitted within the required setback areas.

3. Corner Cutback Areas. The cutback line shall be in a horizontal plane, making an angle of forty-five degrees with the side, front, or rear property line. It shall pass through a point not less than ten feet from the intersection of the front, side, or rear property line; or ten feet from the edges of a driveway where it intersects the street or alley, as the case may be.

a. Streets and Alleys. There shall be a corner cutback area at all intersecting or intercepting streets and/or alleys.

b. Driveways. There shall be a corner cutback area on each side of any private driveway intersecting a street or alley. (Ord. 938 § 1 (IV (B)), 1990) (Ord. XXXX § 1, 2014)

Chapter 2: Specific Plan No. 23 Amendment

Article V. Plan Review and Disposition

18.538.160 Review requirements.

A development plan review shall be required. No person shall construct any building or structure, or relocate, rebuild, alter, enlarge, or modify any existing building or structure, until a development plan has been reviewed and approved in accordance to the provisions of Chapter 18.12 of this title, or until a minor modification has been approved by the director of development services in accordance with the provisions of Section 18.538.170. Prior to the submittal of a formal application to the development plan review board, the applicant may request that the board review and approve a conceptual design plan for the project. An application for conceptual design review shall be accompanied by the following materials:

- A. A scaled site plan.
- B. Conceptual architectural floor plans and building elevations.
- C. A preliminary grading plan.
- D. A conceptual landscape plan.
- E. Breakdown of land uses, i.e., parking (compact vs. standard), floor area(s), building coverage(s), landscape coverages, etc.
- F. Written description of all proposed uses.

Prior to any submittal to the development plan review board, applicants shall submit the above items to city staff for informal review and comments regarding city development standards and policies. Such meetings will serve to reduce expenditures of time and money through the development process. (Ord. 938 § 1 (V (A)), 1990) (Ord. XXXX § 1, 2014)

18.538.170 Minor modifications.

Minor modifications to the provisions of this specific plan are intended to provide for the reasonable deviation of review and/or development requirements pursuant to the provisions of this section.

A. The director of development services without public hearing, may grant a variance allowing a minor modification from the requirements of this specific plan limited to the following:

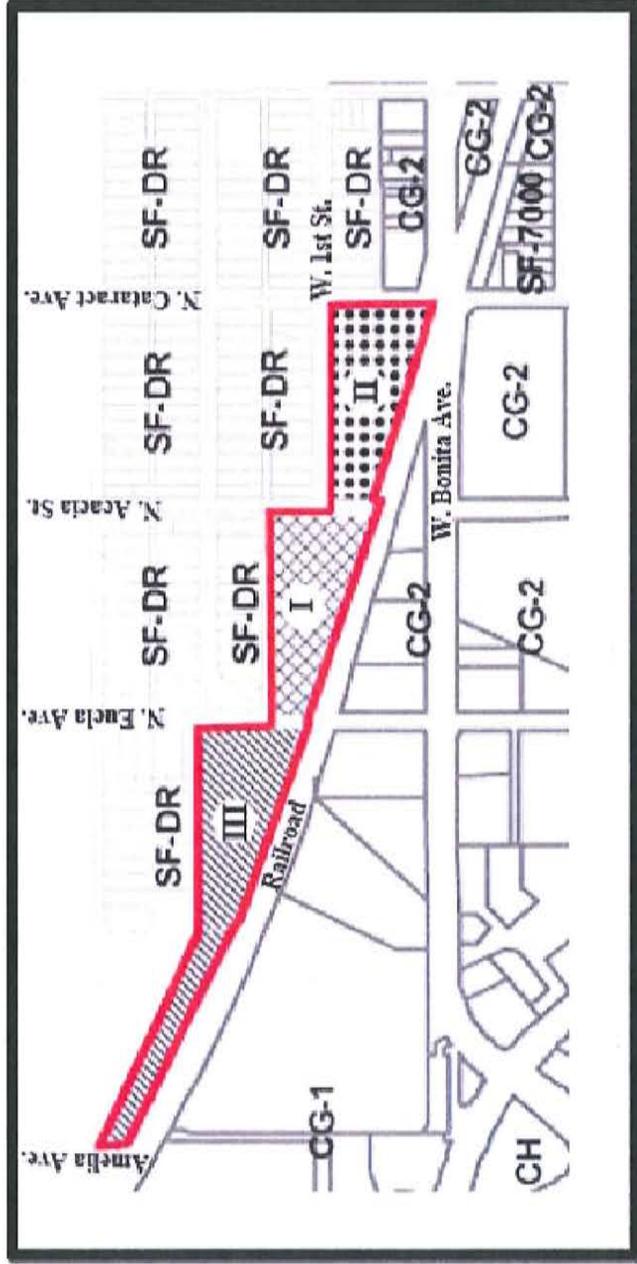
1. Reduction of open areas by permitting portions of a building to extend into and occupy not more than ten percent of the area of a required yard.
2. Waive the development review requirement for minor alterations to existing structures which conform to the following:
 - a. Repainting of an existing structure the same or similar color hue which currently exists on the site.
 - b. Minor alterations in location of landscape features or plant materials from an approved landscape plan.
 - c. Minor alterations to approved plans which would not create a noticeable difference in the building design. Such minor alterations would not include the elimination of approved building materials.

B. In granting a minor modification, the director of development services shall make the findings in accordance with Section 18.204.020 of this title.

C. The determination of the director of development services may be appealed to the planning commission pursuant to the provisions of this chapter. (Ord. 938 § 1 (V (B)), 1990) (Ord. XXXX § 1, 2014)

18.538.180 Appeal provisions.

The determinations of the director of development services, development plan review board and/or the planning commission as applicable, may be appealed to the city council pursuant to the provisions of Chapter 18.212 of this title. (Ord. 938 § 1 (V (B)), 1990) (Ord. XXXX § 1, 2014)



