



# Planning Commission Staff Report

**DATE:** November 17, 2010

**TO:** Planning Commission

**FROM:** Community Development Department

**SUBJECT:** Tentative Tract Map 70563 – A subdivision of approximately 270 acres in the Northern Foothills northerly of Cataract Avenue into 61 residential lots.

## **BACKGROUND**

### *Project Description:*

The TTM would subdivide approximately 270 acres into 61 single-family residential lots (or “numbered lots”); nine common area lots (or “lettered lots”), including private roadways and an 83 acre parcel that is anticipated to remain open space and/or habitat conservation land that would be offered for dedication to the City of San Dimas or a conservancy, and related infrastructure (including entry gates, utilities, water quality control basins and a water storage facility). The project would also include an easement for an approximately 2.83-acre portion of a 6 acre off-site property to the south that is also owned by the applicant for the purpose of access, drainage and retention, grading, utilities, landscaping and maintenance. The project also includes approximately 0.18 acres to the east of the center of the project site for use as a fire protection turn-around; this area is located on Los Angeles County Department of Parks and Recreation land. The project site, including the TTM, the 2.83-acre easement area, and the 0.18 acre fire turn-around consists of a total acreage of approximately 273 acres. The total disturbance on the project site resulting from the project would be approximately 90 acres (including the 0.18 acre fire turn-around), of which 10 acres would be short-term non-permanent disturbance occurring during construction. Figure 3-1 provides the proposed project site plan.

The TTM consists of 61 single-family residential lots, numbered as Lots 1 through 61 on Figure 3-1. The residential lots include both buildable areas and “no build areas” and the lots are proposed to range in size from approximately 0.5 acres to 17.81 acres, with an overall average lot size of two acres. Pad sizes (i.e., buildable areas) on the residential lots would average 25,204 square feet, with a range of 13,485 to 70,559 square feet. Some residential lots would include designated “no build areas”. Nine of the residential lots are currently

proposed to be designated as "equestrian lots." While equestrian uses would be permitted on these nine lots, the decision to use those lots for equestrian uses would be up to each residential property owner. Equestrian use of these lots would have to comply with the standards in Specific Plan No. 25. Sixteen lots are proposed to be designated for construction of two-story structures. In addition, another six lots would be created with a split pad, meaning that a grade separation would occur on these lots.

Most of the residential lots would be situated in a lower-lying valley that is situated in the central-western portion of the project site. Additionally, most of the two-story lots would be located in this lower area to reduce off-site visibility. Many of the residential lots that are smaller than one acre in size would be located in this area and would be clustered. Residential lots are proposed to have minimum setbacks of 25 feet (front yard, from curb), 25 feet combined (side yard) and 20 feet (rear). Parking would be accommodated on each individual lot.

The proposed single-family residences would range in size from approximately 4,000 to 14,999 square feet, with the average home size estimated to be between approximately 5,000 to 6,000 square feet. The project applicant anticipates that the residential lots would be offered for sale to the general public as executive level home sites.

The TTM includes nine common area lots, lettered A through I. These lots generally consist of private roadways, an entry gate, open space areas, locations for debris basins, water quality detention basins and sites for infrastructure (including a water storage tank). Additionally, the TTM includes approval for a 2.83-acre easement across an approximately 6 acre property owned by the applicant to the south for the purpose of access, drainage and debris/water retention, grading, utilities, landscaping and maintenance. A proposed trail easement that would provide a potential trail in the southeastern portion of the project site is also proposed as part of the project. The trail would cross a portion of Lot A, and easements across Lots 20 and 21 on the project site.

Lot I, consisting of approximately 83.97 acres, will remain following subdivision and is intended for habitat conservation and/or open space. This parcel is presently vacant and undeveloped, except for several unpaved motorways. This parcel is not proposed for development as part of the TTM and is not included in the common area of the TTM. The project applicant would consider offering parcel for dedication to the City of San Dimas or a third party conservancy or for other uses consistent with this EIR. The land dedication would present an opportunity to potentially provide a trail linkage between Horsethief Canyon Park and the Sycamore Canyon trail system on the remainder parcel, which proceeds into the Angeles National Forest. However, this trail linkage is not proposed as part of the project.

Primary access to the project site would be taken from a gated entryway to a private road beginning at the existing northern terminus of Cataract Avenue. This gated entrance would be constructed with a median and a turnaround area prior to the gateway. Beyond the gateway, the main project roadway, identified as "Brasada Lane" on the TTM, would be a 26-foot-wide (curb-to-curb) paved private road. Brasada Lane would serve as the principal roadway for the project, and several spur roadways, also 26-feet wide, would lead from Brasada Lane into other portions of the site.

Several additional roadways, each 20 feet in width (curb-to-curb) would branch off of the above referenced roadways and lead to other residential lots not located within the principal lot cluster. A 15-foot-wide driveway would also lead to the proposed water tank on Lot F.

The project roadways would be accessible to emergency vehicles, including turnouts, turnarounds (both knuckled cul-de-sac and hammer-head), emergency access points, and fire hydrants.

Access to and from the project site would be from Cataract Avenue. Up to four additional existing fire roads/motorways would potentially be utilized to provide emergency access points along the eastern and western boundaries of the project site. Two of these existing access roads currently provide emergency access points along the western boundary of the project site crossing from the City of Glendora via the project applicant's adjacent property, thus permitting Los Angeles County Fire Department (LACoFD) to access the project site in an emergency. The other two existing fire and access roads are located on the eastern side of the project site and connect to private property and Los Angeles County Department of Parks and Recreation land. All four emergency access points are presently used as existing motorways maintained by Los Angeles County. The City of Glendora General Plan allows for emergency access across City boundaries. To the east of the center of the project site, the project proposes to construct a fire protection turn-around on 0.18 acres on Los Angeles County Department of Parks and Recreation land. The project applicant may obtain easements from adjacent property owners for emergency access on these existing motorways, however, as noted above, any easement would not permit modification of the existing roadway conditions.

Approvals from the LACoFD would be required to allow use of these additional access points for the proposed project. At the time of circulation of this EIR, no approvals for use of the additional emergency access points have been obtained from LACoFD, but those applications are pending. The current application has incorporated comments from LACoFD regarding design of streets and turn-arounds on the project site and the one turn-around east of the project site that tie into existing fire roads/motorways. It is anticipated that each of the proposed emergency access routes would be gated at the entrance to the project site and would be equipped with a Knox Box entry device to allow entry by emergency

services personnel. The emergency access roads would not be open to public use and public use of these roadways is not contemplated as part of the project design.

The proposed project utility infrastructure is proposed to extend into the project site from existing electricity, cable television/telephone, sanitary sewer, natural gas and water mains located in or along Cataract Avenue. All utility services are proposed to be underground. On-site utility mains for sanitary sewer, natural gas, electricity and water would generally be located within the private roadways. Utility service providers in the area include the following:

- Water: Golden State Water Company
- Sewer and Storm Drains: City of San Dimas
- Natural Gas: Southern California Gas Company
- Electricity: Southern California Edison
- Telephone: Verizon
- Cable Television: Time Warner

Water to the project site would be supplied by a proposed eight-inch on-site mainline connecting to an existing water supply line south of the project site beneath Cataract Avenue. A water tank approximately 750,000-gallons in size would be located on an 8.81 acre lot (Lot F) near the eastern edge of the project site. The tank would provide storage for use within the project site and water supply for emergency fire service. The tank would be positioned at an elevation that is approximately 100 feet above the highest residential lot and would be designed to provide gravity feed for residential and fire use. The tank would be situated on an approximately 73-foot square concrete foundation and would have an inside diameter of approximately 69 feet. The tank would rise approximately 35 feet above the concrete foundation and would be partially buried, with berms and landscaping to reduce visibility. A water pump would be located north of the project's entry gate, which would augment water pressure and conveyance throughout the project site.

The City maintains its own sewer system, which connects at various points to Los Angeles County Sanitation District sewer lines. An existing eight-inch sewer line is located beneath Cataract Avenue and ends shortly before the project site's southern boundary. The proposed project's sewer system would connect to the city's sanitary sewer system at this point. Annexation of the project site into the District's Special District No. 22 would be required.

Debris basins, storm drain lines, culverts and other facilities would be located within and around the development areas to capture off-site runoff and divert it through the project site, and on-site water quality basins are proposed to provide treatment of runoff from the development areas. In addition, one large debris and water retention basin is proposed at the downstream end of the project site in the 2.83-acre easement area to provide detention of storm flows and additional

water quality treatment. Overall, the existing drainage patterns of the site would be maintained. Off-site runoff would be routed through the site via separate storm drain lines, and discharged at multiple locations to maintain the existing flowpaths of the canyons. Energy dissipaters are proposed to reduce the potential for erosion and scour within the existing flowpaths. On-site runoff would be collected by a separate storm drain system and routed to water quality basins for treatment of low-flow and first-flush runoff.

Development of a portion of Shuler Canyon would occur as a result of the proposed project and a system of streets, catch basins, culverts and existing canyon channels would convey flow to a water quality/debris basin at the southerly end of the canyon. In total, three water quality basins and one joint water quality/debris basin are proposed to serve the project site. The three water quality basins would be located near Lot 48, near Lot 61, and at the southern end of the project site near the northern terminus of Cataract Avenue and have a treatment capacity of 96,600, 60,800, and 12,300 cubic feet, respectively. The joint water quality/debris basin would be located in the southern portion of the site near the project entrance and would serve a 92 acre tributary area. See Figure 3-1 for the locations of these facilities. The water quality basins would be built and vegetated to comply with current County of Los Angeles design standards and, to the extent necessary under state law, would be approved by the California Department of Water Resources, Division of Dam Safety.

Three debris basins are proposed in the northern portion of the project site near Lots 50/51, 28 and 30/31, respectively. These basins would be utilized to capture off-site flows and would have a design debris event capacity of 7,200, 3,360, and 4,800 cubic yards, respectively. As discussed above, a joint water quality/debris basin would be located at the downstream end of the project near the project entrance. This would be the largest on-site debris basin with an event capacity of 27,360 cubic yards. The debris basins would be built and vegetated to comply with current County of Los Angeles design standards.

The existing storm drain system at the northern terminus of Cataract Avenue is currently deficient and flooding in the area is common during large rain events. The proposed debris basins would partially alleviate this problem by detaining water flows for a period of time prior to exiting the project site. The debris basins would also contain water quality features that would infiltrate and convey water to the designated water quality basins. Storm water and runoff in graded areas would be conveyed through a series of terrace drains. A more detailed discussion of site drainage improvements is provided in Section 4.8 (Hydrology and Water Quality).

The proposed new residential and open space lots would be landscaped with native and/or drought-tolerant vegetation to minimize water consumption. Landscaping on the project site would also be carried out within the context of an overall fuel modification plan designed to enhance defensibility in the event of a

wildland fire. Figure 3-3 provides a combined conceptual landscape/fuel modification plan.

The fuel modification plan would establish three zones that would extend 200 feet outward from all combustible structures within the project area. Each zone would also be restricted to a specific plant palette that would prohibit the use of highly flammable plants or plants that are known to carry fire in a manner that can increase fire danger. The three zones are generally described as follows:

- Zone A (zero to 50 feet from structure): Zone A is defined as a wet zone, and is comprised of lawns or ground covers less than four inches deep, and shrubs less than two feet in height, positioned at least four feet (on center) from one another. In this zone, tree branches would be required to be 10 feet away from all open flame devices, including barbeques and chimneys. Preferred tree species in this area would be coastal live oak, walnut or sycamore, and all trees would be required to be limbed up to one-third of their heights or six feet above the ground.
- Zone B (51 to 100 feet from structure): Zone B would contain ground covers less than four inches deep. Shrubs would be maintained at less than three feet in height and positioned at least five feet (on center) from one another. All trees would be required to be limbed up to one-third of their heights with a minimum of 10 feet between their canopies. Existing oak trees would be allowed to retain closed canopies, but limbing requirements would apply, as would the maintenance of their understory to less than four inches in depth.
- Zone C (101 to 200 feet from structure or to property line): Zone C would contain ground covers less than four inches deep. Shrubs would be required to be maintained at less than three feet in height with a minimum of five feet between their canopies. Trees would be required to have at least 10 feet between canopies and be limbed up one-third of their heights or six feet. Existing oak, sycamore and walnut trees would be allowed to retain existing closed canopies, but limbing requirements would apply, as would the maintenance of their understory to less than four inches in depth.

A number of structural safeguards would be implemented for all structures within the project area to protect against wildland fire. All residential lots would be equipped with sprinklers. All building construction is intended to comply with applicable building codes for structures in areas prone to high wildland fire risk. The integration of fire-resistant building materials and construction techniques is also intended. Structures would also be required to comply with Los Angeles County Fire Department requirements.

The project proposes to reduce energy usage 10 percent below the Title 24 standards. All residences would be required to demonstrate that operation of the residence would exceed Title 24 standards by 10 percent or more prior to

issuance of a building permit. In addition, each home would be required to meet additional energy saving measures specified in the mitigation measures. These include enhanced opportunities for future use of solar.

The majority of the project is proposed to be constructed on the project site, with several exceptions. The first would be a small knuckled cul-de-sac turnaround, consisting of approximately 0.18 acres, at one of the emergency access roads on the eastern boundary of the project site within property owned by the County of Los Angeles Department of Parks and Recreation. This structure would provide space for vehicles to turn around prior to entering the site. The second off-site improvement would include portions of the debris/water quality basin at the southern end of the project site near the proposed project entrance located in the 2.83-acre easement area. The remainder of off-site improvements would include connections to existing off-site utilities including sewer, water, storm drain, communications, electricity and natural gas facilities located in Cataract Avenue. In addition, the first 400-500 feet of the northerly extension of Cataract Avenue connecting to Brasada Lane is located outside of the project boundary, although it is located on property owned by the project applicant.

The proposed project site is currently not included within the existing service area boundary of any water or sewer districts. The project would include annexation of the project site into the service areas of the County Sanitation District of Los Angeles County (CSD), Special District 22, and the County of Los Angeles Consolidated Sewer Maintenance District (CSMD). The annexations would require approval from the Local Agency Formation Commission (LAFCO) for the County of Los Angeles.

The project would also require a tariff map line extension from the Golden State Water Company (GSWC) to include the proposed project site in their tariff area. The tariff map line extension also requires approval from the California Public Utilities Commission.

The project would be completed in three to four phases, with mass grading, utilities (including water and sewer), a gated entryway, backbone roads, debris basins, the water storage tank, environmental mitigation, trails, and related infrastructure improvements all completed as part of the first phase. In total, project construction is anticipated to occur over an approximately 63-month (5.25-year) period. Construction is anticipated to begin in 2011 and be completed in 2017. However, this is considered to be a conservative estimate since the City's experience with custom residential lots is that sales of these types of properties require additional time to be absorbed by the market. The construction phases are described in greater detail below.

The hilly topography of the project site would require a substantial amount of grading. In some cases, the tops of hills would be leveled to prepare building

pads, and the resultant fill material would be used to level-off other areas or for road construction.

Grading would commence in typical fashion, with grubbing and vegetation clearing occurring first, followed by actual rough grading. All existing structures on the project site would be demolished and the resultant materials disposed of at an authorized landfill in accordance with applicable laws and regulations. The 2010 California Green Building Code is scheduled to take effect on January 1, 2011. Once this code goes into effect, project construction would be required to comply with the code requirements for recycling or reusing 50 percent of construction debris. In all, the proposed project would require approximately 1,300,000 cubic yards of grading. All cut material is anticipated to be used on site, such that the net cut and fill is expected to be zero (i.e., it is not expected that spoils would be transported from the site or that fill materials would be imported to the site). Approximately 352,400 cubic yards of the project site's cut and 568,450 cubic yards of the project site's fill are anticipated for use in roadway construction. Retaining walls, with heights ranging from one foot to 30 feet in height, would be installed for support in areas where roadways, building pads, or other structures would be constructed on slopes. Most retaining walls would be constructed of mechanically stabilized earth (MSE).

Following rough grading of the project site, utilities construction would commence. Utilities construction would include the placement of all utilities within the project site. Storm drains, sewer lines, water pipelines, natural gas pipelines, electric, and communication components would all be installed, as would the proposed water storage tank.

Construction of roadway improvements would be conducted following the completion of utilities construction. Activities would include street balancing, curb and gutter installation, fine grading, placement of base materials, and roadway paving.

It is anticipated that the project applicant would offer individual lots or groups of lots to the general public for sale. Depending on market demands, only portions of the project site may be made available for sale at any given time. It is anticipated that most of the homes that would be constructed on the project site would be custom, executive-style homes that may be constructed by either merchant builders or prospective homeowners.

*Project features:*

The project also included a number of features which were identified and made part of the project to facilitate environmental review. These include:

- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that operation of each onsite residence would exceed Title 24 standards by 10 percent or more.
- The proposed roadway network shall be designed to avoid skewed intersections to the satisfaction of the City Engineer. All intersections shall be right angles. A median strip and a turnaround shall be provided at the entrance to the project for a community mail pickup structure. The roadway network shall curve throughout the site and shall be subject to elevation changes, which will also help to calm traffic. Due to the steep topography of the site and the narrow width of the project roadways, no sidewalks or designated bike lines shall be provided on the project site.
- The homeowner's association (HOA) Covenants, Conditions and Restrictions shall identify that neighborhood electric vehicles (an electric vehicle with a maximum speed of 25 mph) shall be allowed on all project roadways.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that each home includes an electric vehicle (EV) hookup and has space to recharge small equipment.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that roofs on all non-accessory buildings are designed to comply with "cool roof" standards. Heat reflective materials shall be applied under roof shingles. Material colors for concrete shingles shall be part of the architectural guidelines for the HOA.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that all appliances installed by the developer are Energy Star rated appliances.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that energy-reducing shading mechanisms are installed on windows, porches, patios and walkway overhangs where appropriate to maximize shade in the summer and maximize solar access to walls and windows in the winter.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that energy-reducing programmable thermostats, consistent with the 2008 California Building Energy Efficiency Standards (or later editions as applicable) for residential and non-residential buildings shall be installed in all homes.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that skylights will be installed in homes wherever feasible, provided the privacy of residents is adequately maintained.
- The project applicant shall demonstrate to the satisfaction of the Community Development Director that approximately 30 percent of homes developed on the project site shall be oriented to face north or south.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that insulation will be installed in

exterior walls and ceilings, consistent with the 2008 California Building Energy Efficiency Standards (or later editions as applicable) for residential and non-residential buildings.

- The architectural guidelines for the homeowner's association (HOA) shall identify a requirement for exterior electrical outlets and a location for recharging the electrical equipment necessary for maintenance of homeowner's association (HOA) landscaping.
- The homeowner's association (HOA) Covenants, Conditions and Restrictions shall identify that every residence is supplied with a bin for trash, a bin for recyclables, and a bin for green waste.
- The homeowner's association (HOA) Covenants, Conditions and Restrictions (CC&Rs) shall require that all landscaping on the project site comply with the City's Water Efficient Landscape Ordinance. Compliance shall be required for all residential lots and public spaces, even if a particular lot does not meet the minimum of 2,500 square feet of landscaped space. The HOA CC&Rs shall include guidelines to encourage homeowners to orient homes to take advantage of natural heating and cooling elements. The guidelines shall allow gardens that are properly maintained or screened to prevent pests.
- All residential property owners shall demonstrate to the satisfaction of the Community Development Director that only low water use appliances, such as Energy Star appliances and power flush toilets, are installed.
- The construction contractor shall demonstrate to the satisfaction of the Community Development Director that the construction fleet meets or exceeds then current ARB standards.
- The construction contractor shall demonstrate to the satisfaction of the Community Development Director that electric or natural gas-powered construction equipment shall be used in lieu of gasoline or diesel-powered engines, where feasible.
- The construction contractor shall demonstrate that locally-made building materials shall be used for project construction and associated infrastructure when appropriate materials are available and economically feasible.
- The construction contractor shall demonstrate that the proposed project complies with the Tier 2 provisions of the California Green Building Code requiring recycling/reuse of construction and demolition debris.
- The construction contractor shall demonstrate that building materials shall be resource efficient, recycled, have long life cycles and manufactured in an environmentally friendly way, to the extent feasible.

### **ANALYSIS**

As submitted, Tentative Tract Map 70583 (TTM) relies upon the approval of numerous amendments to the San Dimas General Plan and Specific Plan No. 25 (SP 25). Any direction on TTM must be consistent with actions taken regarding those concurrently processed applications. Some adaptation may be needed as a result.

There are a number of unresolved issues although some may come into clearer focus based on the above referenced concurrent decisions which will be acted upon first.

Number of lots/density:

The TTM requests approval of 61 single family residential lots at a density of 0.225 dwelling units per acre. In the GPA and SP 25 Staff is recommending a lesser amount (54 lots at 0.2 dwelling units per acre). The reasons for this difference are spelled out in the comments in the GPA Staff Report. Some additional background seems appropriate.

Pursuant to the existing SP 25 the maximum permissible number of units is as follows:

| Affected Property   | Maximum Allowable Units | Comments  |
|---|-------------------------|---|
| Original 200 NJD acres  | 21                      | Based on 1999 SP 25                             |
| Original 200 NJD acres  | 17                      | Increase set forth in 2004 Settlement Agreement |
| Lark Ellen 29 acres subsequently acquired by NJD                | 3                       | Based on 1999 SP 25                             |
| McHenry northerly 40 acres under contract with NJD <sup>1</sup> | 5                       | Based on 1999 SP 25                             |
| <b>TOTAL</b>  | <b>46</b>               | Based on 1999 SP 25 plus Settlement Agreement   |

1. NJD also has the southerly 40 acres of McHenry under contract but it is not part of the project. Its density is 4 units

There have been several designs discussed over the last several years and the property configuration has also changed. In NJD's view a design for approximately 55 lots which included the lower McHenry property and approximated the settlement agreement design (forgetting the Cataract access from the latter). In response to concerns about seven or eight high visibility lots on the lower McHenry and the primary ridgeline, they agreed to revise the design but requested a "bonus" to 61 to offset the higher economic value of the foregone lots. While there was some support for this approach, there was no formal agreement or support given.

In preparing this TTM the lower 40 McHenry acres also was removed from that plan and it is now not part of the project. As such it must be viewed as a site

available for the development of four additional lots. The base number of lots becomes 46 rather than 50.

It should be noted that the lower Lark Ellen parcel is also not part of the project and is zoned SF-A 10,000.

Number of equestrian lots:

The TTM proposes nine lots (Lots 19-22 & 49-53) for equestrian designation and intends all other lots to be precluded from equestrian use. All of the lots are permitted to have equestrian use per SP 25 and the City's horsekeeping regulations although some lots do not meet the 150 foot lot width minimum in the city adopted policy.

The Equestrian Commission has reviewed this request and while they have a preference for more equestrian designated lots, they can support the current request. Their minutes are attached to the GPA/MCTA Staff report.

Drainage/Detention Basins:

The design of the project contains six basins for water quality/debris collection/retention/detention. Five are proposed for HOA maintenance with the major basin near Cataract intended for public maintenance. This is necessary because downstream facilities are not currently adequately sized to accept run-off from such a large mostly natural drainage area especially considering new water quality regulations.

Unfortunately, the applicant did not design these basins to fully satisfy the requirements of County Flood Control/Public Works. Plans were not submitted for their review in advance as is the custom and practice of the County if they are going to accept facilities into their system for maintenance.

Staff and the County are concerned that the high cost of maintaining these facilities cannot be adequately handled by an HOA. The City is not prepared to accept them for maintenance due to the high cost and the County will not commit to accepting them if their standards are not met.

Prudence suggests going through the County review process prior to approving a TTM to address these significant cost considerations. Such a review is estimated to take six months or more. The applicant does not desire to take that time. It is likely that the design will change as a result of any review and require reconsideration of the TTM and the associated environmental analysis.

Access/Emergency Access:

Access in the Northern Foothills is not easy. The NF-PEIR anticipated use of the existing motorways and cooperation among property owners. The NF- PEIR did however identify Cataract as another option. The City of Glendora subsequently prohibited in its Circulation Element any roadways (other than limited emergency access) from crossing City boundaries. As a result this TTM proposes the northerly extension of Cataract as its primary access. This results in considerable impact to Shuler Canyon and necessitates significant retaining walls. To minimize these impacts the road width has been minimized at 26 feet but this is acceptable to the City and County Fire Department as long as parking is prohibited.

This becomes a single means of access project. After jointly considering existing and future lots off of this road, the City and County Fire determined that at least one additional emergency access was required. The proposed TTM showed four emergency access routes but none of these was sufficient due to ownership, easement or improvement issues. While there is a series of historical motorways which have been used for access none of them have ever been documented for any use. The project clearly introduces a need for additional access by placing more people and property into this restricted area. The DEIR has been prepared assuming no additional emergency access.

Within the last few weeks the Applicant has improved an emergency access with decomposed granite to a width of 20 feet within the City of Glendora. This is scheduled to be inspected by the Fire department on November 16, 2010. An update will be provided at the meeting.

There are some continuing concerns with the design of several emergency accesses where double cul-de-sacs are used. In addition, The Fire department prefers that a couple of cul-de-sac roads be widened but the City feels the designs are acceptable.

Grading:

The TTM includes a Conceptual grading Plan that shows over 1,300,000 cubic yards of grading to create pads and roads/driveways. The design includes extensive use of retaining walls upwards of 30 feet in height throughout the project. For most hillside conditions the building pads are fairly large averaging over 25,000 square feet. These can support very large highly visible houses in a relatively visible area.

Staff believes that some grading reductions are appropriate. An alternate grading plan has been discussed with the applicant but they have declined to consider it further favoring the submitted plan.. The schematic grading review by the City suggested a reduction to about 900,000 cu. yds. of grading with pads being

reduced by about 10%. Staff has included specific changes to pad sizes particularly in the clustered portion of the development. These changes should still accommodate houses of the sizes the applicant has identified. These changes would also eliminate several of the double turnarounds and reduce some of the retaining walls.

Two story lots:

The TTM proposes 16 lots for future two story structures (Lots 2, 3, 4, 6, 7, 23, 25, 26, 39, 40, 41, 47, 48, 59, 60 and 61). Per the SPA a visual analysis is required and a computer visualization has been prepared. The SPA also suggests a limit of 25% of the lots meaning a maximum of 15 would be allowed. It should be noted that the Settlement Agreement stated a limited number of lots would be considered for two story designation. At that time the number 8 was discussed out of a total of 38 (less than 20%). Part of the two story discussion was to allow for some additional square footage where there were smaller pads. In reality there are few if any smaller building pads. The TTM is the time to create the two story lot designations.

Open Space/Lot designations:

Lettered Lot I, which was previously a Remainder parcel, is 83.97 acres and is designated for preservation as natural open space use. It is intended to be offered to the City or a Conservancy. The city prefers City ownership as the best approach. It is important to retain it as a lettered lot because designation as a remainder lot means it retains developments rights.

Equestrian Trails:

The TTM currently proposes two trails – one in the northeast corner on the Sycamore Canyon Road easement and the other south of Lot 21 extending to the southerly McHenry parcel.

This has been reviewed with the Equestrian Commission and there are concerned that it is not adequate given historic trail uses in the area.. As a result it is recommended that a public trail be provided within the project traversing east to west adjacent to the private streets generally following Stoney Ridge Lane, a portion of Brasada Lane and Hidden Ridge Road.

There may be an opportunity to achieve a better trail system utilizing some off-site property in the vicinity. However, Staff does not favor off-site improvements as a TTM condition. It is possible that this can be negotiated at a later date in lieu of the on-site requirement.

## **CONCLUSIONS**

There are a number of major concerns with the proposed TTM that warrant redesign. Among them are the total number of lots proposed, grading and pad design, and drainage basin design and their long term maintenance.

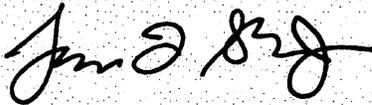
## **RECOMMENDATION**

Staff recommends that the Planning forward to the City Council a recommendation to not approve Tentative Tract Map 70583 as submitted to allow further consideration of the certain revisions including reduction to 54 lots, revisions to grading as outlined and securing County review of drainage system design.

Staff does recommend the Planning Commission review and comment on attached Conditions of Approval.

If the Commission determines that they recommend approval of Tentative Tract Map 70583 then Staff will prepare a Resolution for December 1, 2010 for adoption.

Respectfully Submitted,



Larry Stevens  
Assistant City Manager for Community Development

Attachments:      Exhibit A -      Conditions of Approval

**EXHIBIT A**  
**CONDITIONS OF APPROVAL**  
**Tentative Tract Map 70583**

**PLANNING DIVISION - (909) 394-6250**

**GENERAL**

1. The applicant shall agree to defend at his sole expense any action brought against the City, its agents, officers or employees because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers or employees for any Court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his obligations under this condition.
2. This approval is granted contingent upon City Council approval of General Plan Amendment 08-02 and Municipal Code Amendment 08-04.
3. The developer shall comply with all requirements of Specific Plan No. 25.
4. The project shall fully incorporate all project features identified in the Final Environmental Impact Report and no changes shall be made unless approved by the Assistant City Manager for Community Development.
5. The applicant shall submit a revised tentative tract map design for review by the Planning Commission reducing the number of residential development lots to 54.
6. The applicant shall revise the tentative tract map to increase the size of Lots 29 and 40 to a minimum of 0.50 acres.
7. The applicant shall designate on the final map that the following lots shall be allowed two story structures:

Lots 2, 3, 4, 6, 7, 23, 25, 26, 39, 40, 41, 47, 48, 59, 60 and 61  
[NOTE: if the recommended 25% standard is adopted one lot shall be removed from this list. Staff suggests Lot 47 which is the only split level pad identified for two story.]

All other lots shall include deed restrictions prohibiting two story structures or structure exceeding twenty (20) feet in height.

8. The applicant shall designate on the final map that the following lots shall be allowed equestrian use:

Lots 19-22 & 49-53

Said lots shall comply with all City standards for horsekeeping in Specific Plan No. 25.

All other lots shall include deed restrictions prohibiting equestrian uses.

9. The approval of this Tentative Tract Map shall be valid for 24 months. The applicant may apply for a 12-month extension based on Chapter 17.12 of the San Dimas Municipal Code. If a Development Agreement is approved granting additional time, then those time limits shall prevail.
10. The Final Map and all improvement plans for this project shall incorporate all applicable mitigations included in the Final Environmental Impact Report and Mitigation Monitoring and Reporting Program for this project.
11. The applicant shall sign an affidavit accepting all Conditions and all Standard Conditions before recordation of the final map.
12. The applicant shall comply with all City of San Dimas Business License requirements and shall provide a list of all contractors and subcontractors that are subject to business license requirements.
13. Fire Department requirements, as amended by the City of San Dimas, shall be incorporated as set forth in the attached conditions.

**NOTE: Revised Fire Department Conditions will be inserted here. They are currently appended at the end of the Conditions of Approval. There may also be an off-site**

14. The developer shall be responsible for the preparation of Covenants, Conditions and Restrictions (CC&R's) establishing a Homeowner's Association and budget for the maintenance and operation of the common areas, including but not limited to, private streets, project entry gates, landscaping, open space, water quality basins, drainage systems, and retention/detention basins. The developer shall be responsible for all City Attorney costs incurred by the City. This Condition shall be completed and recorded prior to the final recordation of the map.
  - The CC&R's shall be signed and acknowledged by all parties having any record title interest in the property to be developed, and shall make the City a party thereto, and shall be enforceable by the City.

- The CC&R's shall be reviewed and approved by the City and recorded prior to the recordation of the Final Tract Map.
- The CC&R's shall be in the form and content approved by the Assistant City Manager of Community Development and the City Attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its property owners.
  - The CC&R's shall provide for the effective establishment, operation, management, use, repair and maintenance of all easement areas and facilities.
  - The CC&R's shall provide that the property be developed, operated, and maintained so as not to create a public nuisance.
  - The CC&R's shall provide that if the property is not maintained in the condition required by the CC&R's, then the City, after making due demand and giving reasonable notice, may enter the property and perform, at the owner's sole expense, any maintenance required thereon by the CC&R's or the City's ordinances. The property shall be subject to a lien in favor of the City to secure any such expense not promptly reimbursed.
  - The CC&R's shall include a declaration that shall contain language and an exhibit showing exactly what areas are to be maintained in perpetuity by the Homeowner's Association.
  - The CC&Rs shall include provisions for architectural design guidelines and enforcement thereof.
  - The CC&Rs shall include any provisions specified as project features and/or mitigation measures as appropriate.
15. A non-revocable deed restriction shall be recorded for all non-buildable areas. Including designated "no build" areas on the residential development lots, where applicable.
16. The developer shall install a view fence or other permanent markers defining the boundaries of the non-buildable areas.
17. Prior to recordation of final tract map, the developer shall submit architectural design guidelines, which shall include a community fencing plan, for review and approval pursuant to Section 18.542.500 et seq of Specific Plan No. 25.

## **LANDSCAPE**

18. The developer shall submit to the Planning Division, prior to the issuance of building permits, detailed landscaping and automatic irrigation plan prepared by a State registered Landscape Architect. All landscaping and automatic irrigation shall be installed and functional prior to occupancy of

the building(s), in accordance with the plans approved by the Planning Division.

19. The developer shall show all proposed transformers on the landscape plan. All transformers shall be screened with landscape treatment such as trellis work or block walls with climbing vines or City approved substitute.
20. All manufactured slopes over three (3) feet in vertical height shall be irrigated and landscaped as approved by the Planning Division.
21. Water efficient landscapes shall be implemented in all new and rehabilitated landscaping for developer-installed landscaping in single-family and multi-family projects, and in private development projects that require a grading permit, building permit or use permit, as required by Chapter 18.14 of the San Dimas Municipal Code.

#### **ENGINEERING DIVISION – (909) 394-6250**

22. Conceptual grading plan shall be revised and submitted to the Planning Commission for reconsideration. Revisions shall include the following:
  - a. Revise street and pad grades and retaining wall heights, as appropriate, to be consistent with grading plan comments provided by the City Engineer. This may include the elimination of double turnarounds at one or more emergency access gates.
  - b. Provide increased landform grading where opportunities are available.
  - c. Increase berms and “back-cut” grading where appropriate to better screen development on certain building pads.
  - d. Adjust building pad sizes in clustered areas and for lots less than one acre in size to not exceed 15,000 square feet or two thirds of the lot size, whichever is greater.
  - e. Adjust building pad sizes in nonclustered areas and for lots exceeding one acre in size as deemed appropriate by the City engineer and the Director of Development Services.
23. The developer shall submit public sanitary sewer improvement plans to be reviewed and approved by the City Engineer to serve the development per specifications of the City of San Dimas and the Los Angeles County Department of Public Works Consolidated Sewer Maintenance Division. Proof of payment/clearance is required before the City will issue any sewer permit. The proposed development shall be annexed into the Los Angeles County Sanitation District. All required connection fees shall be

paid to the City of San Dimas and to the County of Los Angeles Department of Public Works, Sewer Maintenance Division.

24. The developer shall extend the mainline sewer to the southerly end of Lot 20 to facilitate a future sewer connection to the property south of the project to the satisfaction of the City Engineer and Director of Public Works.
25. The developer shall provide a utility easement and 20-foot wide reciprocal access easement to the southerly end of Lot 20 (or along the private road and equestrian easement extending southerly from Stony Ridge Lane) to facilitate the property south of the project to the satisfaction of the City Engineer and the Director of Public Works.
26. The developer shall request, in writing, a flood hazard report from the City Engineer, and meet all conditions as set forth in Title 15, Chapter 15.60 of the San Dimas Municipal Code.
27. The developer shall provide drainage improvements to carry runoff of storm waters in the area proposed to be developed, and for contributory drainage from adjoining properties to the satisfaction of the City Engineer. The proposed drainage improvements including the debris/detention basins shall be based on the detailed hydrology study conforming to the current Los Angeles County methodology prepared as part of the Environmental Impact Report. The developed flows outletting into the existing downstream system(s) from this project cannot exceed the pre-existing storm flows. The developer shall secure a letter of drainage acceptance from all of the downstream property owners as the project creates additional year-round flows that will change the character of water flows and resulting associated erosion. The letter of approval shall meet the Los Angeles Flood Control District's requirements.

Public storm drain improvements shall be installed in the private street and connected to the existing County drainage facilities in Amelia Avenue in the City of Glendora. The developer shall make good faith effort to negotiate with the downstream property owner for all required downstream storm drain improvements. Easements over all public storm drains shall be dedicated to the City of San Dimas for storm drain maintenance purposes and ingress and egress purposes. The storm drain and debris/detention basin improvement plans shall be approved by the City Engineer and the Flood Control District prior to the recordation of the final tract map, and shall be transferred to the Los Angeles County Flood Control District for maintenance. The developer shall pay the City all of the current transfer and processing fees of the MTD system to the County.

The developer shall secure the non-jurisdictional or de-certification of the designated "blue line stream" across the developments as necessary to allow for the encroachment of the detention basins, streets, and proposed grading from Fish and Games, Regional Water Quality Board and/or U.S. Army Corps of Engineers prior to issuance of any grading permit.

Those proposed debris/detention basins required by the State Division of Dam Safety shall be reviewed for compliance and maintenance requirements prior to issuance of any permits and/or City approvals.

All required debris and detention basins not maintained by any governmental agencies shall be maintained by the HOA. The CC&R's shall include provisions of maintenance plans with an action plan with sufficient dedicated maintenance funds approved by the City for major storm clean-up and debris removal to the satisfaction of the City Engineer and the Director of Public Works.

28. To guarantee the maintenance of all on-site/off-site storm drains, debris basin (event capacity 96,600 cubic feet) improvements, to protect the City in case the developer is in default of the subdivision agreement, and to provide sufficient funds for on-going maintenance of all on-site/off-site storm drain, detention basin facilities that are not accepted by the Los Angeles County Flood Control District, the developer shall post with the City a cash deposit in the amount of \$1,000,000 (One Million Dollars) in an escrow account. Further, the City shall hold the Deposit for a one-year period following acceptance of all storm drain, detention basin improvements by the City Engineer and Director of Public Works. The Deposit shall be released at such time as the Los Angeles County Flood Control accepts the maintenance of all on-site/off-site storm drain improvements, including the detention basin improvements and all in-street storm drain facilities. If the Los Angeles County Flood Control District does not assume maintenance of the facilities as described within one year of their completion and acceptance by the City Engineer and Director of Public Works, the Deposit will be called and enforced by the City and utilized by the City for ongoing maintenance of the mentioned drainage facilities.
29. To guarantee the maintenance of the three on-site debris and/or detention basins (with event capacity ranging from 30,240 to 64,800 cubic feet) improvements, to protect the City in case the developer is in default of the subdivision agreement and to provide sufficient funds for ongoing maintenance of all the on-site debris and/or detention basin that are to be maintained by the Homeowner's Association, the developer shall post in an escrow account a cash deposit in the amount of \$1,000,000 (One Million Dollars). The deposit shall be held for one year period following acceptance of the storm drain, debris and detention basin improvements

the City Engineer and the Director of Public Works. The deposit shall be released at such time when the Homeowners' Association has equal amount of funds for the maintenance of the said facilities. If the HOA does not have enough funds to assume maintenance of the facilities as described within [REDACTED] years of the completion and acceptance by the City Engineer and Director of Public Works, the funds will be called and enforced by the City and utilized for ongoing maintenance and emergency cleanup needs of the aforementioned facilities.

30. For projects which disturb soil during wet season, applicant must submit a signed certification statement declaring that contractor will comply with Minimum Best Management Practices (BMPs) required by the National Pollutant Discharge Elimination System (NPDES), and also submit a Local Storm Water Pollution Prevention Plan/Wet Weather Erosion Control Plan.
31. The developer shall provide street improvements on all streets within the limits of the development. All work adjacent to or within the public or private right-of-way must meet the requirements specified in the Standard Specification for Public Works Construction (The Greenbook) and shall be subject to review and approval of the City Engineer.
32. Private Street "A" and all other labeled streets shall be shown on the Tract Map as a private street and shall be fully improved with curbs and gutters, A.C. pavement, service vehicle turnout and guest parking spaces to the satisfaction of the City Engineer and in accordance with City Standards. Provisions for the maintenance of the private street shall be included in the CC&R's of the HOA for the development.
33. Cataract Avenue, from its existing termini to the beginning of the curb radius  $\pm 100$  feet north shall be a public street and offered to be dedicated as shown on the tentative map. The street shall have right-of-way width of thirty-six feet (36') and curb-to-curb width of twenty-six feet (26').
34. Provide street improvements for Cataract Avenue from the limits of the development to Foothill Boulevard in accordance with City Standards. Improvements to include curbs and gutters, westerly curb transition, removal and replacement of slotted cross gutter at Foothill Boulevard, paving, signing and striping. All work adjacent to or within the right-of-way must meet the requirements specified in the Standard Specifications for Public Works Construction (the Greenbook) with Los Angeles County Amendments and shall be subject to review and approval of the City Engineer. Pavement design and construction to be approved by the City Engineer and the Director of Public Works.

35. All parking "bump-outs" created along the private street system shall be eliminated and parking shall be prohibited on all streets within the project. Adequate provision shall be made on-site for necessary guest parking.
36. The developer shall install asphalt concrete pavement to all proposed emergency access roads as shown on the tentative tract map to the satisfaction of the City Engineer.
37. The developer shall conduct a traffic signal warrant study for the intersection of Foothill Boulevard and Cataract Avenue. In particular, the signal warrant shall include and focus on peak hour and sight visibility consideration for eastbound traffic on Foothill Boulevard.
38. Curb radii shall be twenty-five (25) feet for local street intersection and thirty-five (35) feet for intersections with major or secondary highways.
39. The developer shall offer to dedicate all street right-of-way as shown on the Tentative Map.
40. The developer shall provide decorative mailboxes per City of San Dimas standards. The developer shall obtain approval from the Postmaster General for the group mailbox drop-off/pick-up area prior to the issuance of C of O's.
41. The developer shall submit water plans to be reviewed and approved by Golden State Water Company, the City Engineer and the Los Angeles County Fire Department.
42. Provide utility sewer, drainage, and reciprocal access easements for the development to the satisfaction of the City Attorney, City Engineer, and the Director of Public Works.
43. The Developer shall be responsible for any repairs within the limits of the development, including streets and paving, curbs and gutters, sidewalks, and street lights, or the installation of same where not existing, as determined by the City Engineer and the Director of Public Works.
44. The developer shall underground all new utilities and shall underground all existing overhead utilities to the closest power pole off-site. The developer shall coordinate the installation of underground cable TV lines with the City approved cable television company.
45. All site, grading, landscape, irrigation, and street improvement plans shall be coordinated for consistency prior to issuance of any permits (such as grading, tree removal, encroachment, building, etc.) or prior to final map approval.

46. A Final Tract Map prepared by or under the direction of a Registered Civil Engineer or Licensed Land Surveyor must be processed through the City Engineer prior to being filed with the County Recorder. The Final Tract Map shall be recorded prior to issuance of any grading or building permits.
47. All easements existing at the time of the Final Tract Map approval must be accounted for on the approved tentative tract map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket in nature or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location.
48. For projects one (1) acre or greater, project must be covered under a General Construction Activity Stormwater Permit (GCASP). Developer must submit a Notice of Intent and Waste Discharger's Identification (WDID) number as evidence of having applied for a GCASP before the City will issue a grading permit.
49. For all projects subject to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations, applicant must submit a site-specific drainage concept and stormwater quality plan to mitigate post-development stormwater. A fully executed "Maintenance Covenant for SUSMP Requirements" shall be recorded with the L.A. County Registrar/Recorder and submitted to the City prior to the issuance of Certificate of Occupancy.
50. Construction plans for any activity in the area of Metropolitan Water District's pipelines or facilities, shall be submitted to MWD for review and written approval prior to the issuance of grading permits. The Final Tract Map and Construction plans shall clearly identify all of the existing MWD's facilities and rights-of-way.
51. Adequate line-of-sight shall be maintained at all driveways to the satisfaction of the City Traffic Engineer and City Engineer.
52. The applicant shall obtain written permission from the adjacent property owners allowing the proposed grading and/or construction of any temporary or permanent facilities within the abutting property. The maintenance mechanism for those improvements shall be identified. If prior to grading permits or written permission cannot be obtained, the grading shall be modified such that no off-site grading occurs.
53. All infrastructure necessary to serve the proposed development for each construction phase, (water, sewer, storm drain, and streets) shall be in operation prior to the issuance of Certificates of Occupancy for the applicable construction phase.

54. Improvement plans and necessary letters of credit, cash and/or bonds to secure the construction of all streets, storm drains, detention basins, water, sewer, grading, traffic signals and landscaping shall be submitted and approved by the City Engineer and Director of Public Works prior to the recordation of the Final Tract Map.
55. Easements for Private Driveways and Fire Lanes, equestrian trails, and all utilities, including water, sewer, storm drains, and retention basins shall be provided on the Final Tract Map to the satisfaction of the City Engineer, City Attorney, and the Director of Development Services.
56. The applicant shall provide all-weather vehicular access to all public and private facilities including all sewer manholes, storm drain manholes, drainage inlets, and drainage outlets.
57. All of the water quality basins shall be fully improved per applicable storm water quality standards and practices to the satisfaction of the City Engineer and the Director of Public Works. Provisions for the maintenance of the private water quality basins shall be included in the CC&R's of the HOA development.
58. The applicant shall designate on the Final Tract Map the open space areas of the development as "Restricted Use Areas for Natural Open Space Purposes" to the satisfaction of the City Engineer and the Director of Development Services.
59. Lot I consisting of 83.97 acres shall not be designated as a Remainder parcel. Lot I shall be offered for dedication to the City of San Dimas. No portion of any area required to be maintained through a Fuel Modification Plan shall extend into Lot I.
60. The boundaries of the Tentative Tract Map shall be modified to include 40 acres, now designated "Not A Part", unless adequate documentation to the satisfaction of the City Engineer is submitted to demonstrate it is a separate legal parcel from the contiguously owned property to the north.
61. The type and color of material for all proposed retaining walls shall be reviewed and approved by the Director of Development Services prior to the issuance of grading permits.
62. A public Equestrian Trail(s) shall be provided through as follows:
  - a. As shown on the Tentative Tract Map extending along Stoney Ridge Lane from the emergency access turnaround to the south property line.

- b. As shown on the Tentative Tract Map along Sycamore Canyon Road in the northeasterly corner of the property.
- c. Per an exhibit to be attached to these conditions extending southerly from Lot 20 to the south property line and along Stoney Ridge Lane easterly to the trail identified in (a) above.
- d. Per an exhibit to be attached to these conditions extending along the existing fire road (Wildwood Motorway) from the east property line, thence along the driveway serving Lots 26 & 27 to the Brasada Lane cul-de-sac, thence along Brasada Lane to the connecting road between Brasad Lane and Chimney ridge Lane, thence along said connecting road to Chimney Ridge Lane, thence following Chimney ridge Lane to Hidden Ridge Lane and extending to Ferguson Motorway.

All such trails shall be available for public use, shall be improved to meet City of San Dimas standards, and shall be dedicated to the City for maintenance upon satisfactory completion.

In lieu thereof on-site equestrian trails may be replaced by adjacent off-site trails subject to the review and approval of said alternate trail system by the Equestrian and Planning Commissions if they find and determine that the alternate system provides equivalent or similar public benefit.

63. The developer shall install street lights on the public street to meet current City standards and to the satisfaction of the City Engineer and Director of Public Works.
64. The developer shall install street lights on the private streets at all intersections, ends of the streets, and at sharp curves to the satisfaction of the City Engineer and Director of Public Works.
65. Street name signs and stop signs shall be installed at location as determined by the City Engineer and in accordance with City Standards. Street names shall be per the City's adopted approved street name list.
66. All required concrete terrace drains and downdrains shall be constructed with an earthtone color to the satisfaction of the City Engineer and the Director of Development Services.
67. The developer shall maintain vehicular and pedestrian access to all adjacent existing residences at all times.
68. Obtain all required permits from US Army Corps, Fish & Game, Regional Water Quality Board.

**PARKS & RECREATION – (909-394-6230)**

69. The developer shall provide street trees throughout the development. The species, container size and location shall be designated by the City, as approved by the City Arborist.
70. The developer shall comply with City regulations regarding property park development impact fee. Fees shall be paid prior to issuance of building permits.
71. The developer shall comply with Chapter 17.36 of the San Dimas Municipal Code regarding Park Land Dedication (Quimby Act). The City may require fees in lieu of land or a combination thereof based on the market value of the land to be dedicated. Fees shall be paid prior to recordation.

## Fire Department Conditions

### SUBDIVISION, WATER AND ACCESS REQUIREMENTS

#### ADDITIONAL PAGE

SUBDIVISION NO.

PAGE NO. **1**

1. Single family detached homes shall require a minimum fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. When there are five or more units taking access on a single driveway, the minimum fire flow shall be increased to 1,500 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Homes which are in excess of 5,000 square feet shall provide fire flows as determined by Los Angeles County Fire Department Regulation #8, Table J. Fire hydrant spacing shall be 600 feet and shall meet the following requirements:
    - \* No portion of lot frontage shall be more than 450 feet via vehicular access from a public fire hydrant for lots less than one acre.
    - \* Lots which are larger than one acre shall have no portion of a structure placed on a lot where it exceeds 750 feet via vehicular access from a properly spaced public fire hydrant.
    - \* When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid-block.
    - \* Additional hydrants will be required if hydrant spacing exceeds specified distances.
  2. Road profiles shall be submitted for review and comment prior to the clearance of the tentative. Gated entries shall be provided with approved emergency opening devices in compliance with Los Angeles County Fire Department Regulation #5 and shall be applied to both sides of the proposed gated entries as shown on the tentative map. Divided entries and gated entries shall provide for a minimum width of 20' for both ingress and egress.
  3. It is the recommendation of the Fire Department to maintain the proposed top street connections to the easterly and westerly property boundaries for secondary access. The tentative map indicates an easement listed as C-12, provide additional clarification on its use and if it is above or below. The proposed water tank locations shall be provided with 15' of paved access and a turnaround area at the tank location.
  4. The proposed Chimney Ridge shall be increased to 24' in width and provide an approved Fire Department turnaround in accordance with all applicable codes. Hidden Ridge Lane shall be increased in width to provide a minimum access width of 24'.
  5. Lot 48 shall provide a Fire Department turnaround onto the tentative map in compliance with all applicable codes. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. Cul-de-sac designs shall provide a minimum turning radius of 32' while the cross gradient shall not exceed 3%.
  6. Clearly indicate the on-site access for Lot 47. On-site access shall be a minimum width of 20'. Lots which provide two buildable pads at separate elevations shall provide for 20' of all weather access for emergency purposes.
- FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
  - Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
  - Fire Department Access shall be extended to within 150 foot distance of any exterior portion of all structures.
  - Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure their integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

- Private driveways shall be indicated on the final map as "Private Driveway and Firelane" with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested and accepted prior to construction.
- Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants. All required fire hydrants shall be installed, tested and accepted prior to construction.
- This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone" (formerly Fire Zone 4). A "Fuel Modification Plan" shall be submitted and approved prior to final map clearance. (Contact Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205, for details).
- Provide Fire Department or City approved street signs and building access numbers prior to occupancy.
- Additional fire protection systems shall be installed in lieu of suitable access and/or fire protection water.
- The final concept map, which has been submitted to this department for review, has fulfilled the conditions of approval recommended by this department for access only.
- These conditions shall be secured by a C.U.P. and/or Covenant and Agreement approved by the County of Los Angeles Fire Department prior to final map clearance.
- The Fire Department, Land Development Unit has no additional requirements for this division of land at this time. Additional Fire Department requirements will be required when this land is further subdivided and/or during the building permit process.

Comments: THIS PROJECT AS SUBMITTED IS NOT CLEARED FOR PUBLIC HEARING.  
ACCESS NOT APPROVED.  
REFER TO ATTACHED ADDITIONAL SHEET, INDICATE COMPLIANCE ON THE TENTATIVE MAP, AND  
RESUBMIT FOR REVIEW/APPROVAL.

**WATER SYSTEM REQUIREMENTS - INCORPORATED**

Subdivision No: Tract 70583 Map Date: 07-07-2010

Revised \_\_\_\_\_ City: San Dimas

- Provide water mains, fire hydrants and fire flows as required by the County of Los Angeles Fire Department, for all land shown on map which shall be recorded.
- The required fire flow for public fire hydrants at this location is \_\_\_\_\_ gallons per minute at 20 psi for a duration of \_\_\_\_\_ hours, over and above maximum daily domestic demand. \_\_\_\_\_ Hydrant(s) flowing simultaneously may be used to achieve the required fire flow.
- The required fire flow for private on-site hydrants is \_\_\_\_\_ gallons per minute at 20 psi. Each private on-site hydrant must be capable of flowing \_\_\_\_\_ gallons per minute at 20 psi with two hydrants flowing simultaneously, one of which must be the furthest from the \_\_\_\_\_

- Fire hydrant requirements are as follows:  
Install \_\_\_\_ public fire hydrant(s). Upgrade / Verify \_\_\_\_ existing Public fire hydrant(s).  
Install \_\_\_\_ private on-site fire hydrant(s).
- All hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal. on-site hydrants shall be installed a minimum of 25' feet from a structure or protected by a two (2) hour rated firewall.
- Location: As per map on file with the office.  
 Other location: \_\_\_\_\_
- All required fire hydrants shall be installed, tested and accepted or bonded for prior to Final Map approval. Vehicular access be provided and maintained serviceable throughout construction.
- The County of Los Angeles Fire Department is not setting requirements for water mains, fire hydrants and fire flows as a condition of approval for this division of land as presently zoned and/or submitted.
- Additional water system requirements will be required when this land is further subdivided and/or during the building permit process.
- Hydrants and fire flows are adequate to meet current Fire Department requirements.
- Fire hydrant upgrade is not necessary, if existing hydrant(s) meet(s) fire flow requirements. Submit original water availability form to our office.

SUBMIT COMPLETED (ORIGINAL ONLY) FIRE FLOW AVAILABILITY FORM TO THIS OFFICE FOR REVIEW.

COMMENTS: WATER SYSTEM REQUIREMENTS TO BE DETERMINED UPON APPROVED ACCESS.

All hydrants shall be installed in conformance with Title 20, County of Los Angeles Government Code and County of Los Angeles Fire Code, or appropriate City regul  
This shall include minimum six-inch diameter mains. Arrangements to meet these requirements must be made with the water purveyor serving the area.

By Inspector Claudia Sosa Date 07-07-2010

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-9783

**NOTE: Fire Department conditions to be updated and inserted with Condition #13.**