CITY OF SAN DIMAS
PLANNING COMMISSION
MINUTES

Regularly Scheduled Meeting
Wednesday, April 6, 2005, at 7:30 p.m.
245 East Bonita Avenue, Council Chambers

Present
Chairman Ash Dhingra
Commissioner Emmett Badar
Commissioner David Bratt
Commissioner Howard Levreau
Commissioner Jim Schoonover
Director of Community Development Larry Stevens
Associate Planner Joe Vacca

CALL TO ORDER

Chairman Dhingra called the regular meeting of the Planning Commission to order at 7:40 p.m. and Commissioner Levreau led the flag salute.

CONSENT CALENDAR

Item Number 2 was removed for discussion.

1. Approval of Minutes for March 16, 2005.

MOTION: Moved by Levreau, seconded by Badar to approve the minutes of March 16, 2005. Motion carried unanimously, 5-0.

2. Approval of DPRB Case No. 05-13 – A request to construct a new 4,263 square foot house plus 903 square foot garage, located at 1550 Calle Cristina in Specific Plan No. 11, submitted by Alexander Bayas.

Associate Planner Joe Vacca stated originally staff recommended continuing this item because of a lack of conditions from Public Works and Building and Safety, but they have been provided and staff would like to proceed with the review of this as a consent item. This item was reviewed by the Development Plan Review Board, who

unanimously recommended approval of the project, and staff requests the Commission uphold that decision and approve the project.

Chairman Dhingra asked if the conditions are complete.

Director of Community Development Larry Stevens stated that the conditions are those that are dictated by City ordinance, and there were no special or unique conditions relative to this project. Since they are consistent and required by the ordinance, staff felt they should bring this forward tonight and not cause any further delays for the applicant.

MOTION: Moved by Badar, seconded by Schoonover to approve DPRB Case No. 05-13. Motion carried unanimously, 5-0.

PUBLIC HEARINGS

- No Items Submitted.

NEW BUSINESS

3. **CONSIDERATION OF PRECISE PLAN NO. 05-02, D.P.R.B. CASE NO. 05-12, AND TREE REMOVAL APPLICATION** – A request to construct a 148,000 sq. ft. Costco warehouse and retail facility with tire center and gas station and to consider master site plan located at the southeast corner of Gladstone and Lone Hill.

Community Development Director Larry Stevens stated these are the follow-up entitlement applications to the Final Environmental Impact Report (FEIR), General Plan Amendment (GPA) and Municipal Code Text Amendment (MCTA) associated with the Costco project. The Development Plan Review Board considered this item at their February 24, 2005, March 10, 2005 and March 24, 2005 meetings, and made a favorable recommendation, subject to conditions. On March 22, 2005 the City Council approved the resolutions certifying the FEIR, and adopting the GPA and MCTA with essentially no changes to the recommendations made by the Planning Commission. At the same time, the Redevelopment Agency approved the Disposition and Development Agreement (DDA) for various aspects of financial assistance. The review tonight is the first step in the zoning entitlement and only includes the Costco portion of the project. The pad buildings will come back when those portions are ready for development.

He stated there are a number of issues related to design and there are several displays which he can go over in detail if the Commission desires. The Costco building will be located in the southeast corner of the lot with the gas station in the corner. The rest of the property will be hydroseeded until it is ready to develop. Different architectural

elements were used to create an older mining town appearance, such as split-face block, gusset metal members at the main entry and metal shed roofing. They worked on the tire center and food service to create relief in the building and used variations in the materials to make them stand out. The Board was generally satisfied with the design.

There are a couple of elements in the Costco building which will need to go back to the DPRB. These are listed in the conditions and call for things such as the reduction of precision block and increasing the amount of decorative block. There was also discussion on beam and truss details, but the Board decided on a gusset plate design which created better architectural effect. There are still some issues relative to cap and texturizing of the metal to make it look older and not so shiny.

The gas station is basically a simple canopy, and most of the issues were related to the truss design, the elimination of the soffit, revision to the lighting and using more decorative elements so it also was not so shiny. The plan does include provisions for extensive landscaping and there will be pedestrian linkages to the parking lot. There are opportunities for public art or entry elements at Gladstone and Lone Hill, and the main driveway off of Lone Hill. They will also incorporate left-turn capability at the westerly Gladstone driveway after talking with the Public Works Department. They will continue to work with the City of Glendora for off-site traffic mitigations identified in the EIR, and conditions related to the nexus study are in the Conditions of Approval. A master sign program and architectural guidelines for the pad buildings will be brought back for consideration after they are approved by the DPRB.