Planning Area I



Planning Area II



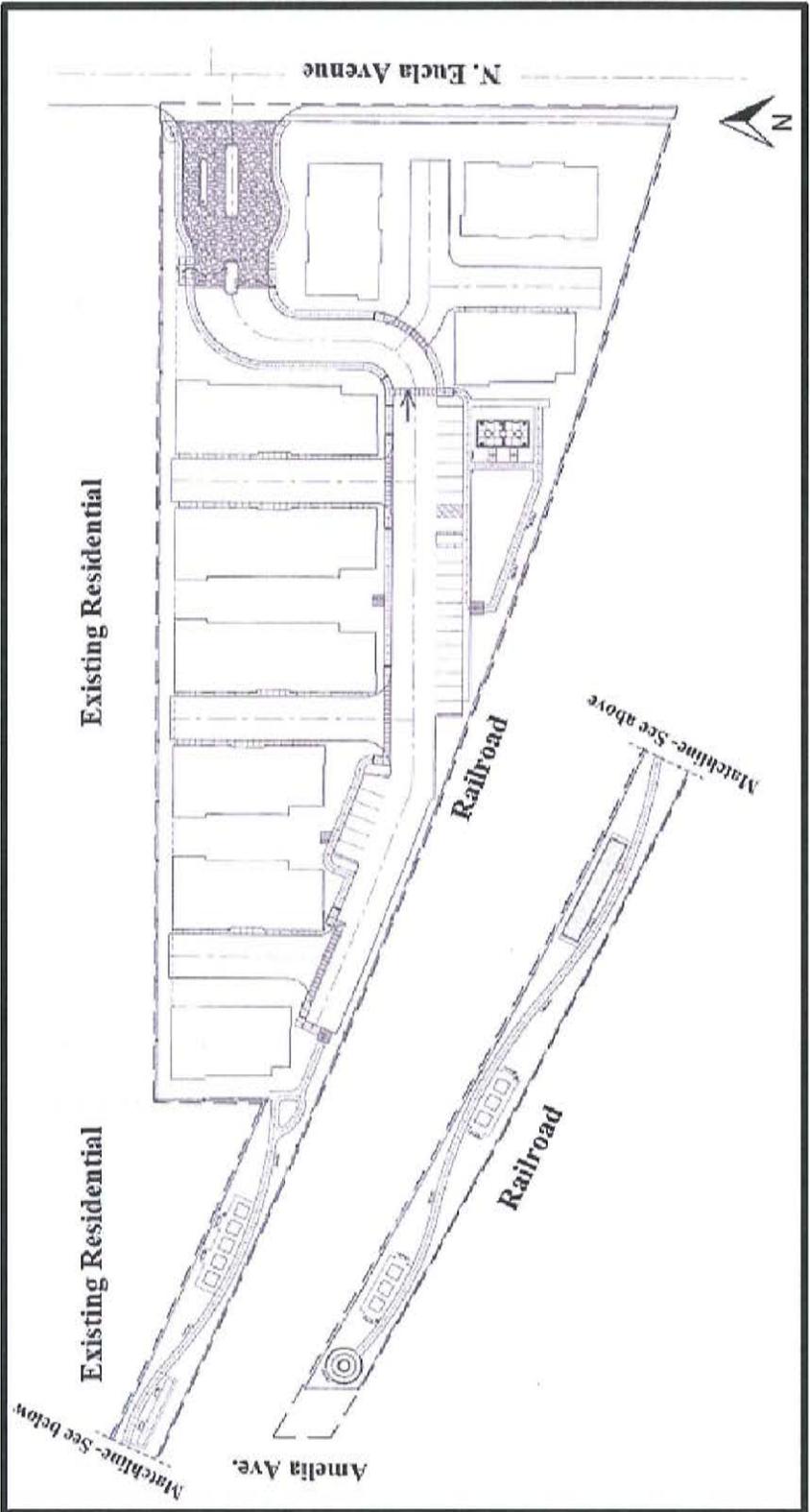
Planning Area III



Specific Plan No. 23

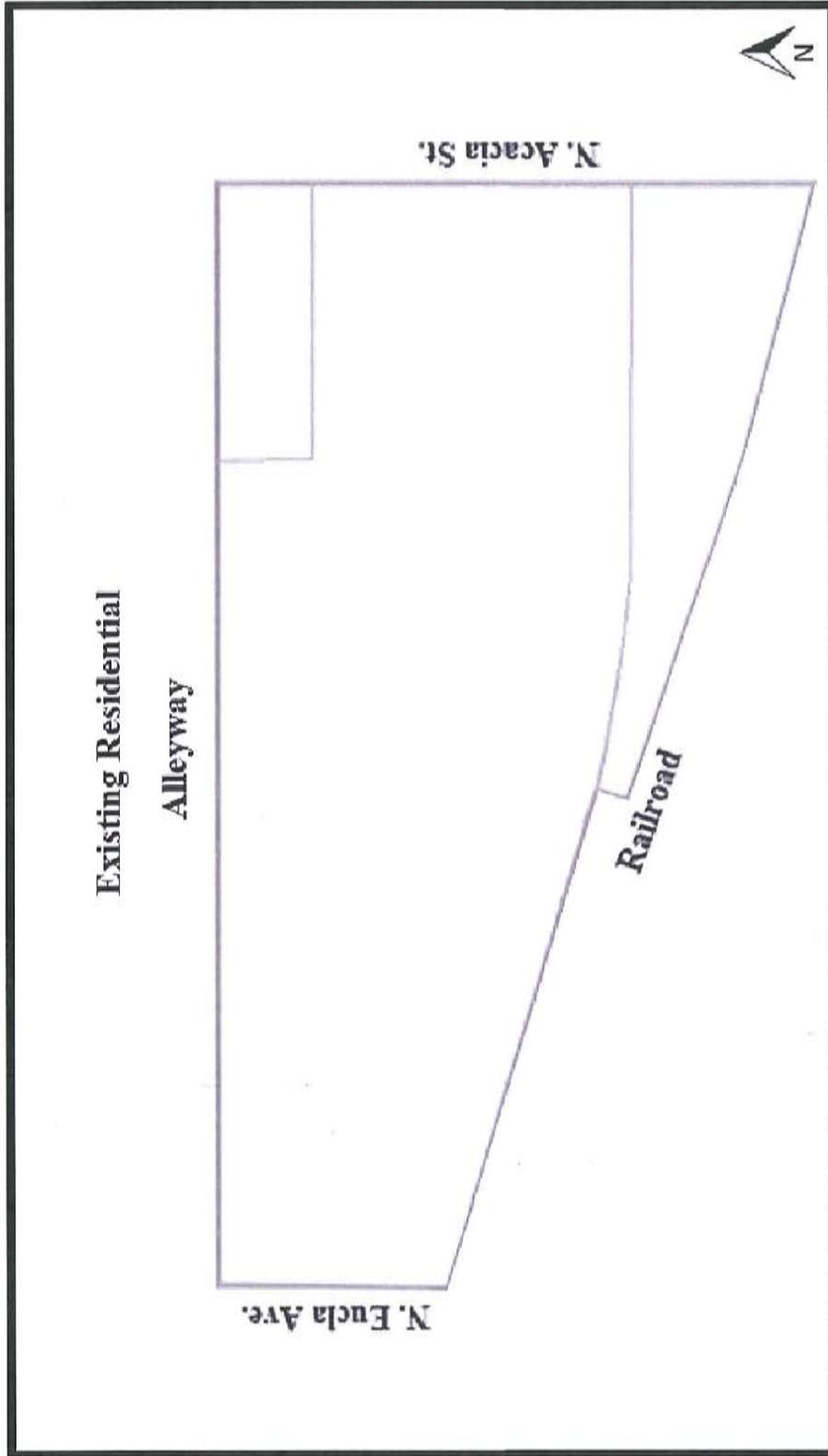
EXHIBIT A

EXHIBIT O



PLANNING AREA III

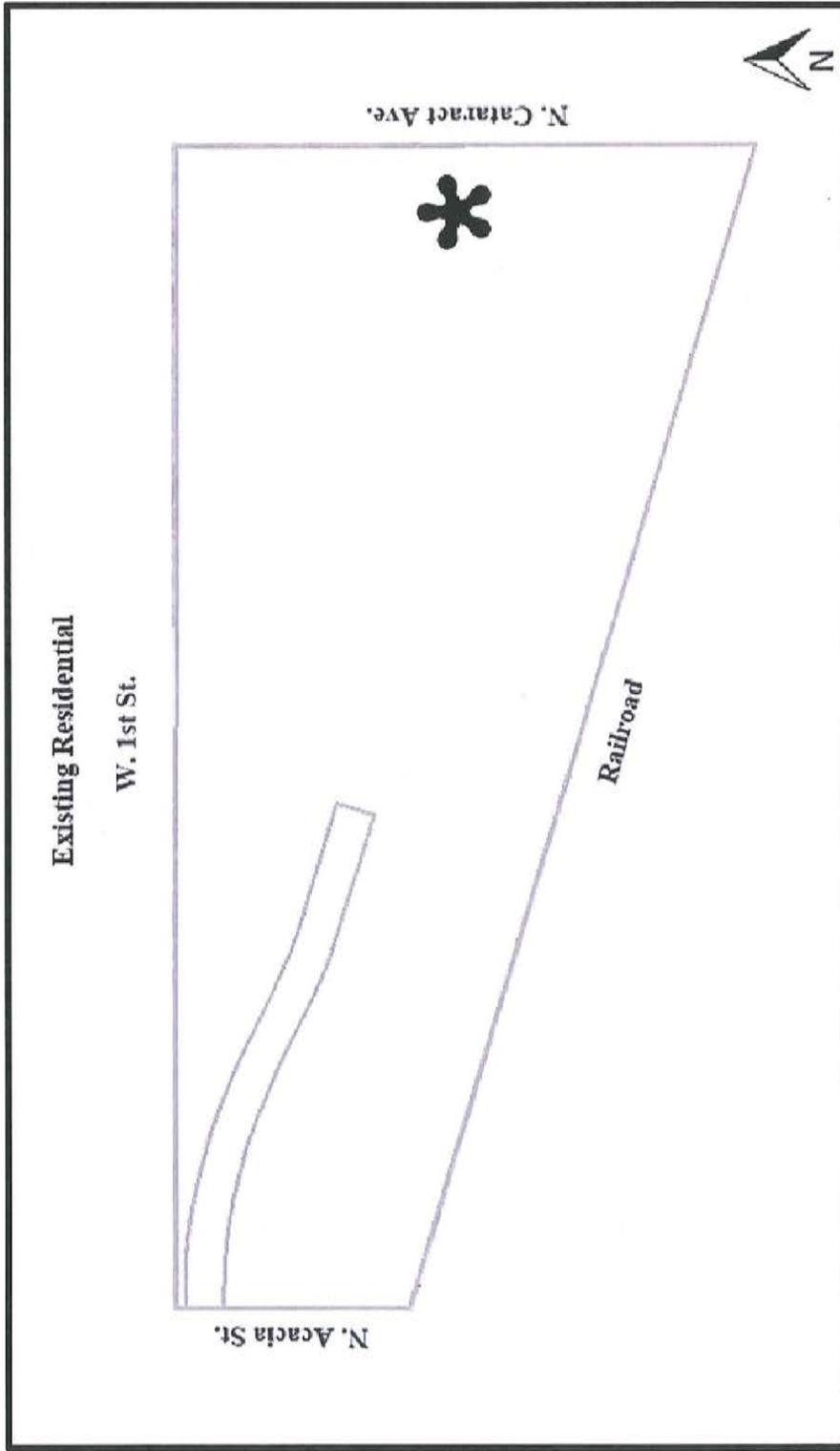
EXHIBIT B



PLANNING AREA I

EXHIBIT C

EXHIBIT O



PLANNING AREA II

EXHIBIT D

EXHIBIT O

Chapter 3: Infrastructure

3.1 TRANSPORTATION

Developing this community in an existing urban environment creates alternative mobility opportunities beyond the private automobile. The community is accessed from Eucla Avenue, a Minor Arterial with two travel lanes and a right-of-way width of 60 feet. Bus routes and stops are located within walking distance of the project on Bonita Ave. Jobs and services are also within walking distance. The development is approximately one-half mile west of the San Dimas Park and Ride at San Dimas Avenue and the railroad tracks.

The internal vehicle circulation will be provided by private 28-foot wide drives, allowing two-way traffic. Internal vehicular turn-arounds meet Los Angeles County Fire Department requirements. Two smaller 26-foot wide stub alleys provide access to additional units. The private drives exceed Los Angeles County Fire Department standards for access. Refer to Figure 3.1 Preliminary Grading and Storm Drainage Plan for Planning Area III for drive locations.

The net estimated increase of traffic from residential development in Planning Area III will not exceed any roadway or intersection capacities or have significant traffic impacts. The project developer will pay a Transportation Development fee prior to issuance of building permits.

3.2 GRADING

A preliminary grading plan that satisfies the infrastructure requirements of the development is shown on Figure 3.1 Preliminary Grading and Storm Drainage Plan for Planning Area III. The site currently slopes to the south towards the railroad right-of-way. The grading concept proposes retaining walls, most under 2 feet high with a maximum height of 3 feet in isolated areas along the project perimeter and internally between proposed lots to allow for proper drainage of the site to maintain the grades of adjacent properties.

