

together to achieve complementary, coordinated development which ensures safe, adequate, appropriate housing for all the state's workers."

In order to address the jobs-housing balance, the Southern California Association of Governments has prepared three interdependent plans to redirect growth in Ventura, Los Angeles, Orange, Riverside, San Bernardino and Imperial Counties to alleviate traffic congestion and reduce air pollution. The three interrelated plans are:

- Growth Management (GMP)
- Regional Mobility (RMP)
- Regional Housing Needs Assessment (RHNA)

The Growth Management Plan is the core of the three plans. Its assumptions regarding future growth are what drive the Regional Mobility Plan and Regional Housing Needs Assessment.

The main purpose of the Growth Management plan is to identify ways of altering land use patterns in the region in order to improve the jobs/housing balance.

The main purpose of the Regional Mobility Plan, whose preparation was mandated by the State, is to identify specific methods of improving circulation in the region. See Section III, Circulation Element for a discussion on specific Transportation System Management (TSM) and Transportation Demand Management (TDM) methods.

Finally, the Regional Housing Needs Assessment uses population forecasts from the Growth Management Plan to estimate regional needs for affordable housing and recommends dwelling unit targets for each jurisdiction in order to distribute this housing more evenly throughout the region.

*SCAG: Southern California Association
of Governments*

Ideally, a jobs-housing balance is to be reached by the year 2010 at the sub-region level in Southern California. San Dimas is located in the East San Gabriel Valley sub-region, one of 24 sub-regions identified by SCAG. Although the jobs-housing balance rises from 1.03 to 1.10, the sub-region remains housing rich.

The City of San Dimas has the responsibility to address these housing issues. They are discussed in detail in Section IV -- Housing Element.

Air Quality

*SCAQMD: South Coast Air Quality
Management District*

The Air Quality Management Plan (AQMP) was prepared by SCAG with the cooperation and assistance of the SCAQMD. The AQMP addresses the issues of growth and transportation to achieve attainment of the federal clean air standards by the year 2007. The AQMP emphasizes demand management measures, or mobility goals, to reduce the amount of vehicle trips and miles traveled. The AQMP envisions that the measures implemented to reach the mobility goals will in turn directly affect the future air quality.

The AQMP proposes to attain federal clean air standards by the year 2007 by accomplishing a series of actions within three time period divisions. These time period divisions are called "Tiers".

Each section of the AQMP contains detailed policies on programs to reduce emissions into the air. The plan programs are to be implemented within the time frames of the Tiers. Each policy has one or several implementing agencies to be responsible for some or all of the implementation policies.

Local government responsibilities are addressed in these sections in detail. One of the primary responsibilities of local government in implementing the AQMP is to adopt an Air Quality Element in the General Plan.

The Air Quality Element component of the AQMP is the most significant to local government. The AQMP requires that all cities adopt an Air Quality Element, or amend an existing general plan element, to address air quality to the satisfaction of the SCAQMD and SCAG.

Air Quality Elements are the primary component of the Tier I control measures specified in the AQMP. Essentially, the Air Quality Elements are intended to develop action programs for the implementation of regional air quality measures at a local level.

The 1989 AQMP presents several opportunities and potential implications for San Dimas. In brief, these are as follows:

- Cooperation with the AQMP by adopting an Air Quality Element or the equivalent;
- An implication that future legislation may preempt some amount of local land use control if a local government has not conformed with the provisions of the AQMP; and,
- A series of control measures which local government is responsible to implement through the Air Quality Element and/or City policy.

Solid Waste

The California Integrated Waste Management Act of 1989 (AB939) requires that cities reduce waste going to landfills by at least 25 percent by 1995 and 50 percent by the year 2000. To achieve these goals, cities are required to prepare a comprehensive waste management plan called Source Reduction and Recycling Element (SRRE).

The City Source Reduction and Recycling Element shall include, but not be limited to, all the following components for solid waste generated in the jurisdiction:

- Waste characterization component
- Source reduction component
- Recycling component

- Composting component
- Solid waste facility capacity component
- Education and public information component
- Funding component
- Special waste component

The City of San Dimas instituted a Solid Waste Recycling Program in 1989. The community attitude survey indicated that there was very strong support for solid waste recycling. The respondents to the community attitude survey were willing to pay an additional dollar per month for recycling efforts. The City is currently reviewing a Green Waste Program for composting gardening waste, in which the City's Parks and Maintenance will compost 90% of its waste. Additional programs are currently under review with participation with the L.A. County Sanitation District and Cal Poly University in Pomona. The Recycling Program is also discussed in detail in the Conservation Element.

San Dimas is part of a solid waste Joint-Powers Authority (JPA) made of East San Gabriel Valley cities. The JPA hired a consultant to prepare a solid waste source reduction plan. The City has formed a Waste Management Committee which recommends goals and objectives to the City Council on an ongoing basis.

Hazardous Waste

In general, hazardous waste is defined as any waste, or combination of wastes, which because of its quantity, concentration, physical, chemical, or infectious characteristics may exhibit one or more of the following characteristics; toxicity, corrosivity, flammability, and reactivity. Hazardous waste includes a spectrum of wastes ranging from household wastes, like pesticides and used motor oil, to industrial wastes such as spent cleaning solvents and planting shop waste. The City must adopt a household Hazardous Waste Element (Hawe) as a companion to the SARRE.

Hazardous materials are transported through the City by truck, and there are users of hazardous substances within San Dimas. The use, storage and siting of hazardous materials are regulated by the Fire Department through implementation of the Hazardous Materials Disclosure Ordinance.

Chapter 1504 of the 1986 State Statutes (AB 2948, Tanner), as amended by Chapter 1167 of the 1987 State Statutes (SB 477, Greene), and Chapter 1389 of the 1988 State Statutes (AB 3206, Tanner) authorizes each county, in lieu of preparing the hazardous waste portion of the solid waste management plan, to prepare and to adopt a county hazardous waste management plan. The law requires this plan to be prepared in accordance with the State Department of Health Services (SDOHS) Guidelines, dated June 30, 1987, and is to address the

management of hazardous waste that are shipped off-site from the site of generation for storage, treatment and/or disposal. The directive of the SDOHS is to develop siting capacity appropriate to meet single and multi-county hazardous waste management capacity needs while also acknowledging responsibility to meet a portion of overall Statewide capacity needs.

Following adoption of the County Hazardous Waste Management Plan, cities in Los Angeles County are required to take one of three actions:

- Incorporate applicable portions of the County plan, by reference, into the City's General Plan
- Adopt a city hazardous waste management plan which is consistent with the County plan.
- Enact an ordinance which requires that all applicable zoning, subdivision, conditional use permit and variance decisions are consistent with the applicable portions of the County Hazards Waste Management Plan.

DEVELOPMENT POLICIES

A development policy is a general plan statement that guides action; it includes:

- Goals
- Objectives
- Policies
- Plan Proposals
- Implementation Measures

Please refer to Section I for a detailed definition and explanation of how the Plan proposals (land use map) and implementation measures are referenced.

These development policies are summarized in a matrix on page II-62.

GOALS STATEMENT L-1:

**MAINTAIN THE RURAL SMALL TOWN LOW DENSITY
ATMOSPHERE OF SAN DIMAS**

OBJECTIVES:

- 1.1 Provide a community where residential uses are predominantly low density and non-residential uses are predominantly low intensity.

- 1.2 Preserve open space and conserve existing residential neighborhoods.

- 1.3 Abate non-conforming uses through City ordinances.

POLICIES:

- 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 public objectives and amenities
- 1.1.2 Enhance the rural/equestrian image north of Gladstone Street. Retain large lot development and improve circulation.
- 1.1.3 Development shall conform to terrain.

Plan Proposal: D, F, I, J, K, L, M, N, O, U, V (see page II-47)

Implementation Measures: a, b, g (see page II-59)

GOALS STATEMENT L-2:

PRESERVE THE INTEGRITY OF THE FOOTHILLS, INCLUDING THE:
NORTHERN FOOTHILLS, PUDDINGSTONE HILLS AND WAY HILL.

OBJECTIVES:

- | | | |
|-----|--|--|
| 2.1 | Protect the identity of prominent ridgelines and canyons with significant stands of trees by directing development on slope areas within the foothills. | POLICIES:

2.1.1 Development shall conform to terrain.
2.1.2 Develop building sites which are reasonably accessible with minimal grading.
2.1.3 Encourage development which prevents "skylining" of buildings through proper site planning, height limitations and landscaping.
2.1.4 Evaluate the significance of prominent ridgelines and canyons on a case-by-case basis within the City's image context. |
| 2.2 | Maintain the development at a very low estate density of 0 to .2 dwelling units/acre with the following sub categories: a) hillside residential with rural standards, grading to follow natural terrain and a minimum 150 feet separation between buildings shall be maintained; b) Puddingstone Hills — minimum lot size shall be 1.5 to 3 acres; and c) Way Hill — minimum lot size shall be 1 acre. | |
| 2.3 | Minimize perception of building bulk. |
2.3.1 Design architecture to break up massing.
2.3.2 Minimize building height.
2.3.3 Design structure to fit with existing neighborhood.
2.3.4 Use materials and colors to reduce bulk. |
| 2.4 | Integrate structures with the environment. |
2.4.1 Use natural materials and colors.
2.4.2 Integrate with environmental texture and forms.
2.4.3 Control exterior light sources. |

GOALS STATEMENT L-2:

PRESERVE THE INTEGRITY OF THE FOOTHILLS, INCLUDING THE NORTHERN FOOTHILLS, PUDDINGSTONE HILLS AND WAY HILL.

OBJECTIVES:		POLICIES:	
2.1	Protect the identity of prominent ridgelines and canyons with significant stands of trees by directing development on slope areas within the foothills.	2.1.1	Development shall conform to terrain.
		2.1.2	Develop building sites which are reasonable accessible with minimal grading.
		2.1.3	Encourage development which prevents "skylining" of buildings through proper site planning, height limitations and landscaping.
		2.1.4	Evaluate the significance of prominent ridgelines and canyons on a case-by-case basis within the City's image context.
2.2	Maintain the development at a Very Low Estate density of 0 to .2 dwelling units/acre with the following subcategories: a) Hillside Residential with rural standards, grading to follow natural terrain and a minimum 150 feet separation between buildings (not applicable to Way Hill) shall be maintained; b) Puddingstone Hills – minimum lot size shall be 1.5 to 3 acres; and c) Way Hill – maximum density shall be 1 dwelling unit per acre, lots may be created at lesser sizes where appropriate based on existing lot sizes and topography, a minor density increase may be granted where no new ridgeline lots are created.		

2.3	Minimize perception of building bulk.	2.3.1	Design architecture to break up massing.
		2.3.2	Minimize building height
		2.3.3	Design structure to fit existing neighborhood.
		2.3.4	Use materials and colors to reduce bulk.
2.4	Integrate structures with the environment.	2.4.1	Use natural materials and colors.
		2.4.2	Integrate with environmental texture and forms.
		2.4.3	Control exterior light sources.

OBJECTIVES:	POLICIES:
2.5 Preserve significant environmental features.	2.5.1 Minimize changes to the natural topography. 2.5.2 Follow hillside contours.
2.6 Enhance landscaping.	2.6.1 Use landscaping to blend structure with the environment. 2.6.2 Use drought-tolerant species. 2.6.3 Minimize excessive impervious surface cover.

Plan Proposal: V (see page II-49)

Implementation Measures: b, e, g (see page II-59)

GOALS STATEMENT L-3:

ENSURE THAT ALL PORTIONS OF THE CITY ARE ADEQUATELY SERVED WITH ESSENTIAL SERVICES, UTILITIES AND RECREATIONAL AND OPEN SPACE FACILITIES.