Director Stevens stated there is a change in the wording for Condition No. 43, on page 14 of the resolution. A sentence needs to be added clarifying that the landscape median need not be continuous along Gladstone, that it can be modified to accommodate any approved left-turning movement. With that, staff recommends the Commission adopt Resolution PC-1316 as modified.

Commissioner Bratt had a question in regards to the requirements in sections M-3L.2, M-3L.3 and M-3L.6 which ask the applicant for a fair-share contribution for improvements to roadways outside of San Dimas, but there is nothing in there about seeking Glendora's approval until section M-3L.12, and that only applies to two specific streets. He wanted to know why the other four did not require approval by the City of Glendora.

Director Stevens stated it is the way the analysis was done for the Traffic Study and how it distinguished between different types of impacts. Some are significant and unavoidable and some are mitigable if Glendora cooperates, so that's why they are grouped in different categories. Condition No. 11 addresses the preparation of a nexus study and the determination of fair-share contributions. They are meeting with Glendora to prepare a Memorandum of Understanding (MOU) and hope to go to City Council on April 12th. This will guarantee those improvements are made.

Commissioner Bratt asked about the different options for the residents on the west side of Lone Hill under section M-3L.7.

Director Stevens stated the three options listed are a variation for a one-way frontage road with parking for the sixteen homes. The project calls for a slight shifting of Lone Hill to the east to accommodate that frontage road. There are minor changes in each option related to the median and how you can enter and exit the median as it relates to other improvements. They are not picking a specific option at this time but will implement one as part of the street improvements. Condition No. 8 covers this as well.

Commissioner Bratt referred to section M-3L.8 and asked how many driveways will the project have. He also asked about allowing left-turns into the project from Gladstone, because he thought they told the representatives from Shull Elementary that would not occur.

Director Stevens stated there are four driveways located on the west side of the project area. Three are right-turn-in/right-turn-out only. The main driveway will be signalized and is the only one on Lone Hill that will allow left-turn movement. He added that the Shull representatives didn't want right-turning measures on Gladstone that would take traffic to Amelia, so by adding left-turn opportunities, it should reduce traffic heading east. They have taken a preliminary look at modifying one of the driveways and determined it would not change the traffic analysis. They will work with Public Works to ensure adequate turn pockets which should minimize traffic going to Shull.

Commissioner Bratt inquired about the service driveway in section M-3L.9.
Director Stevens stated this is the driveway closest to the railroad tracks which will essentially be used for service vehicles going to the loading areas, though it is also open for public use. The mitigation measure initially intended to limit it to right-turn only movement based on the belief that the proximity to the railroad tracks would cause stacking problems, but they might be able to accommodate left-turn movement as well. They can look at a median design to prohibit left-turn ingress movement and only allow left-turn egress. If it doesn't work that way, they can develop a required truck routing plan to make sure no heavy truck traffic proceeds east from the site.

Commissioner Bratt asked about Condition No. 13 and the provisions to address existing parking for 300 Lone Hill, and if part of the parking for the project would be used to accommodate the existing use for Edison.

Director Stevens stated the person who owns the building occupied by Edison also owns a three-quarter acre parcel improved for parking fronting on 5th street, which connects back to the Edison parking lot. When they do the acquisition for the project, the intention is to acquire that property, but the property owner is not likely to sell it unless substitute parking is provided because it is a requirement of his tenants. So as part of the acquisition they will either adjust the lot line or work out some kind of lease/easement arrangement. The parking for 300 Lone Hill is not required as part of the code, but is required through the tenant lease.

Commissioner Bratt asked about the on-street parking along Lone Hill.

Director Stevens didn't think that had been discussed, but with the right turning movement into the southerly and main driveways, the bulk will be marked with a red curb on the east side, so likely Public Works will make the whole area red curb.

Commissioner Bratt asked if the Commission still had input on the site plan because he had concerns about the gas station being located on the corner of Lone Hill and Gladstone.

Director Stevens stated the Commission can require that to be changed. Over the past year, the gas station has been proposed in three locations on the site plan, but has ended up on the corner. Staff concurred this was the least ideal location since the use is not demand oriented, but in talks with Costco it came down to this is where they wanted it and they were not going to change their position. So instead of trying to fight that battle, staff ensured that the design and landscaping was improved.

Commissioner Bratt stated at the Chino location it is very difficult to get in and out of the corner gas station and was concerned that Lone Hill will become a parking lot.

Director Stevens stated they have spoken to Costco about what might happen if there is another gas crisis with long lines. They have a requirement that if that occurs then Costco has to initiate traffic controls and bring the traffic onto the site and keep it off the street. They have also decided to build four pump islands instead of the three that are currently needed so that should also help to minimize stacking.