3.2.1 DRAINAGE

All site drainage will flow to existing drainage devices that are maintained by the city utilizing the surface of the internal drives and a proposed private drain system. The project flows will be collected into infiltration basins to be located at two proposed low areas within the private drive area. Runoff flows that are not infiltrated, will be delivered to private storm drain pipes that will tie into the existing City system. The drainage system will meet the requirements of a Standard Urban Stormwater Mitigation Plan (SUSMP) to be approved by the City of San Dimas. The private storm drains will be maintained by the HOA. This public storm drain will be classified as a Municipal Transfer Drain (MTD) and be owned by the City of San Dimas, but approved and maintained by the Los Angeles County Department of Public Works. Proposed storm drains will be constructed in the locations depicted on Figure 3.1 Preliminary Grading and Storm Drainage Plan.

Chapter 3: Infrastructure

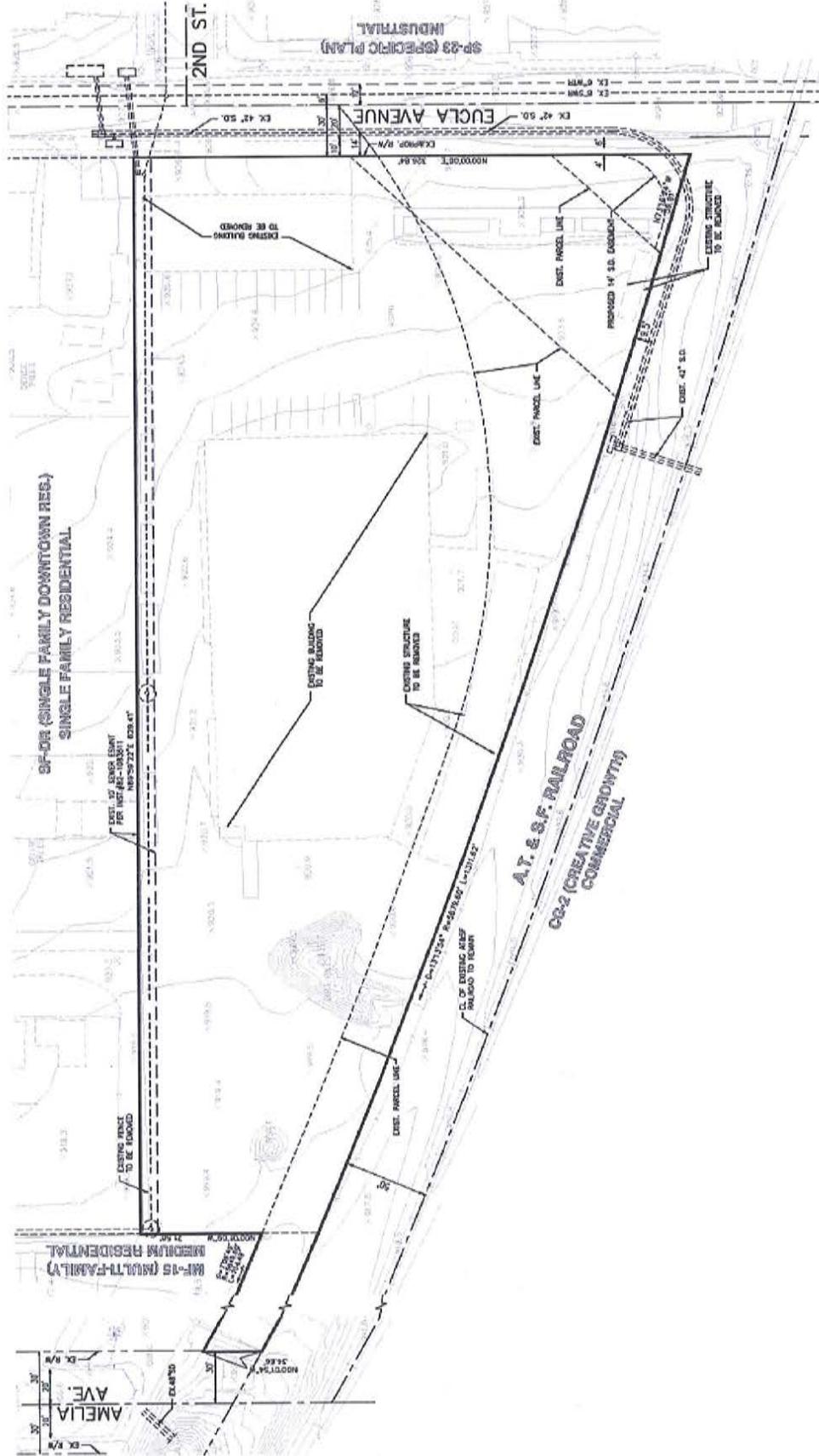


Figure 3.1: Primary Grading and Storm Drainage Plan for Planning Area III

3.3 PUBLIC SERVICES

3.3.1. WATER

Water for the Specific Plan area is supplied by Golden State Water Company. Golden State Water will generate their own water improvement plans that will conform to City standards and submit them to the City for permitting. The water system is publicly maintained. Proposed water lines for Planning Area III will be constructed in locations as depicted on Figure 3.2 Preliminary Utility Plan Planning Area III.

A comprehensive water conservation strategy will be developed to be approved by the Director of Development Services.

3.3.2 SEWER

A proposed public sewer system for Planning Area III will be located in the internal drives and connect to an existing public sewer main along the north property line and in Eucla Avenue. The gravity system eventually flows into the Los Angeles County Sanitation District sewer lines that take the sewage to a treatment plant. The developer will engineer a plan that conforms to City and County Public Works standards and submit this plan to the City and County for plan check and approval.

Proposed sewer lines to serve Planning Area III will be constructed in locations depicted on Figure 3.2 Preliminary Utility Plan for Planning Area III.

3.3.3 SOLID WASTE DISPOSAL

It is the responsibility of each homeowner to start service for solid waste collection within Planning Area III. Each home will be provided with enough space within their garages to store individual trash and recycling bins. On a designated day, the City's solid waste franchisee (currently Waste Management) will collect solid waste and take it to their disposal facilities. The HOA will have their own trash bins which will be stored adjacent to the common area.

3.3.4 UTILITIES

Southern California Edison provides electricity to the site. Edison transformers will be located above ground as per Edison requirements. The above ground transformers will likely be placed in between the front yards of residential units. Where feasible, they will locate the transformers within the common areas.

Southern California Gas Company provides natural gas service to the site. Although not yet designed, gas pressure regulators will be placed within common areas. However, individual gas meters will be located in utility cabinets in each building.

Verizon provides telephone service. Time Warner provides television cable. Electric, gas, telephone, and cable services to the site are provided through extension of existing facilities adjacent to Planning Area III.

All service providers will be granted an easement to access and maintain their infrastructure on site. All easements will be non-exclusive in nature, which allows the opportunity for other service providers to serve the site in the future. Increased competition between service providers may result in cost savings to the end user.

All on-site dry utilities on the site will be provided through underground infrastructure.

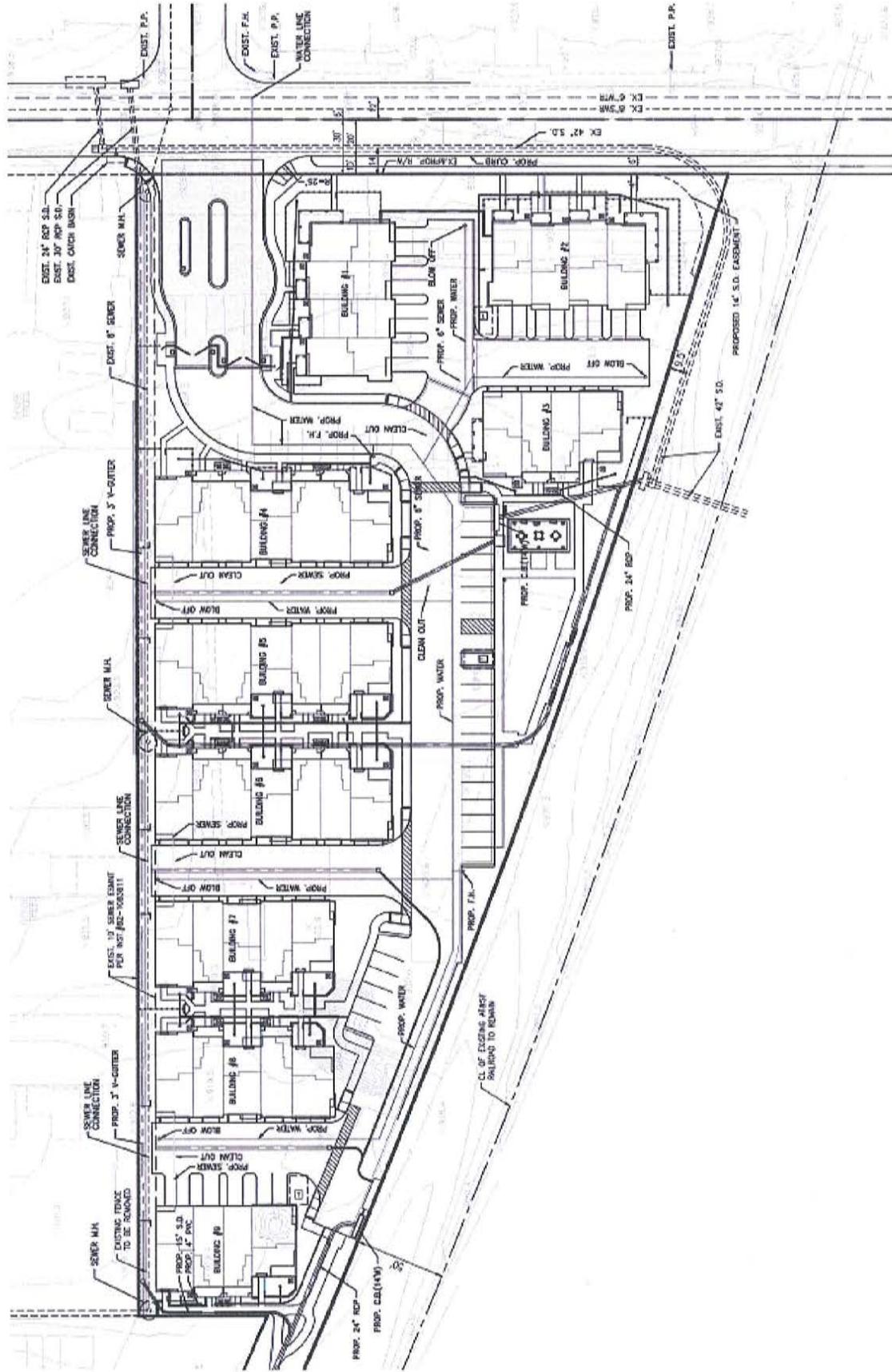


Figure 3.2: Preliminary Utility Plan for Planning Area III

SPECIFIC PLAN NO. 23 AMENDMENT

3.3.5 EMERGENCY SERVICES

Fire protection is provided by the Los Angeles County Fire Department serviced by Fire Station No. 64 located at 164 South Walnut Avenue in the City of Glendora, approximately 1 mile east of the Specific Plan area.

Police protection is provided by the Los Angeles County Sheriff Department serviced by the sheriff station located at 270 S. Walnut Avenue approximately 1 mile east of the Specific Plan area.

3.3.6 SCHOOLS

The Specific Plan area is located in the Bonita Unified School District. It is anticipated that 35 students living in Planning Area III will attend schools within the District. A fee will be paid to the Bonita Unified School District to mitigate the impacts of development prior to the issuance of building permits.

3.3.7 QUIMBY PARKLAND REQUIREMENTS

The project will not require the construction of any new park or recreational facilities or the alteration of any existing park facilities. Some parkland for residents will be provided on site and as a result, the project is not anticipated to significantly impact existing city park facilities. The project will be required to pay city park development and a Quimby fee that will be used to provide additional park and recreational facilities in San Dimas. The project will not have any significant park impacts.

Chapter 4: Implementation & Administration

4.1 FINANCING AND MAINTENANCE OF IMPROVEMENTS

The financing and maintenance plan for the Specific Plan No. 23 Amendment will ensure the timely completion of public facilities, utilities, and other necessary capital improvements as well as the proper maintenance of these facilities in Planning Area III. There are numerous methods for financing the improvements necessary to complete this development, and a few financing mechanisms will be utilized.

Upon acquisition of permits, it shall be the responsibility of the developer to pay for all improvements associated with this Specific Plan Amendment and all other approvals related with this plan as described in Table 4.1: Financing and Maintenance Plan for Planning Area III.

The developer will establish a HOA for Planning Area III for the long-term maintenance of common areas not maintained by the City of San Dimas. The City of San Dimas will have an easement over the internal circulation system for access and maintenance of on-site sewer facilities that will be maintained by the Los Angeles County through their agreement with the City. The City easement will also be utilized for emergency services and trash collection. The Golden State Water Company will also have an easement over the internal circulation system for maintenance of their proposed water system.

The HOA will also maintain the on-site private storm drain, lighting, landscape, and irrigation systems located on the common lots as defined by the Tentative Tract Map. The Los Angeles County Department of Public Works will maintain any MTD drain line for the City of San Dimas that will be located in the railroad right-of-way.

Table 4.1: Financing and Maintenance Plan for Planning Area III indicates the parties responsible for construction, financing, and maintaining the public improvements proposed by the Specific Plan Amendment.

4.2 PROJECT CONSTRUCTION PHASING

All infrastructure within Planning Area III will be installed in one phase at project start. These improvements include rough grading, storm drain, water, sewer, dry utilities, and street improvements.

Home construction will include approximately four proposed phases. Starts will be based on sales of homes in the previous phase. It is unclear at this time how many phases there will be. The number of phases and number of units in phases may be altered from time to time.

Table 4.1: Financing and Maintenance Plan for Planning Area III

Service or Facility	Party(ies) Executing Construction	Party(ies) Financing Construction	Party(ies) Responsible for Operation and Maintenance
Sewer	Developer	Developer	City and County
Storm Drainage Facilities	Developer	Developer	Public - County Private - HOA
On-Site Water Facilities	Developer	Developer	Golden State Water Company
Residential Streetscape	Developer	Developer	Homeowners Association
Common Area Improvements	Developer	Developer	Homeowners Association
Private Area Improvements	Homeowner	Homeowner	Homeowner

4.3 SPECIFIC PLAN AMENDMENT PROCEDURES

This Specific Plan may be amended using the same process by which it was approved. Proposed modifications to the Specific Plan that would substantially alter its intent will be considered amendments to be processed pursuant to Government Code Section 65453. Minor modifications may be approved by the Director of Development Services when determined to be consistent with the intent of this Specific Plan.

In the event that the *Specific Plan No. 23 Amendment* is not clear in its intent, authority shall be given to the Director of Development Services to interpret the Plan.

Chapter 5: General Plan Consistency

The purpose of this Chapter is to ensure that the Specific Plan No. 23 Amendment is consistent with the goals and policies of the San Dimas General Plan, as amended, in accordance with Government Code §65454. A general description of how the Specific Plan conforms to the pertinent goals and policies identified in the General Plan is discussed in this Chapter. Only those goals and policies that apply to or have relevance to the Specific Plan No. 23 Amendment are listed.

5.1 LAND USE ELEMENT

Land Use Goal Statement L-1: Maintain the Rural Small Town Low Density Atmosphere of San Dimas.

OBJECTIVE 1.1 - PROVIDE A COMMUNITY WHERE RESIDENTIAL USES ARE PREDOMINANTLY LOW DENSITY AND NON-RESIDENTIAL USES ARE PREDOMINANTLY LOW INTENSITY.

OBJECTIVE 1.2 - PRESERVE OPEN SPACE AND CONSERVE EXISTING RESIDENTIAL NEIGHBORHOODS.

Policy 1.1.1 - Residential densities shall begin at the low range and be increased for trade-offs for more open space, affordable housing and other appropriate objectives and amenities.

The Specific Plan No. 23 Amendment provides for an infill development of higher density attached homes on property that was previously zone industrial, used for storage and not well maintained. Careful consideration has been given to the surrounding uses to ensure that the development is compatible with the fabric of the existing neighborhood. The Specific Plan provides the specific

SPECIFIC PLAN NO. 23 AMENDMENT

regulations and guidelines to ensure a quality development that is compatible with the surrounding uses.

The development will create a buffer/transition between the railroad and industrial uses to the south and east. Additionally, the density allows for a wider variety of attached single family options in the City. This new and innovative housing opportunity will attract families who are economically stable and will contribute to the community and local economy within the City of San Dimas. Private common space is provided for the residents of the community.

Land Use Goal Statement L-8: Ensure Adequate Community Participation in Planning for the Future of San Dimas.

POLICY 8.1 - PROVIDE OPPORTUNITIES FOR ALL CITY RESIDENTS TO PARTICIPATE IN THE PLANNING OF SAN DIMAS.
As of June of 2014, City Ventures has held two community meetings with interested residents and plans on having one more community meeting.

Land Use Goal Statement L-6: Revitalize and Improve Downtown as a Community Focus.

OBJECTIVE 6.1 IMPROVE DOWNTOWN'S IMAGE AND VISUAL ENVIRONMENT.

Policy 6.1.1 - Give priority for redevelopment activities to declining areas within the City, particularly the Town Core and Puddingstone center.

The Specific Plan Amendment will help facilitate the redevelopment of the western block (Planning Area III) of the Specific Plan area to a use that is more compatible with the adjacent existing homes.

Land Use Goal Statement L-9: Enhance a unified and a high quality visual image for the City.

OBJECTIVE 9.1 - PRESERVE THE VISUAL IDENTITY AND CHARACTER OF EXISTING NEIGHBORHOODS.

Policy 9.1.1 - Underground utilities to improve the visual environment.

As part of the project, new utilities will be undergrounded. In addition, the poorly maintained existing buildings and structures on the site will be demolished and replaced by new development that will enhance the visual quality of Eucla Avenue.

5.2 CIRCULATION ELEMENT

Circulation Goal Statement C-1: To Provide a Street Network to Move People and Goods Safely and Efficiently Throughout the City of San Dimas.

OBJECTIVE 1.1 - MAINTAIN A MINIMUM LEVEL OF SERVICE C AT ALL INTERSECTIONS DURING NON-PEAK HOURS AND LEVEL OF SERVICE D (VOLUME/CAPACITY RATIO OF 0.90 OR LESS) AT ALL INTERSECTIONS DURING PEAK HOURS TO ENSURE THAT TRAFFIC DELAYS ARE KEPT TO A MINIMUM.

Policy 1.1.2 - The City shall require new developments to be served by roads of adequate capacity and design standards to provide reasonable access.

All proposed drives provide adequate capacity and are built to City standards.

Circulation Goal Statement C-3: To Promote Safe Alternatives to Motorized Transportation that Meet the Needs of All City Residents.

OBJECTIVE 3.2 PROVIDE A SYSTEM OF SIDEWALKS OR PATHWAYS IN RESIDENTIAL AND COMMERCIAL AREAS THAT PROVIDES A SAFE ENVIRONMENT FOR PEDESTRIANS.

Policy 3.2.1 Where possible future developments shall contain an internal system of trails linking schools, shopping centers, and other public facilities with residences.

This community is gated and provides internal sidewalks between the open space areas and Eucla Avenue.

Chapter 5: General Plan Consistency

5.3 HOUSING ELEMENT

Housing Element Goal Statement H-2: Provide Adequate Housing Sites to Accommodate Regional Housing Needs.

Policy 2.1: Facilitate the development of mixed-use and higher density residential projects in appropriate areas by establishing mixed-use and higher density zoning regulations.

The land use designation of Planning Area III, as amended, is Residential High (12.1 to 16 units per acre). These attached townhomes are targeted to buyers of above moderate income. The higher density level than the homes to the north allows for a mix of housing stock in this part of the community. The residents will be able to use the transit bus stops that are at the intersection of Bonita Avenue and Eucla Avenue less than 500 feet away. There are several recreational, professional, commercial, and food uses within walking distances.

Housing Element Goal Statement H-3: Assist in Development and Provision of Affordable Housing.

Policy 3.1 Encourage the production of housing that meets all economic segments of the community, including lower, moderate, and upper income households, to maintain a balanced community.

Policy 3.7 Encourage use of sustainable and green building design in new and existing housing.

Policy 3.8 Continue regional conservation efforts including stormwater runoff, and energy and water reduction strategies.

The Specific Plan provides for infill attached single-family development that will provide much needed new housing options for workforce families, young professionals (above moderate income), and allow entry level and move-up home ownership opportunities. The Specific Plan Amendment also provides current San Dimas residents opportunities to purchase new housing and stay within the community. All the homes within this development will have at least two bedrooms. The density of less than 13 units per gross acre, allows for a new mix of housing stock in this part of the community.

Homes will be designed with efficiency in mind, will exceed Title-24 energy standards (2013) by 15%. Water-conserving plumbing fixtures, drought tolerant landscape with limited turf, and drip irrigation systems will reduce water use in the community. At least 60% of demolition and construction materials will be diverted from the landfills during the construction of this project.

5.4 OPEN SPACE ELEMENT

Open Space Element Goal Statement OS-1: Maintain the Rural Open Space Atmosphere

OBJECTIVE 1.1 - CONTINUE TO ENHANCE THE "WESTERN THEME," "EARLY CALIFORNIA THEME" AND "FRONTIER VILLAGE" THEMES WITHIN THE CITY.

Policy 1.1.1 - Retain the low density atmosphere of San Dimas.

Policy 1.1.2 Require more open space from higher density residential developments.

OBJECTIVE 1.2 - MAINTAIN A QUIET AND SERENE ATMOSPHERE IN THE CITY.

The gated higher density community provides a transition between the railroad tracks and the lower density homes to the north. It is comparable in density to the apartments to the northwest. All homes will reflect a Craftsman style of architecture that reflects the early California theme within the City. The homes will be made of durable materials that will provide a long-lasting contribution to the City of San Dimas.

The private passive community recreation areas includes an event lawn, shaded structures, benches, picnic tables, horse shoe pit and bocce ball play areas and a walking trail.

SPECIFIC PLAN NO. 23 AMENDMENT

<p>Open Space Element Goal Statement OS-3: Provide Park and Recreation Facilities to Adequately Serve the Residents of the City.</p>	<p>Open Space Element Goal Statement OS-8: Provide a Balanced Public and Private Program of Recreational Sites, Facilities and Site Sizes.</p>	<p>Conservation Element Goal Statement CN-3: Manage and Conserve San Dimas' Water Resources to Maintain a High Level of Quality and Sufficient Quantity to its Citizens.</p>
<p>OBJECTIVE 3.1 - DEVELOP AND MAINTAIN PEDESTRIAN/BICYCLE/EQUESTRIAN TRAILS WHICH PROVIDE CONNECTIONS WITH THE MAJOR ACTIVITY AREAS.</p>	<p>OBJECTIVE 8.2 - PROVIDE PRIVATE OPEN SPACE WITHIN EACH FUTURE DEVELOPMENT.</p>	<p>OBJECTIVE 3.1 PROTECT THE REMAINING NATURAL WATERSHEDS AND GROUNDWATER WITH OPEN SPACE SYSTEMS COORDINATED WITH MULTIPLE USE FLOOD PLAIN MANAGEMENT.</p>
<p>Policy 3.1.1 - In areas where minimum standards cannot be met for a small neighborhood park, mini-parks should be encouraged to help satisfy the needs of residents in the immediate areas.</p>	<p>The private passive community recreation areas includes an event lawn, shaded structures, benches, picnic tables, horse shoe pit and bocce ball play areas and a walking trail. Private patios and/or balconies shall be provided for each home.</p>	<p>Policy 3.1.1 Retain flood control areas in their natural state, where possible as passive open space for habitat preservation, viewing and recreation.</p>
<p>The private passive community recreation areas includes an event lawn, shaded structures, benches, picnic tables, horse shoe pit and bocce ball play areas and a walking trail.</p>	<h2>5.4 CONSERVATION ELEMENT</h2>	<p>Based on soils infiltration testing, an infiltration system will be provided to address and incorporate Low Impact Development design considerations. The Specific Plan area will be designed to treat and minimize stormwater flows from the community. The proposed water-efficient irrigation system will minimize the amount of runoff from the landscape areas. The site will be protected during construction through the use of stormwater BMPs, which will prevent sediment from leaving the site.</p>
<p>Open Space Element Goal Statement OS-7: Provide a Wide Range of Recreational Activities.</p>	<p>Conservation Element Goal Statement CN-1: Manage and Conserve San Dimas' Natural Resources which Contribute and Enhance the Quality of Life.</p>	
<p>OBJECTIVE 7.1 - PROVIDE PARKS AND RECREATION AT A COMMUNITY AND NEIGHBORHOOD LEVEL ACCORDING TO THE USER NEEDS AND ACCESSIBILITY.</p>	<p>OBJECTIVE 1.1 - PROMOTE THE CONSERVATION OF NATURAL RESOURCES, ENCOURAGING THOSE MEASURES THAT MAINTAIN CLEAN AIR, WATER, EARTH RESOURCES AND ENERGY RESOURCES.</p>	
<p>Policy 7.1.1 - Provide opportunities for the citizens of San Dimas to participate in a variety of recreational activities.</p> <p>The private passive community recreation areas includes an event lawn, shaded structures, benches, picnic tables, horse shoe pit and bocce ball play areas and a walking trail.</p>	<p>Homes will be designed with efficiency in mind, will exceed Title-24 energy standards (2013) by 15%. Water-conserving plumbing fixtures, drought tolerant landscape with limited turf, and drip irrigation systems will reduce water use in the community. At least 60% of demolition and construction materials will be diverted from the landfills during the construction of this project.</p>	

5.5 SAFETY ELEMENT

Safety Element Goal Statement S-1: To Maintain San Dimas Safe from Natural, Seismic and Public Safety Hazards.

OBJECTIVE 1.1 - MANAGE DEVELOPMENT OF SAN DIMAS TO PROTECT AREAS SUBJECT TO GEOLOGIC HAZARDS.

Policy 1.1.1 - Continue to adopt updated versions of the Uniform Building Code and require all new private and public construction to conform to its earthquake resistant design provisions.

Policy 1.1.3 - Require that adequate soils, geologic and structural evaluation reports be prepared, by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for all new development.

Policy 1.1.4 - Require that geological reports, building plans and the appropriate sections of environmental impact reports be reviewed by registered engineering geologists and/or structural engineers.

The proposed development will be constructed under the applicable provisions of the 2013 California Building Codes as adopted by the City. These provisions include required residential fire sprinklers and evaluation reports by appropriate experts as required by the City of San Dimas building department.

Safety Element Goal Statement S-2: Provide Effective and Efficient Public Safety Services Including Fire and Police Protection and Emergency Access.

OBJECTIVE 1.4 - PROVIDE EFFECTIVE AND EFFICIENT FIRE AND PROTECTION SERVICES.

Policy 1.4.1 - Ensure that new development is adequately served by sufficient water pressure and/or flow capacities to meet current and future standards.

Policy 1.4.2 - Ensure that existing and new development is served by adequate response times for police, fire and paramedic services.

Policy 1.4.4 - Provide adequate supplies of water at appropriate locations for fire suppression.

Policy 1.4.5 - Encourage new projects to have adequate fire service equipment and sprinkler systems.

The proposed development will be constructed under the applicable provisions of the 2013 California Building Codes as adopted by the City. These provisions include required residential fire sprinklers and evaluation reports by appropriate experts as required by the City of San Dimas building department.

Appendix

EXHIBIT O

Vertical line on the left side of the page.



Figure A.1 Conceptual Site Plan

Appendix



Figure A.3 4-Plex A Second Floor - Building 3 & 9

Appendix

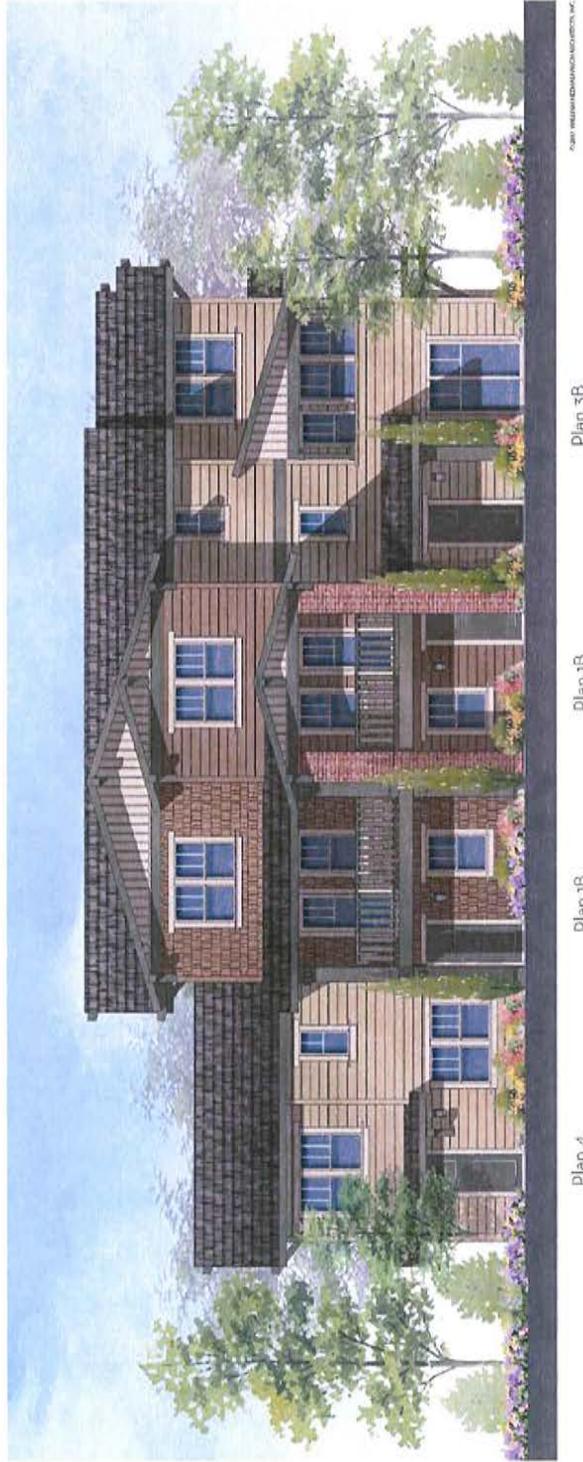


Figure A.5 4-Plex A Front Elevation - Building 3 & 9

SPECIFIC PLAN NO. 23 AMENDMENT

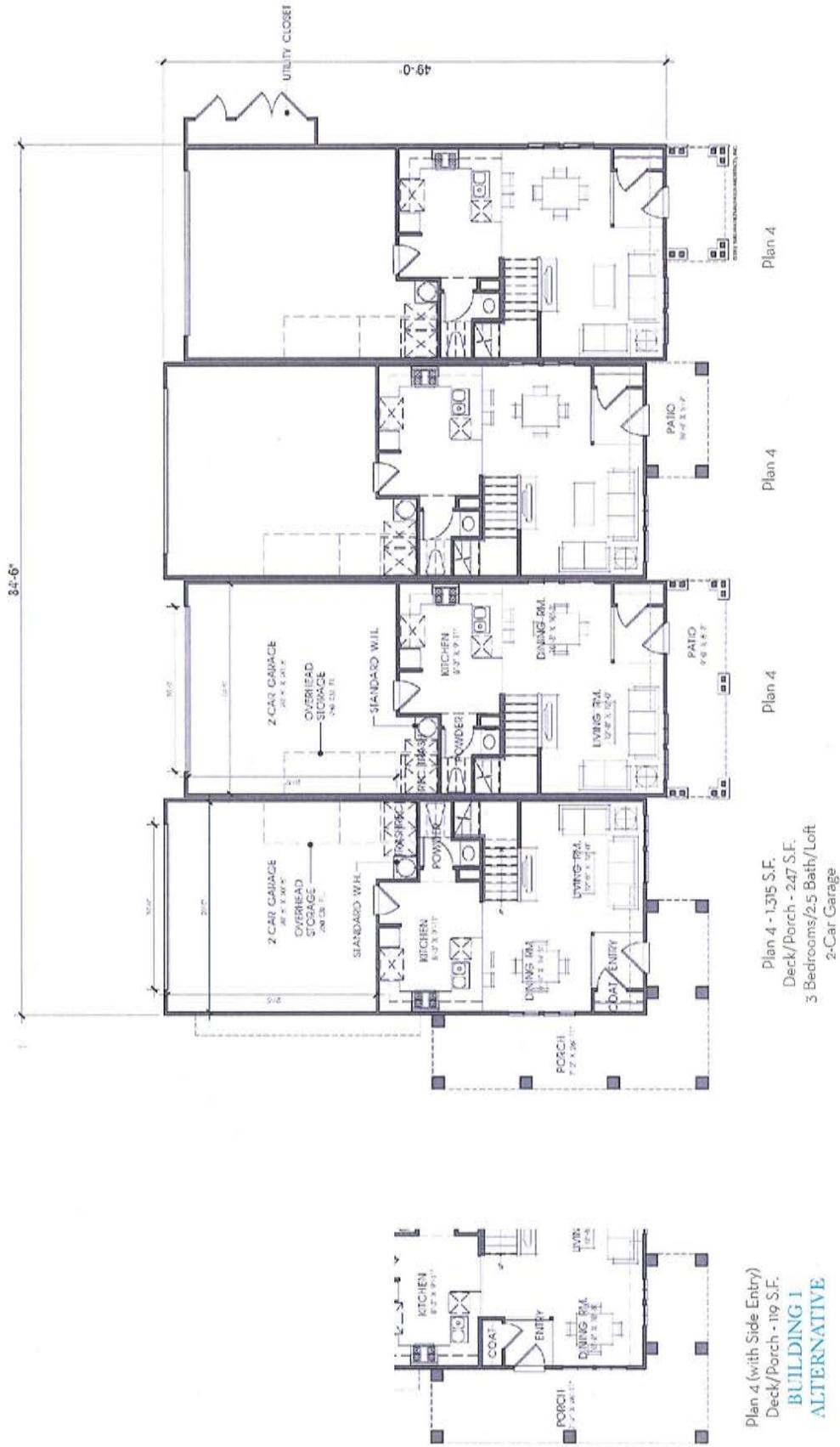


Figure A.6 4-Plex B First Floor - Building 1 & 2

Appendix



Figure A.7 4-Plex B Second Floor - Building 1 & 2

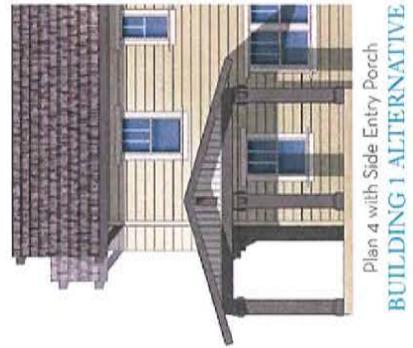


Figure A.8 4-Plex B Front Elevation - Building 1 & 2

SPECIFIC PLAN NO. 23 AMENDMENT

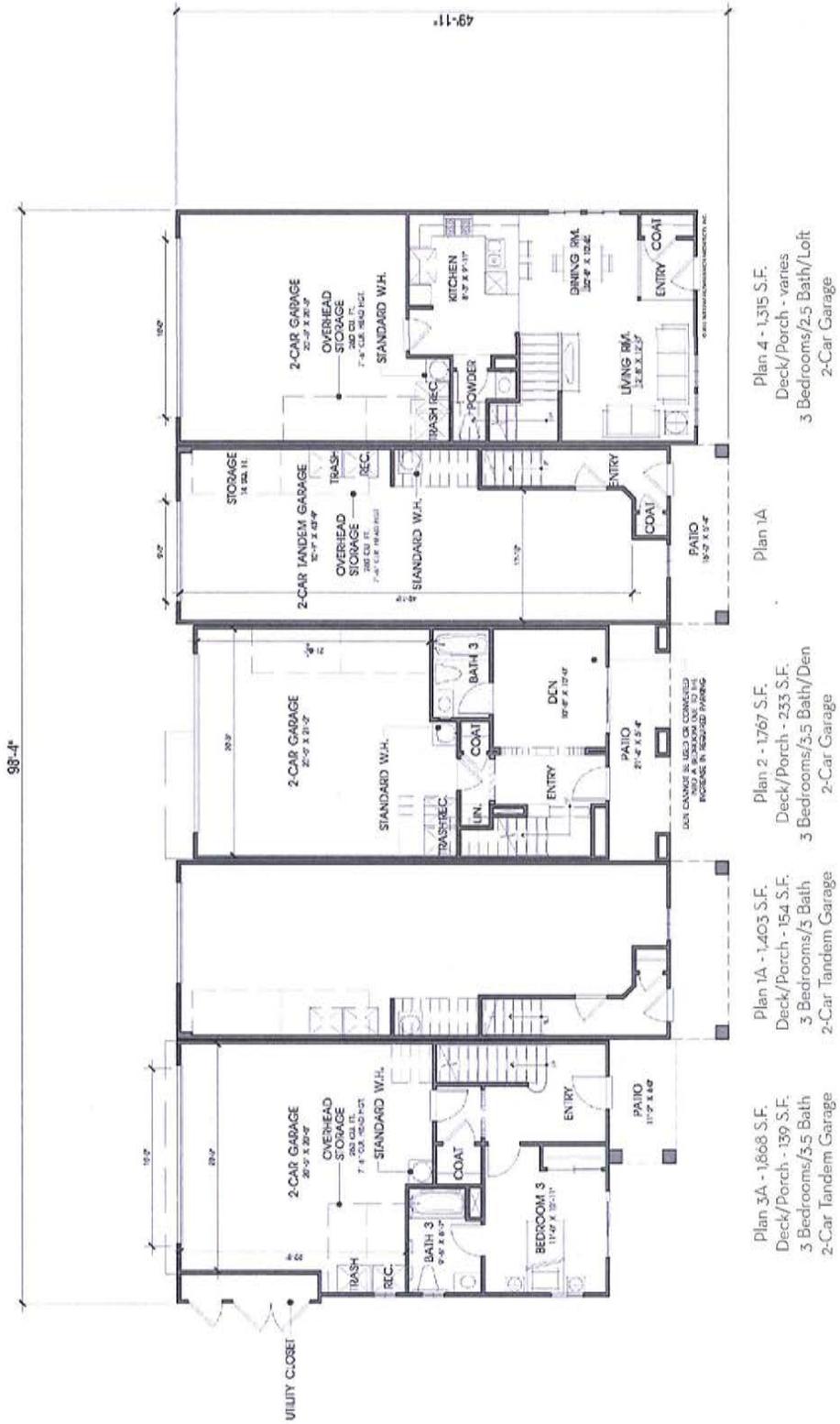


Figure A.9 5-Plex First Floor - Building 7 & 8

Appendix



Figure A.10 5-Plex Second Floor - Building 7 & 8

SPECIFIC PLAN NO. 23 AMENDMENT



PLAN 1A/2/3/4/5/6/7/8/9/10/11/12/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000'

Plan 3 Plan 1A Plan 2 Plan 1A

EXHIBIT O

Figure A.11 5-Plex Third Floor - Building 7 & 8

Appendix



EXHIBIT O

Figure A.12 5-Plex Front Elevation- Building 7 & 8

Appendix



Figure A.14 7-Plex Second Floor - Building 4, 5, & 6

SPECIFIC PLAN NO. 23 AMENDMENT

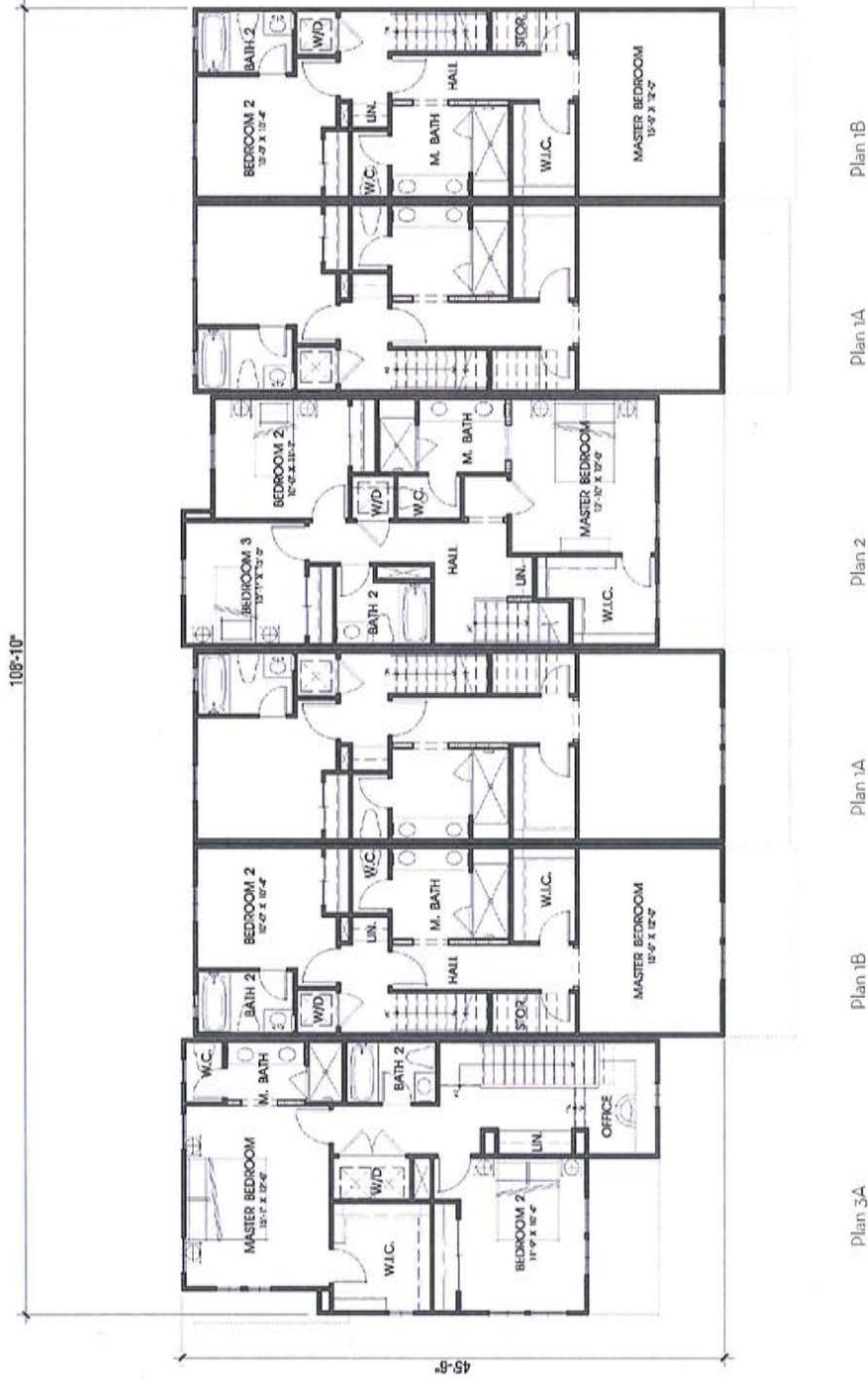


EXHIBIT O

Figure A.15 7-Plex Third Floor - Building 4, 5, & 6

Appendix

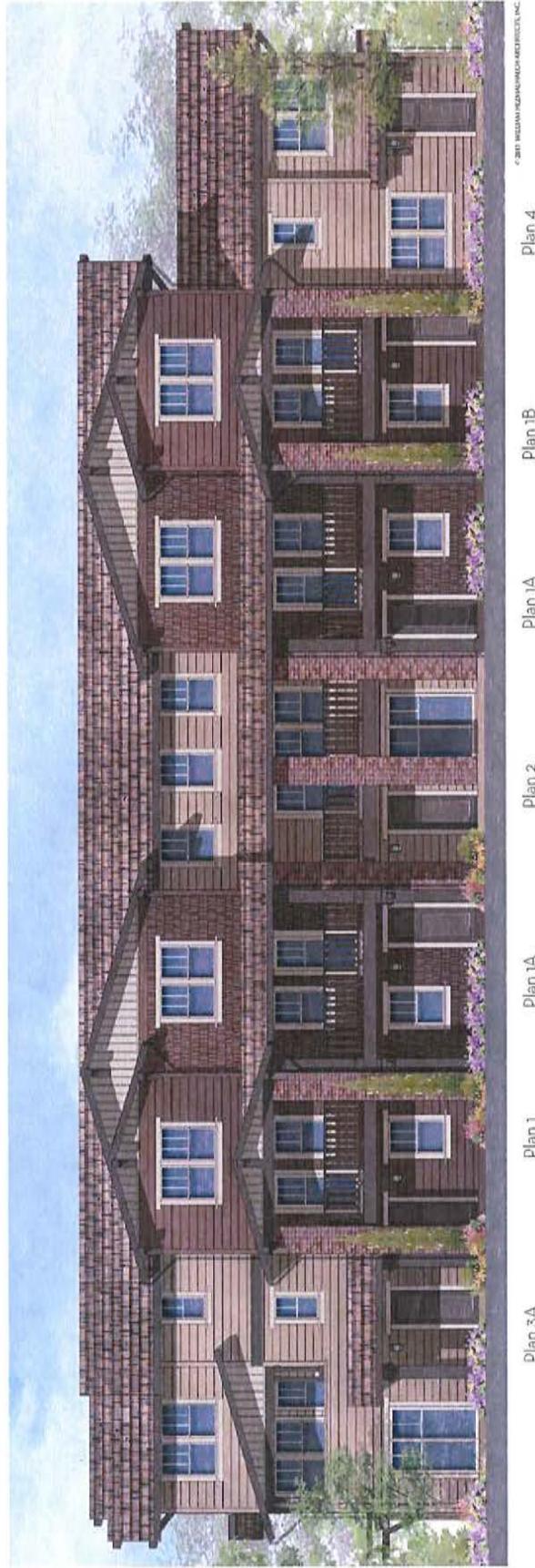


Figure A.16 7-Plex Front Elevation—Building 4, 5, & 6