OBJECTIVES:	POLICIES:
3.1 Promote future land use and development patterns which support local jurisdictions and other service providers in their efforts to provide equally to all citizens of San Dimas, accessible and effective services such as: public education; housing; health care; child care; social services; law enforcement; and fire protection.	3.1.1 Utilize City Facilities and other resources, when appropriate, to promote and encourage approved child care services. 3.1.2 Consider the possibility of granting a density bonus of additional floor area when developer set aside space for a child care facility, this option is permitted by State law -- AB1828

OBJECTIVES:

POLICIES:

- 3.1.3 Continue to support programs for the Senior Citizens of San Dimas.
- 3.1.4 Continue to support programs for the youth of San Dimas.
- 3.1.5 Encourage the development of private care facilities to ensure the health and welfare of the citizens of San Dimas.
- 3.1.6 Assist finding shelter for the homeless.

Plan Proposal: R (see page II-49)

Implementation Measures:

GOALS STATEMENT L-4:

PLAN AND CREATE AN URBAN FORM THAT EFFICIENTLY UTILIZES URBAN INFRASTRUCTURE AND SERVICES. PLAN FOR ORDERLY GROWTH RATHER THAN "LEAP FROG" DEVELOPMENT

OBJECTIVES:

- 4.1 Promote future land use and development patterns which reduce costs of infrastructure construction, encourages transit to make better use of existing facilities, and achieve a good match between future growth and phasing of existing facilities or expansion of new ones.
- 4.2 Consider each development proposal in a larger development context. Understand how each development contributes to city-wide impacts and contributes to certain capacity thresholds for circulation, community services and utilities.

POLICIES:

- 4.1.1 Limit intensity of non-residential development through height limits, lot coverage, setbacks and other appropriate standards.

Plan Proposal: None

Implementation Measures: d, g (see page II-59)

GOALS STATEMENT L-5:

PROVIDE WELL PLANNED COMMERCIAL CENTERS AND NODES.
DISCOURAGE "STRIP" COMMERCIAL DEVELOPMENT

OBJECTIVES:	POLICIES:
5.1 Encourage infill and development to occur in and around activity centers, transportation node corridors, underutilized infrastructure systems, and areas needing revitalization and redevelopment.	5.1.1 Encourage employee based business uses with a higher ratio of employee to floor area. 5.1.2 Foothill Boulevard - Restrict neighborhood retail to existing key intersections. 5.1.3 Provide opportunities for existing "mom and pop" commercial markets to remain to serve their neighborhoods.
5.2 Commercial development should be concentrated at selected nodes.	5.2.1 Because of its close proximity to San Dimas Avenue and Route 30, identify the Bonita School District parcel on Allen Avenue to a Commercial land use designation. 5.2.2 Consider locating future transit stations adjacent to commercial.

Plan Proposal: A, B, E, G, K, P, Q, T, U (see page III-47)

Implementation Measures: d, f (see page III-59)

GOALS STATEMENT L-6:

REVITALIZE AND IMPROVE DOWNTOWN AS A COMMUNITY FOCUS.

OBJECTIVES:

- 6.1 Improve Downtown's image and visual environment.

POLICIES:

- 6.1.1 Give priority for redevelopment activities to declining areas within the City, particularly the Town core and Puddingstone Center.
- 6.1.2 Encourage office and mixed uses to increase the day time population of Downtown to support the retail and service establishments such as restaurants and other businesses in Downtown.
- 6.1.3 Encourage night time activity such as restaurant and entertainment in Downtown.
- 6.1.4 Encourage a partnership of merchants, property owners, and the City in revitalizing Downtown.
- 6.1.5 Encourage outside displays.

- 6.2 Provide more pedestrian areas and night time activities in Downtown.

- 6.2.1 Provide a Transit Station in the Downtown area to encourage more night-time activities.

- 6.3 Preserve the Historic aspect of the Downtown.

Plan Proposal: K, P, Q, R, T, U (see page II-47)

Implementation Measures: e, f, g (see page II-59)

GOALS STATEMENT L-7:

MAINTAIN EXISTING MOBILE HOMES TO MEET THE NEED FOR AFFORDABLE HOUSING STOCK FOR THE CITIZENS OF SAN DIMAS.

OBJECTIVES:

- 7.1 Conserve and improve the existing mobile home parks.

POLICIES:

- 7.1.1 Encourage the upgrading of some mobile home parks, especially the streetscape edge conditions visible from the public right-of-way where proper landscaping and screening would visually improve the neighborhood, without passing additional costs onto park residents.
- 7.1.2 In order to preserve mobile homes as affordable housing stock, foster land ownership opportunities for occupants.

Plan Proposal: C (see page II-47)

Implementation Measures: c, d (see page II-59)

GOALS STATEMENT L-8:

ENSURE ADEQUATE COMMUNITY PARTICIPATION IN PLANNING FOR THE FUTURE OF SAN DIMAS

OBJECTIVES:

- 8.1 Provide opportunities for all City residents to participate in the planning of San Dimas.

POLICIES:

- 3.1.1 Provide information to the various geographical areas of the City.

Plan Proposal: None

Implementation Measures: (see page II-59)

GOALS STATEMENT L-9:

**ENHANCE A UNIFIED AND A HIGH QUALITY VISUAL IMAGE
FOR THE CITY**

OBJECTIVES:

- 9.1 Preserve the visual identity and character of existing neighborhoods.

POLICIES:

- 9.1.1 Underground utilities to improve the visual environment.

- 9.1.2 Beautify the existing railroad rights-of-way.

- 9.1.3 Direct future development in a cohesive manner and promote the visual identity of the City's important districts such as the Town Core, Civic Center, and Downtown.

- 9.14 Promote the arts in San Dimas through the development of a "Arts in Public Places" program.

- 9.1.5 Preserve important view corridors.

- 9.2 Preserve the City's unique natural features and historic structures.

Plan Proposal: None

Implementation Measures: b, f, g (see page II-59)

GOALS STATEMENT L-10:

DEVELOPMENT OF THE NORTHERN FOOTHILLS AREA SHALL MAXIMIZE PRESERVATION OF THE NATURAL ENVIRONMENT, RECOGNIZE THE OPPORTUNITIES AND CONSTRAINTS THAT THE LAND IMPOSES, AND ACCOMMODATE SUCH DEVELOPMENT AS CAN BE DESIGNED TO MINIMIZE IMPACTS ON THE NATURAL ENVIRONMENT AND PROTECT PUBLIC HEALTH AND SAFETY.

OBJECTIVES:

10.1 Development of the Northern Foothills shall be rural in character.

10.2 The visual intrusiveness of new development shall be minimized. Rather than relying on substantial landform modification to create artificial building pads, new development shall be designed to fit quietly into the natural character of the area.

POLICIES:

10.1.1 The development strategy set forth in the Northern Foothills Development and Infrastructure Study (November 1998) shall apply.

10.1.2 Maximum densities shall be as set forth in Figure II-5.1.

10.1.3 Even where clustering is allowed, minimum parcel sizes shall be not less than two acres in size.

10.1.4 Typical urban facilities including curb, gutter, sidewalk, street lighting, formal landscaping, sewers, underground utilities and similar shall be discouraged.

10.1.5 Provisions shall be made to facilitate the keeping of horses and other farm animals.

10.1.6 Effort shall be made to establish new equestrian trails and preserve existing equestrian trails, where and when appropriate.

10.2.1 Except within bedrock, where manufactured slopes in excess of 5 vertical feet cannot feasibly be avoided, they shall be landform graded. (NOTE: "Landform grading" is a contour grading method which creates artificial slopes with curves and varying slope ratios in the horizontal and vertical planes designed to simulate the appearance of surrounding natural terrain.)

10.2.2 Site design should utilize varying setbacks, structure heights, innovative building techniques, and retaining walls to blend structures into the terrain.

10.2.3 Allow for different lot shapes and sizes, as well as the provision of split development pads, with the prime determinant being the natural terrain.

10.2.4 Structures shall be sited in a manner that will fit into the hillside's contour and relate to the form of the terrain; retain outward views from the maximum number of units while maintaining the natural character of the hillside; preserve vistas of natural hillside areas and ridgelines from public places and streets; and, preserve existing views and allow new dwellings access to views similar to those enjoyed from existing dwellings.

10.2.5 Streets should follow the natural contours of the hillside to minimize cut and fill. Streets may be split into two, parallel one-way streets (thereby effectively functioning as a two-way street with a median) in steeper areas to minimize grading and blend with the terrain. Cul-de-sacs or loop roads are encouraged where necessary to fit the terrain. On-street parking and sidewalks may be eliminated to reduce required grading.

10.2.6 Driveways which serve more than one lot, as well as diagonal driveways running along contour lines, are encouraged as a means of reducing unnecessary grading, paving, and site disturbance.

10.2.7 Clustered development is encouraged as a means of preserving the natural appearance of the hillside and maximizing the amount of open space. Under this concept, dwelling units are grouped in the more level portions of the site, while steeper areas are preserved in a natural state. The effect of permitted clustering is to enhance the environmental sensitivity of a development project, and facilitate the permanent protection of key features of the natural environment, such as steep slopes, biological habitats, ridgelines, and scenic areas, including their retention

protected open space areas. Clustering is not be used to increase the overall density of an area beyond that which is otherwise permitted by the General Plan and applicable zoning regulations, nor is clustering to be used to create suburban style subdivisions within the Northern Foothills area.

10.2.8 The use of retaining walls and structures is encouraged when it significantly reduces site grading.

10.2.9 The overall scale and massing of structures shall respect the natural surroundings and unique visual resources of the area by incorporating designs which minimize bulk and mass, follow natural topography, and minimize visual intrusion on the natural landscape.

10.2.10 Houses shall not be excessively tall so as to dominate their surroundings. Structures shall be a maximum of one story in height, but may be constructed on split, flat pads contained within a limited envelope parallel to the finished grade, rather than "jutting out" over natural slopes. Building forms shall be scaled to the particular environmental setting so as to complement the hillside character and to avoid excessively massive forms that fail to enhance the hillside character. Building facades shall change plane or use overhangs as a means to create changing shadow lines to further break up massive forms.

10.2.11 Wall surfaces facing towards viewshed areas shall be minimized through the use of single story homes, single story dwellings placed on split pads, setbacks, roof pitches, and landscaping.

10.2.12 Roof lines and elements shall reflect the naturally occurring ridgeline silhouettes and topographical variation, or create an overall variety, that blends with the hillside.

10.2.13 Architectural style,

including materials and colors, should be compatible with the natural setting. The use of colors, textures, materials and forms which will attract attention by not relating to other elements in the neighborhood is to be avoided.

10.2.14 Overhead utilities should be permitted under certain circumstances, including within the right-of-way of roadways connecting development areas; to serve development of a single dwelling unit on an existing lot of record; and within the rights-of-way of roadways where all lots are 5 acres in size or greater. In cases where aboveground utilities are permitted within the right-of-way of a roadway, connections to individual dwellings shall be underground. Utilities shall continue to be underground within subdivisions and parcel maps along roadways serving parcels smaller than 5 acres, as currently required. Where overhead utilities are permitted, their adverse visual impact on surrounding properties is to be mitigated through sensitive placement. Clear cutting of vegetation for an overhead utility corridor shall not be permitted.

10.2.15 The interface between new development and natural open space shall be designed to provide a gradual transition from manufactured areas into natural areas. By extending fingers of planting into existing and sculptured slopes, the new landscape should blend in with the natural vegetation. For fire prevention purposes, a fuel modification zone shall be provided between natural open space and development.

10.2.16 New development within the Northern Foothills Planning Area shall ensure the ongoing maintenance of manufactured slopes.

10.2.17 Primary ridgelines should be protected from any construction activities including, but not limited to roads,

structures, water tanks, antennae, utilities, etc. so as to maintain a natural skyline.

10.2.18 New parcels which have as their only feasible building site a primary ridgeline shall not be created. Where the only feasible building site within an existing parcel is on a primary ridgeline, the structure shall be sited at the lowest possible elevation on the site, and along the least visible portion of the ridge upon which a structure can feasibly be constructed. Where development is proposed to occur adjacent to a primary ridgeline (a ridge which is visible against the sky as viewed from a public street), it should be set back a sufficient distance so as to be located below the ridgeline. The intent of this requirement is to maintain a natural skyline.

10.2.19 Sources of lighting within the Northern Foothills shall be limited.

10.3 Roadway improvements to provide access to parcels should not adversely affect other properties through extensive grading, flood control facilities, or any other type of construction and/or requisite support infrastructure.

10.3.1 Roadways within the Northern Hillside Area should provide for minimum safe passage of two cars along a paved road section, except in limited circumstances.

10.3.2 Within the upper elevations of the Northern Foothills area, permit a further reduction in required roadway width for private roadways which will ultimately serve a maximum of four dwellings, based on the maximum allowable density permitted by the General Plan, and where not providing such a reduction would effectively preclude access to an existing lot of record.

10.3.3 Roadway grades and curves should accommodate safety and emergency vehicles with certain limited exceptions.

10.3.4 The provision of adequate flood control and/or erosion control measures for public and private roadways shall occur in a manner consistent with the rural character of the Northern Hillside Area.

10.3.5 New development shall be permitted to take access from Terrebonne Avenue only where there are no viable alternatives.

	10.3.6 An equestrian trails system should be provided. A trails plan should be prepared to link future residential areas to existing and planned equestrian facilities and trails in the City.
10.4 New development shall be designed so as to maximize the permanent preservation of open space, and to minimize the loss of biological resources.	<p>10.4.1 Open space within the Northern Foothills should be preserved through establishment and implementation of a purchase of development rights program.</p> <p>10.4.2 The City should actively pursue an exchange program for property owners within the study area with the U. S. Forest Service in order to preserve the natural landscape while simultaneously providing private property owners with a means to realize use of their property.</p> <p>10.4.3 Development projects are to be designed to protect habitat values and to preserve significant, viable habitat areas and habitat connections in their natural condition.</p> <p>10.4.4 Within proposed developments, primary emphasis is to be placed on protecting the integrity of habitats and habitat linkages.</p> <p>10.4.5 Within occupied habitat areas of rare, threatened or endangered species, disturbance of protected biotic resources is prohibited.</p> <p>10.4.6 Within riparian areas, wetland areas, and coastal sage scrub habitats, the vegetative resources which contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas, and food sources) should be preserved in place or replaced so as to not result in a measurable reduction in the reproductive capacity of sensitive biotic resources.</p> <p>10.4.7 Within habitats of plants listed by the California Natural Diversity Data Base (CNDDB) as "special" or "of concern," new development shall not result in a reduction in the number of these plants, if they are present.</p>

10.4.8 The use of motorized off-road vehicles shall be prohibited, and off-trail activities shall be limited to those that are consistent with protection of environmental values.

10.4.9 The establishment of buffer zones adjacent to areas of preserved biological resources shall be required. Such buffer zones shall be adequate in width so as to protect biological resources from grading and construction activities, as well as from the long-term use of adjacent lands. The landscape design adjacent to areas of preserved biological resources shall be designed so as to avoid invasive species which could negatively impact the value of the preserved resource.

10.5 It is the ultimate responsibility of individual developers (including construction of a single family dwelling on an existing lot of record) to define the infrastructure needed to serve their project, and to finance and construct needed roadway, water, sewage disposal, and utility facilities as part of their projects.

10.5.1 The City should encourage landowners within development feasibility zones to work together to cooperatively plan for, finance, and construct backbone infrastructure to serve each development feasibility zone.

10.5.2 Provision shall be made for alternative infrastructure in areas where municipal systems cannot reasonably be extended.

Plan Proposal: W

Implementation Measures: b, h

Plan Proposals

The Land Use Element provides for seven major types of land use: Residential, Commercial, Administrative/Professional, Industrial, Public/Semi-Public, Open Space, and Specific Plan. Each of these is divided into separate categories and correlated with intensity of development based upon the goals and objectives of this element. The General Plan Land Use Map in Exhibit II-4, classifies land uses within San Dimas into these new categories. The Plan proposals on the proceeding pages are designed to implement the Land Use Map Exhibit II-4.

Table II-4 presents an inventory of the General Plan land use categories and summarizes currently developed, undeveloped and total general plan acreage by type of use for all uses.

- A: Designate the southeast corner of Lone Hill Avenue and Gladstone Street as a Business Park.
- B: Extend Specific Plan boundaries (SP20) to Cienega Street. Develop this project area as regional commercial and buffer the residential uses adjacent to project.
- C: Designate a mobile home land use category in the Land Use Element, and apply the mobile home designation to existing mobile home land uses.
- D: Development in the Rancho Park Site is recommended to have a single family residential low density of 2 to 4 dwelling units/acre.

- E: Designate Foothill Boulevard as a professional office corridor.
- F: The Pacific Coast Baptist Bible College area is recommended to remain an open space land use category.
- G: The SP-5 is a "major entry window" to the community. Include the AP zone area north of Calle Rosa into Specific Plan 5; this would visually leave the north face of the hill visible going southbound on San Dimas Avenue towards Via Verde Drive in open space.
- H: Designate the parcel at Foothill Blvd. and Amelia Avenue (Southeast corner) medium density residential.
- I: Designate the Way Hill area (SP-3) as Single Family Estate Very Low with 1 acre minimum lot size.
- J: Retain the area north of Gladstone Street as equestrian/residential with a minimum 16,000 square foot lots.
- K: Designate the historic San Dimas Lemon Packing House for historic adaptive reuse by revitalizing the existing packing house for either office or combination of commercial and retail (mixed use). Integrate a light rail transit station stop as part of the development.
- L: Town Core Residential: Designate this area as single family low density residential.
- M: Designate the Pioneer Park neighborhood as single family residential.

- N: Designate the north side of Railway St. and Commercial Street as single family low residential.
- O: Designate low density residential on the parcel south of Commercial Street and north of the existing commercial center at Arrow Highway and San Dimas Avenue.
- P: Downtown Area: Extend the Downtown boundaries west to Euclid Avenue.
- Q: The City shall revitalize the Puddingstone Shopping Center site and actively encourage additional commercial development on the current vacant City owned property between the shopping center and Walnut Avenue.
- R: Expand the Civic Center boundaries to include areas east of Walnut Avenue and south of Bonita Avenue to include the Post Office, new Sheriffs station and other institutional uses.
- S: Designate the area adjacent to the Circle K Market for possible medium density residential or senior housing.
- T: The City shall designate the Canyon Shopping Center as a Specific Plan Area for commercial and/or Residential Development.
- U: Designate a Downtown residential area.
- V: Designate the foothills as "Northern Foothills."

- W: Amend the land use designation of all privately owned lands within the Northern Foothills that are currently designated Single Family Residential to Very Low Estate, with the exception of Terrebonne tract, to "Northern Foothills." Retain existing "Park" and "Open Space" land use designations for the National Forest, Camp Glen Rocky, Horsethief Canyon Park, San Dimas Wash, San Dimas Canyon Golf Course, and other publicly owned properties. Amend the land use designation of the privately owned property (APN 8678-030-301) within the boundaries of the National Forest to "Northern Foothills."
- X: Designate Way Hill as Single Family Very Low.