Commissioner Schoonover referred to Condition No. 10 regarding the properties on 5th Street and asked if those are the only properties not under agency ownership.

Director Stevens stated the Agency owns 11 of the 22 acres, but it is scattered across the project site. There is a program in the DDA to facilitate acquisition and the City will assist in those efforts.

Commissioner Schoonover asked about the two historic homes within the project area.

Director Stevens stated a condition has been included that once those properties are acquired there will be an opportunity for them to be purchased for relocation and preservation, ideally within the City of San Dimas. If someone had a location outside of the City, it would be reviewed. The period of sale would be for 60 days, and then if they are not purchased, photo documentation of the structures and site would be taken and given to the Historical Society for their record.

Commissioner Badar asked if they might run into a problem with this project where Costco might want to reorient the building like Target did on their project.

Director Stevens stated that during all the discussions regarding the site plan, the one thing that has never changed is the location of the Costco building so he didn't foresee that as an issue.

Chairman Dhingra opened the meeting for public hearing. Addressing the Commission was:

Peter Clement, Real Estate Development Manager for Costco, stated his development team was available to answer any questions the Commissioners might have.

Commissioner Badar asked about the location of the gas station and why it had to be on the corner.

Peter Clement, Costco, stated they discussed other options but the president of the corporation feels strongly about having the gas station on the corner.

Chairman Dhingra asked if they had a target opening date.

Peter Clement, Costco, stated worst case scenario would see them opening in spring of 2006. If everything goes smoothly, they could possibly be open at the end of 2005.

Commissioner Bratt asked why the president was so set on having the gas station on the corner.

Peter Clement, Costco, stated it was a prominent location and as the developer of the property it was felt that was the best location for their use. Even though they know they may be giving up a corner they might have been able to get a higher value for, it was felt this was the best use for their operation.

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

Chairman Dhingra asked if the gas station issue was discussed by the DPRB.

Commissioner Levreau stated he didn't recall there being a lot of discussion about the negative impact of having the gas station on the corner. The presentation indicated there were sufficient mitigations taken with the landscaping, and the architectural treatment of the building itself would minimize the impact. That was discussed in great detail to help reduce any negative impact of having it on the corner.

Chairman Dhingra stated that traditionally gas stations are located on corners.

Commissioner Bratt stated normally they are on corners as a marketing tool but since this will be for the members only, he felt it didn't need to be there.

Chairman Dhingra felt it was the prerogative of the developer to put it in that location and it has gone through three hearings at DPRB. He thought if there were still issues

they could look at mitigation measures, but did not think they should continue this further.

Director Stevens stated one thing the gas station accomplishes on the corner is it provides a street presence for Costco since the warehouse building is set so far back on the lot. A year and a half ago if he thought there was any possible chance to move the gas station, he would have aggressively pushed for that, but in his judgment he determined there was no chance in succeeding so instead focused attention on mitigating the impacts.

Commissioner Levreau agreed with Commissioner Bratt on the possible negative impacts of having the gas station on the corner but felt there weren't any alternatives available.

Commissioner Schoonover also concurred with Commissioner Bratt the corner would have been his last choice for a location, but appreciates staff's position that they pursued what was possible and the Chairman's view on developer property rights. He felt overall the plan was acceptable.

Peter Clement, Costco, stated this will be the most expensive gas station to build in the whole chain and that they will pay twice as much as usual in order to keep it at the corner.

RESOLUTION PC-1316

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SAN DIMAS APPROVING PRECISE PLAN 05-02 , A REQUEST BY COSTCO TO CONSTRUCT A 149,000 SQUARE FOOT WAREHOUSE/RETAIL FACILITY WITH TIRE CENTER AND GASOLINE SERVICE STATION ON THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF LONE HILL AVENUE AND GLADSTONE STREET

MOTION: Moved by Badar, seconded by Levreau to approve Resolution PC-1316 with the appropriate wording change on Condition No. 43. Motion carried unanimously, 5-0.

ORAL COMMUNICATIONS

4. **Director of Community Development**
No communications were made

5. **Members of the Audience**
No communications were made.

6. **Planning Commission**

Chairman Dhingra stated he would be out of town and unable to attend the May 4, 2005 meeting.

ADJOURNMENT

There being no further business, Chairman Dhingra adjourned the meeting at 8:40 p.m. to the regular Planning Commission meeting scheduled for May 4, 2005 at 7:30 p.m.

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Ash Dhingra, Chairman
San Dimas Planning Commission

ATTEST:

_____
Craig Hensley
Planning Manager

Approved: