SECTION 1.0
EXECUTIVE SUMMARY

Draft EIR
Vista Verde Ranch – TTM 47449

1.1 Revised Project Description

The applicant's current proposal was revised in response to comments received on the originally-proposed 92-lot project design. The revised design project is a 70-unit single-family residential development to be constructed on a development envelope of approximately 33.4 acres. The revised design project calls for 6 additional lots, totaling approximately 27 acres, to be reserved for open space. All public access to the site would be provided by the main entrance at San Dimas Avenue via a bridge accessing San Dimas Avenue to the east. The bridge would be approximately 700 feet in length, the distance from San Dimas Avenue to the nearest mesa or plateau within the proposed project site.

No encroachment into Walnut Creek would be required under the revised design project. The revised design project's main access roadway would be sited adjacent to existing residential tracts to the south. The bridge located along the southern property boundary would connect proposed "A" street to San Dimas Avenue. Construction of the bridge would require only minimal cut and fill work in the canyon areas traversed by the bridge. The existing emergency access connection at Calle Bandera would be retained and would remain gated for use only during emergencies by police, fire or other emergency service personnel.

Approximately 230,000 cubic yards of grading would be required to develop the proposed revised design project. This represents a reduction of approximately 460,000 cubic yards in comparison with the 690,000 cubic yards of grading that would have been required under the original proposal analyzed in the DEIR.

Approximately 129 oak trees would be removed under the revised design project, a reduction of 343 in number from the 472 trees that would have been removed under the proposal analyzed in the DEIR. As proposed, the revised design project would not remove any oak trees in the area between the project boundary and San Dimas Avenue due to the placement of the bridge abutments.

1.2 Summary of Revised Design Project and Environmental Impacts

The proposed project site, consisting of 60.4 acres, is located in an unincorporated portion of Los Angeles County. The corporate boundaries of the City of San Dimas are located to the south and east of the proposed project site. The Tzu Chi Foundation USA owns the area north of the site, which is also located in an unincorporated area of Los Angeles County. The area to the west of the proposed project site, consisting of residential development located along Mesarica Road, is also located in an unincorporated County area. A private roadway extending from Valley Center Avenue through the Tzu Chi Foundation USA property provides existing access to the project site. The existing Tzu Chi Foundation USA access does not meet Fire Department standards.

The revised design project calls for the construction of 70 single-family homes on approximately 33.4 acres of the overall 60.4 acre site, with 6 additional lots (totaling approximately 27 acres)

being reserved for open space. Approximately 10.2 acres of the 33.4 acres to be developed would be dedicated to the construction of roadways, curbs and gutters and sidewalks, the remaining 23.2 acres would consist of the residential lots.

All public access to the site would be provided by the main entrance at San Dimas Avenue via a bridge accessing San Dimas Avenue to the east. The bridge would be approximately 700 feet in length, which represents the distance from San Dimas Avenue to the nearest mesa or plateau within the proposed project site. The proposed bridge width at the entrance is 47.5 feet. This would include a 2-foot wide utility easement on the north side of the bridge, a 12-foot wide west bound drive lane, a 12-foot wide left hand turn lane, a 16-foot east bound drive lane and a 5.5- foot sidewalk. After 108-feet the bridge will taper down to 35.5 feet which would be comprised of: One paved 12-foot wide west bound drive lane; One paved 16-foot wide east bound traffic lane; one paved 2-foot wide utility easement located on the north side of the proposed bridge and one 5.5-foot wide concrete sidewalk located on the south side of the proposed bridge. The steel-frame bridge would be supported by two concrete abutments at each side of the proposed bridge and by three steel-frame piers constructed on concrete pads on the side of the canyon. The distance between the piers would be approximately 200 feet. The surface of the bridge on which vehicles would travel would be concrete. The bridge would be privately maintained by the Vista Verde Ranch Homeowners Association as it would be less than 54 feet in width[1] – the minimum width required by the County of Los Angeles Public Works Department for a publicly-maintained bridge. The access road that would continue on to serve the future homes on the site would be a private driveway, not a public thoroughfare, and would also be privately maintained by the Vista Verde Ranch Homeowners Association. Approximately 2,500 cubic yards of grading would be required to construct the bridge and the abutments. The construction of the bridge and any potential associated impacts are described in greater detail in Section 3.3.3, *Circulation and Access.* The existing emergency access connection to Calle Bandera would be retained and would remain gated.

Construction of a bridge from San Dimas Avenue to the proposed project site was considered infeasible due to the anticipated cost of constructing a public bridge to the site. However, obtaining access to the site via a bridge is now considered feasible for the following reasons:

1. The bridge alternative was initially considered in 2002-2003, when real estate prices were lower than they are at the present time (2006). This increase in the real estate market allows the proposed units to be sold at higher prices than they could have been 3 to 4 years ago, thereby allowing the cost of the bridge construction to be absorbed and amortized over the project;

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1. Constructing a 54-foot wide bridge would not be feasible for the following reasons: 1) the estimated cost of construction would be approximately double the cost of constructing the proposed bridge, 2) the pads for the piers would be almost half an acre in size due to the increased weight of the bridge; and 3) a wider bridge would require five piers to support it; the larger pad sizes and the two additional piers that would be required would result in adverse impacts to the natural area, habitat and trees.

2. The original bridge concept called for a concrete cast-in-place bridge. The bridge now proposed would be a steel truss bridge, which, according to engineering reports, would be as strong as a concrete construction, cast-in-place bridge at approximately half the construction cost.

The issue areas examined in this EIR include geotechnical hazards, flooding, water quality, noise exposure, biological resources, tree removal, archaeological resources, paleontological resources, traffic and site access, educational services and facilities, library services, aesthetics and air quality. A summary of the environmental impacts associated with the proposed project's construction and subsequent occupancy, along with the recommended mitigation measures, are provided in Table 1-1.

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
Hazards – Geotechnical Impacts			
The proposed project site, and the surrounding area, abuts the northern flank of the San Jose Hills created from an uplifted fault block. The project site is underlain by Pleistocene-aged alluvium with outcrops of the Glendora Volcanics and the Puente Formation located above the older alluvium in the southeast and easterly portions of the project site. The site is located within the larger Los Angeles Basin, a seismically active area. The more significant regional faults, which may affect the project site, include the Sierra Madre/Cucamonga faults, which have uplifted the San Gabriel Mountains relative to the adjacent lowlands, and the San Jose Fault, which has caused the uplifting of the San Jose Hills located to the south of the proposed project site. A local fault corresponding to Walnut Creek has been inferred due to differences in topography. However, recent studies indicate that this fault does not exist.	According to the current proposed grading plan, approximately 230,000 cubic yards of earth would be moved on-site. No import or export is anticipated. The aforementioned grading anticipated for the proposed residential development would result in the creation of cut-and-fill areas to accommodate the building pads. Based upon the project geologist's review of the grading plan, the slopes would be stable following grading. The degree of seismic risk is not any greater for the proposed project site compared to the level of risk for the surrounding area. The proposed revised design project would not result in any adverse impacts related to grading and excavation with adherence to the recommended mitigation.	The following measures would reduce the potential geologic and seismic impacts to a level of insignificance: 1. Grading and excavation activities must adhere to the recommended actions outlined in the geotechnical study prepared for the proposed project site. No grading and excavation, beyond that contemplated in the grading plan, would be permitted. 2. During grading and excavation phases of development, a County engineer shall undertake field inspections to ensure that the recommendations of the grading plan are being implemented. 3. Prior to the approval of the development permits, an engineering geologist and soils geologist shall inspect all of the areas graded to assess their ability to accommodate the proposed improvements. 4. All grading, excavation, and structures must conform to the requirements of Chapter 70 of the Unified Building Code and the Los Angeles County Grading Ordinance. 5. All building construction must conform to the requirements of the seismic safety sections of the Uniform Building Code.	No significant adverse impacts on earth and geology are anticipated following mitigation.

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Hazards – Hydrology Impacts			
The hydrology study and off-site drainage design prepared for the proposed revised design project site identified six drainage areas based on site's topography and drainage patterns. The site is largely undeveloped, and storm water runoff generally percolates into the soils. Within the easterly portion of the site, existing runoff, not absorbed into the soils, is diverted into natural drainage found within this area. No areas within the development site are located within a flood plain defined by the Federal Emergency Management Agency (FEMA). The areas where potential flooding may occur are found within the Walnut Creek drainage, located outside of the project boundaries.	The development site has elevations averaging 760 feet above mean sea level (AMSL). The elevation of Walnut Creek, located to the north of the project site, ranges in elevation from 620 feet AMSL to 690 feet AMSL. As a result, there is a 70 to 140 foot difference in elevation between Walnut Creek and the mesa areas that would be occupied by the proposed development. The potential for flooding or the release of water from Puddingstone Reservoir would not present a hazard to the future development anticipated for the proposed project site due to the differences in elevation between the development site and Walnut Creek. According to the project engineer, the proposed revised design project does not present a unique or special design and should be considered typical to the other developments in the surrounding area.	The proposed revised design project would be required to comply with Los Angeles County Flood Control District design standards. Potential hydrology impacts to the project would be mitigated through the following mitigation measures. 1. The project flood control improvements shall be constructed to the satisfaction of the LACFCD and the DPW in accordance with the approved drainage concept, hydrology plans, and final storm drain plans, as approved by the DPW. The Flood Maintenance Division of LACDPW shall also be provided with construction drawings and no construction shall commence until this agency has approved the design of the storm drain system. 2. A drainage concept/hydrology study must be reviewed and approved by the Land Development Divisions prior to submittal of any improvement plans.	No significant adverse impacts on hydrology are anticipated following mitigation.
Hazards – Water Quality Impacts			
The local watershed that includes the proposed project site is dominated by Walnut Creek, which flows in a westerly direction north of the proposed development site. The natural drainage patterns within this area have been	The majority of the site's existing undeveloped character presently contributes to groundwater recharge. The ability of the easterly portion of the site to contribute to groundwater recharge is limited due to the relatively	The following mitigation measures have been proposed as a means of reducing potential water quality impacts. 1. The contractor shall implement a storm water quality plan, implementing the best management practices as	No significant adverse impacts on water quality are anticipated following mitigation.

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Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
altered as part of this earlier grading. Four natural drainage channels bisect the easternmost portion of the site, which consists of steep slopes. These intermittent stream channels drain toward the north, ultimately draining into Walnut Creek. The existing flows within Walnut Creek are associated with overflow from the Puddingstone Reservoir, runoff from those watershed areas located to the east of the I-57 Freeway, and diverted runoff from the nearby Freeway via Caltrans drains. Due to the undeveloped nature of the site, debris entering Walnut Creek is limited to silt and vegetative materials.	steep slopes that characterize this area. The site's development under the revised design project would result in approximately 18% of the site's area being covered by impervious surfaces overall. These impervious surfaces would include roadways, driveways, patio areas, and the structures themselves. In the absence of mitigation, pollutants entering Walnut Creek, in the form of storm water runoff, would consist of hydrocarbons from the roadways and parking areas, pesticides, and organic nutrients from fertilizers, detergents, and rubbish.	required by the County of Los Angeles, including: 1. Reduce excessive erosion potential; 2. Minimize excessive sedimentation; 3. Prevent other materials used at a construction site causing off-site contamination; 4. Eliminate non-storm water discharges for construction sites; 5. Install appropriate measures to reduce impacts on waterways from the completed project provide a commitment that these measures would be maintained; and 6. Establish maintenance commitments on post-construction sites. 7. The contractor shall comply with all pertinent provisions of the National Pollutant Discharge Elimination System (NPDES).	
Hazards – Noise Impacts			
The dominant noise source in the vicinity of the proposed project site is traffic on the nearby Orange Freeway (I-57). Other sources of noise in the vicinity of the project site include outdoor activities located within the nearby Tzu Chi Foundation property and the single-family homes located to the south. A noise measurement survey indicated	The State of California land use compatibility standards indicate that ambient noise levels within areas where homes are located should range from 45 dBA to 65 dBA. The majority of the proposed project site, according to the field measurements, is located within an area subject to noise levels within this range. The easternmost portion of the development site is located within an area where Freeway traffic noise	The following measures are designed to reduce potential short-term (construction) and long-term (operational) noise impacts: 1. All construction activities shall be restricted to 7:00 am to 7:00 pm during weekdays and all construction activities must conform to the requirements of the County of Los Angeles Noise Control Ordinance.	No significant adverse noise impacts are anticipated following mitigation.

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the majority of the project site is located in an area subject to relatively low ambient noise levels, reflecting the character of surrounding development (lower-density residential land uses). Maximum on-site noise levels ranged from 68.9 dBA to 79.8 dBA during the noise survey. During the measurement surveys, significant sources of noise included traffic on the nearby I-57 Freeway, occasional aircraft, and noise related to activities within the nearby land uses.	exceeds 65 CNEL (dBA). Residential development has been almost eliminated in this area, with the exception of the two easternmost lots. Construction noise would be audible in the nearby residential areas located to the west and south of the proposed development site. Construction machinery would be capable of generating periodic peak noise levels ranging from 70 to 95 dBA at a distance of 50 feet from the source. The short-term noise impacts may represent substantial noise levels while grading and construction activities are on-going. However, these noise impacts would cease once construction activities have been completed.	2. Construction equipment shall be kept properly tuned, and mufflers shall be used on all construction equipment to reduce equipment noise. 3. No blasting shall be permitted during grading and excavation. 4. All construction equipment and activities at the project site shall be required to comply with the provisions and restrictions in the County Noise Control Ordinance. 5. The use of vibration-causing equipment shall not exceed the perception level of 0.01 in/s of motion velocity at the nearest occupied dwellings or buildings. 6. For the housing units to be constructed within the easterly portion of the project site (within the 65dBA-CNEL noise contour), the measures shall be implemented to reduce interior ambient noise levels to 45 CNEL.	
Resources – Biota and Oak Tree Impacts			
Major plant communities within the project site include the coast live oak woodland, coastal sage scrub, and disturbed/ruderal vegetation. Coast live oak woodland is the dominant vegetation community on the property and typically contains the previously described under-story. A small area of near monotypic coastal	No impacts on sensitive species are anticipated as part of the proposed revised design project. Small patches of degraded coastal sage found on-site (less than 0.5 acres) are largely isolated from other areas of sage scrub found in Bonelli Park. Based on the isolation and small size of the coastal sage scrub habitat found within the project site,	The following mitigation measures have been recommended as a means to reduce potentially significant impacts: 1. The Applicant must mitigate the project's potential adverse impacts by replacing habitat in Frank G. Bonelli Regional Park or in suitable habitat replacement areas within the 60.4-acre site. No planting of Oak Trees shall be	Significant residual adverse impacts on biological resources or tree removal are anticipated following mitigation.

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sage scrub (California Sagebrush without the mustard) occurs on a very steep slope in the southerly portion of the site. To the west, this community rapidly becomes degraded with nonnative fennel (*Foeniculum vulgare*). Several smaller patches of coastal sage scrub were also evaluated during the survey including a patch of prickly pear cactus (*Opuntia littoralis*) and a hillside supporting disturbed coastal sage scrub on the southern portion of the site. These small areas of coastal sage scrub (less than 0.5 acres) are largely isolated from other patches coastal sage scrub by residential development and the nearby Orange Freeway. Based on the isolation and small size of the patches, these areas are not considered appropriate habitat for breeding coastal California gnatcatcher. No gnatcatchers were recorded on the proposed development site during field surveys.	these areas are not considered an appropriate breeding habitat for coastal California gnatcatcher. A total of 9.47 acres of live oak woodland are found within the project site. Of this total, 5.21 acres would be impacted by development. A total of 788 oak trees are located within the project site. Of this total, the development would remove 129 oak trees and a total of 659 existing trees would be preserved. A total of 31.69 acres of woodland is located in the area surrounding the development area. A total of 1,116 trees are found in this area. None of these trees would be removed as a result of the proposed revised design project.	permitted in areas that would impact the California Gnatcatcher. The Oak Tree mitigation plan shall be reviewed and approved by the County's Forester and the Department of Regional Planning, prior to the issuance of any Grading Permit. The trees shall be properly cared and maintained for seven years, and replaced by the developer or permittee if mortality occurs within such period. Replacement trees shall consist of locally-indigenous oak trees and should be certified as being grown from a seed source collected in Los Angeles or Ventura County. The submittal of a detailed Oak Mitigation Plan would be a Condition of Approval of the Oak Tree Permit. The density of Oak Trees to be planted would be the same as that of existing habitats. The balance of the tree mitigation would occur off-site. Areas for the proposed planting of Oak Trees were surveyed and identified by an arborist with LADOPAR. LADOPAR requires a focused survey for the California Gnatcatcher prior to finalizing the areas within Frank G. Bonelli Park, where the planting of Oak Trees is proposed. 2. Prior to removal of any trees, a thorough evaluation of the raptors using the on-site trees shall be conducted by a qualified biologist. 3. To avoid impacts to nesting and migratory birds, construction or removal of trees during nesting season (typically	

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		February through August), will be avoided to the extent possible. Where this is not feasible and construction or removal of trees must takes place within the nesting season, then the following mitigations measures will be implemented: a. A preconstruction survey for nesting birds shall be conducted by a qualified biologist. No more than 7 days prior to initiation of tree removal or grading activities. If no nesting birds are observed then site preparation and Oak Tree removal may commence. b. If an active nest is found within the project limits with trees marked for removal or project grading or other construction activities are planned, then the qualified biologist will determine the extent of the construction-free buffer zone (typically 500 feet for raptors, variable for other species but typically a minimum of 300 feet) to be established around the nest, and will conspicuously flag off the buffer area around the nest or nests. The construction crew will be instructed to avoid any activities in this zone until the bird nest(s) is/are no longer occupied, as verified by subsequent survey by the qualified biologist. Documentation of findings shall be submitted to the County's Impact Analysis Section for review and concurrence. c. Gnatcatcher Surveys shall be conducted as follows: From March 15	

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		through June 30, a minimum of six surveys shall be conducted at least one week apart. From July 1 through March 14, a minimum of nine surveys shall be conducted at least two weeks apart. The surveys shall be conducted between 6:00 a.m. and 12:00 p.m. and shall be conducted by a qualified biologist. Documentation of findings shall be submitted to the U.S. Fish & Wildlife Service and the County's Impact Analysis Section for review and concurrence. 4. The applicant must adhere to the requirements of the Los Angeles County Oak Tree Permit. The location of each tree proposed to be removed or those located within the buffer area should be surveyed for accuracy before work proceeds. The survey must include the 200-foot zone specified in the Ordinance. 5. The applicant must adhere to the mitigation measures outlined in the oak tree survey report dated April 11, 2005, prepared by Glenn Allen Arborist. 6. The open space area around the residential development shall be fenced off from the proposed development to preclude access by residents or the public in order to protect wildlife resources. Fencing shall be of the type necessary to prevent domestic pets, especially cats, from entering the open space area. Crash-type gates at various strategic locations, relative to on-site	

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		roadways, would provide fire abatement access. The open space shall be posted with signs indicating that public access is not allowed. 7. As part of the sales disclosure process, homeowners shall be given an information document stating that access by residents or their pets to the open space area is forbidden in order to protect wildlife resources that may be present. 8. This RDEIR indicates that the mitigation contemplated for the proposed project would provide for the partial replacement of 330 oak trees, with a ratio of 2:1 for non-Heritage Pak Trees. Heritage Oak Trees will be replaced at a ration of 10:1. The area of the proposed replacement is indicated in "maroon" in Exhibit 4-6 of this Revisions to the DEIR. Representatives from LADOPAR have conceptually agreed to habitat replacement of oak woodland and coastal sage scrub within Frank G. Bonelli Park.	
Resources – Cultural Resources Impacts			
A number of previous archaeological studies have documented the site's potential sensitivity. Archaeological site CA-LAn-230 is located a short distance south of Walnut Creek some 400 meters north of the project site. Archaeological sites CA-LAn-347 and 348 are located approximately one kilometer to the	The site has a high sensitivity for archaeological resources, and these resources are likely to be encountered during land clearance activities. While no sites have been discovered within the proposed project area, the discovery of cultural resources cannot be fully discounted due to the abundance of	The following mitigations have been recommended as a means to mitigate potential cultural resources impacts: 1. An archaeologist shall be present during ground clearance activities. 2. In the event buried cultural materials are exposed during construction, work must be halted in the	The demolition of the existing structures on-site is considered to be a significant unmitigated adverse impact.

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northeast of the proposed project site. One site is situated just north of Walnut Creek, while the other is located to the south of Walnut Creek. Two reconnaissance surveys have been undertaken within the project area, including a reconnaissance survey of the western portion of the current study area. A detailed examination was not possible due to the heavy brush cover and the presence of dense stands of poison oak. A second survey investigated an 8-acre parcel some 500 meters south of the current study area. No archaeological remains were found during this survey. The most noticeable cultural features in the study area include the buildings associated with the former Pacific Coast Baptist Bible College campus. The majority of these buildings are concentrated in the central portion of the campus area, which is located outside the proposed project area boundaries.	sites found in the immediate area. The westerly portion of the proposed project site has been disturbed due to past grading activities. The area where the discovery of cultural resources is the greatest is located in the easterly portion of the proposed project site, where no previous disturbance has occurred. A number of structures, which are or were part of the Pacific Coast Baptist Bible College site, appear eligible for listing as a district in the National Register of Historic Places. The buildings located within the project site are among the least significant building features within the greater study area, which includes all Voorhis School for Boys architectural elements. Of the eleven features identified as non-contributing features to an architectural and/or historical district, eight of these are located within the project site.	immediate vicinity of the find until the monitor can assess the significance. 3. If the finds are determined to be significant, the monitor shall be permitted to remove the items for subsequent laboratory evaluation. 4. If human remains are unearthed during construction, State Health and Safety Code Section 7050.5 states that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA Appendix C and Public Resources Code Section 5097.98. 5. All photographic documentation, historical research or writing, and all relevant maps, drawings, etc., for any historically significant structures shall be compiled into a single cohesive document. A qualified Cultural Resource Management consultant shall complete this work prior to any construction, grading, or excavation. This program shall be carried out in general accordance with Historic Buildings Survey (HABS) guidelines. The completed mitigation report shall be archived at an appropriate repository. Consideration shall be given to Cal Poly Pomona University Library, Special Collections.	
Resources – Paleontological Impacts			
The exposed sedimentary rocks within	There is a moderate to high potential	The following mitigation measures	No significant adverse impacts on

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the project site are assigned to the Late Miocene age marine Puente Formation. This rock unit was deposited in seas that occupied the region some 8 to 12 million years ago. Also present in the area are volcanic rocks, which are inter-layered with the marine sediments of the Puente Formation. In the floor of Walnut Creek are thin deposits of Recent alluvium. These are deposits of the streams that have flowed across the region in the last 10,000 years. The Puente Formation has revealed numerous fossils of marine vertebrates (fishes, sharks, whales, sea lions, etc.). Vertebrate fossils have been collected to the south of the study area.	for the discovery of significant fossils during development. The remains from the Puente Formation are significant, since they allow scientists to study the animal and plant life from a portion of the Los Angeles basin that has not been well studied. The grading and excavation required for the proposed project may result in the destruction of significant fossil remains in the absence of mitigation, thus representing an adverse impact. However, proper mitigation measures can reduce these adverse impacts to an acceptable level.	have been recommended for the proposed project site. 1. During the entire period of earth-disturbing activities, the grading contractor must assign one paleontologic monitor (trained and equipped to allow the rapid removal of fossils with minimal construction delay) to the site full-time. 2. Should fossils be encountered within an area being cleared or graded, earth-disturbing activities shall be directed elsewhere until the monitor has completed salvage. If construction personnel discover fossils, the grading contractor must immediately divert construction and call the monitor to the site. Major salvage time may be shortened by the grading contractor's assistance (e.g., removal of overburden, lifting and removing large and heavy fossils).	paleontological resources are anticipated following mitigation.
Resources – Traffic and Access Impacts			
Regional access to the planning area is provided by the Orange Freeway (I-57), which is located to the east of the proposed project site. The Orange Freeway (I-57) is an eight-lane north/south freeway situated east of the project site. Daily traffic volumes on the Orange freeway, at its closest point to the project site, are approximately 150,000 cars per day. San Dimas Avenue varies between	The traffic analysis for the original project proposal (Overland Traffic Consultants, 2002) estimated that the project would add approximately 957 daily vehicular trips, with 75 morning peak hour trips and 101 afternoon peak hour trips added to the surrounding street network. That added level of traffic, it was determined, would not significantly impact any of the study intersections analyzed in the traffic	NOTE: A traffic analysis for the revised design project indicates a reduced traffic generation from the original project that does not significantly impact any study intersection. Therefore, no mitigation measures are required for project specific impacts. This is changed from the original DEIR. However, the following mitigation has been recommended in the RDEIR to mitigate potential project traffic impacts.	No significant adverse impacts on traffic and access are anticipated following mitigation.

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two and four lanes. There are varying degrees of traffic control measures, with the majority consisting of traffic signals at intersections such as Avenida Loma Vista, Via Vaquero, Arrow Highway, and Bonita Avenue. Existing daily traffic volumes on San Dimas Avenue are estimated to be approximately 7,000 cars per day. South Valley Center Avenue terminates immediately northwest of the project site at Gainsborough and extends northerly to and beyond Arrow Highway. Estimated existing traffic volumes along Valley Center Avenue are between 2,000 to 3,000 cars per day south of Cypress Street.	impact report. However, the future traffic analysis projected that the San Dimas/Via Verde intersection would be operating in excess of design capacity during the morning commuter peak travel period – at LOS E with an ICU ratio of 0.95 with project traffic, and at LOS E with an ICU ratio of 0.92 without project traffic. Since this ICU differential would exceed the 'one point" criteria, project traffic demands at this intersection may be deemed to be significantly adverse in the absence of mitigation. A traffic analysis for the revised design project was completed by Overland Traffic Consultants in November 2005. The new analysis estimated that implementation of the revised design project would result in the generation of approximately 670 daily trips, with 52 of those trips occurring during morning peak hours and 71 trips occurring during afternoon peak hours. This represents a reduction of 230 daily trips, (and a reduction of 23 morning peak hour trips and 30 afternoon peak hour trips), as compared to the original proposal analyzed in the DEIR. According to the new traffic analysis, which was reviewed and approved by the Traffic and Lighting Division of the Department of Public Works, no significant traffic and circulation impacts	1. Project traffic demands would significantly contribute to the congestion at the intersection of San Dimas Avenue and Via Verde. However, this potentially adverse site traffic impact can be mitigated by providing double left-turn lanes for southbound traffic on San Dimas Avenue north of Via Verde and other minor striping modifications, as discussed in the traffic study (Appendix I).	

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	would occur under the revised design project. For purposes of the regional CMP analysis, the revised design project would add less than the threshold 150 peak hour directional trips on the 57 Freeway. It was estimated that the largest direction peak hour increase on a freeway segment would be 13 outbound a.m. trips and 15 inbound p.m. trips on the 57 Freeway south of Via Verde, well below the CMP significance thresholds. The new traffic analysis concluded that the proposed bridge connection to San Dimas Avenue would not generate any significant safety hazards.		
Services – Educational Services Impacts			
The proposed project site is located within the service boundaries of two school districts, though the Bonita Unified School District (BUSD) serves the majority of the project site. BUSD elementary schools serving the project site include Gladstone and Shull elementary schools. The nearest BUSD middle school is the Lone Hill Middle School. Finally, the nearest BUSD high school is San Dimas High School. However, K-5 students may be enrolled in other district schools. Enrollments at these area schools currently exceed capacity. Charter Oaks Unified School District (COUSD) serves a small portion	The revised design project would result in additional student enrollments, which would place additional demands on educational services in the area. The Bonita Unified School District is in the process of commissioning a new student generation study as part of an updating of the district's developer fee justification report. The most recent justification report utilized 0.5 students per dwelling unit as a generation factor for elementary schools and 0.12 per unit for high school student generation. Based on the student generation factor provided by the school districts, the 70 units would generate	The analysis indicated that the project's potential impacts on school services and facilities would be mitigated with the payment of the requisite development fees. As a result, the following mitigation is required at this time. 1. The Applicant shall be required to pay applicable school fees at the time a building permit is issued.	No significant adverse impacts on educational services are anticipated following mitigation.

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of the project site. In the COUSD, Badillo Elementary school. Royal Oak Intermediate School and Charter Oak High School serve the project site. Enrollment at the intermediate and high schools currently exceeds capacity. All of the schools are currently provided bus service. Children in grades K-3 living more than .75 miles away from the school are eligible to ride the bus. Students in grades 4-5 must live one mile from school to be eligible to ride the bus, while those in grades 6-8 must live two miles from school to receive transportation service. Finally, students in grades 9-12 must live 2.5 miles from school to receive transportation service.	approximately 35 elementary students and 9 middle school and high school students, for an approximate total of 44 students overall.		
Services – Library Services Impacts			
The San Dimas Library, located at 145 North Walnut Street, is a Los Angeles County facility. The library is a full-service library with a collection of 100,405 material items (books, paperback books, CD-ROMs, periodicals, etc.) and numerous record albums, cassettes, films, and videocassettes. Circulation averages 197,340 items per year. The library participates in the borrowing program that allows any citizen of California to borrow materials	The increase in population that would accompany future development on site would increase the demand for library services. While this increase in demand may be minor, when compared to the total demand in the city, the existing deficiencies in library facilities and resources would continue to strain the county library system and the San Dimas Library in particular. However, the recommended mitigation would reduce the level of potential impact. The additional population	The analysis indicated that the project's potential impacts on library services and facilities would not result in any significant adverse effects with the following mitigation: 1. The project shall be required to pay the library mitigation fee applicable at the time building permits are issued.	No significant adverse impacts on library services are anticipated following mitigation.

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
for free. As a member of the Los Angeles County Library system, the library may borrow from other member libraries with interdependent resources for extended reference research, training and workshops, and purchasing discounts. The Los Angeles County Board of Supervisors approved a developer fee program (Library Facilities Mitigation Fee Program) for library facilities. The current fee is $581 per unit.	contemplated for the revised design project (an estimated 230 persons assuming the average household size of 3.29 persons per unit indicated in the 1990 Census) would result in an incremental increase in the demand for library services. This additional demand, together with that anticipated from the related projects, would result in cumulative impacts on local library services.		
Resources – Aesthetic Impacts			
The site of the proposed project consists of a long-linear property situated south of the Tzu Chi Foundation property encompassing a series of level knolls dissected by canyons in the easternmost portion of the property. The majority of the development would be situated on two mesas. The elevations of the western mesa and the eastern mesa are 780 feet above mean sea level (AMSL) and 840 feet AMSL, respectively. For purposes of comparison, the elevations of Walnut Creek and the main area of the adjacent Tzu Chi Foundation USA site is 740 feet AMSL and 800 feet AMSL, respectively. Scenic attributes within the vicinity of the proposed project site include Walnut Creek Canyon and the nearby San Jose	The revised design project, consisting of 70 units, would be located within four distinct subareas corresponding to the underlying topography. Subarea A would be situated near San Dimas Avenue within a mesa at an average elevation of 840 feet AMSL. Subarea B would be located on a knoll with an average elevation of 880 feet AMSL. Both Subareas A and B contain larger lots due to the varied topography in this portion of the development site. Subarea C includes that portion of the west mesa located directly south of the Tzu Chi Foundation USA property and has an average elevation of 800 feet AMSL. Finally, Subarea D is located in the westernmost portion of the property, which would contain the	The following measures have been identified as a means to reduce potential light and glare impacts. 1. A lighting plan must be reviewed and approved by the County Engineer prior to final approval of the development plan. 2. Street lighting must be designed to prevent light-trespass onto adjacent properties located to the south and west of the development site. 3. The Applicant shall install temporary multi-use trails during the construction period in order to bypass the construction zone near the Michael D. Antonovich Trail and to maintain the connectivity of the entire existing trail system. The temporary trail shall be no less than 12 feet wide and shall be	No significant adverse impacts on aesthetics and light and glare are anticipated following mitigation.

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
Hills. Vistas of the San Gabriel mountains located approximately five miles from the site, are provided in north-facing views. A panoramic view of Walnut Creek Canyon and the southern mesas where the Tzu Chi Foundation USA is situated can be seen from the Foothill Freeway (I-210) west of Bonelli Park.	majority of the parcels and has an average elevation of 740 feet AMSL. Under the revised design proposal, the minimum lot size would be 10,000 square feet with an average lot width of 90 feet. The proposed parcels are comparable in an area to the existing lots in the Mesarica tract located to the west, and are larger than the parcels in the six tracts located to the south of the development site. The maximum height of the residential structures would be 35 feet or two stories.	graded so the tread is cross-sloped along the entire length at a maximum 2 percent cross slope. Trail composition shall be of decomposed granite with a maximum 10 percent grade. (Note: If necessary, a 15 percent grade is permissible for a distance not to exceed 300 feet.) Trees and shrubs shall be maintained to provide a minimum clearance of eight feet from the centerline of the trail. Overhead clearance shall be maintained at a minimum of ten feet above the trail tread. Temporary paper trail signs shall be installed to alert and redirect trail users to the temporary bypass trail. Where necessary, safety rails and slope stabilizers shall be installed. All trail designs and finished improvements shall be subject to approval by the Los Angeles County Department of Parks and Recreation. 4. A grading plan shall be prepared showing the realignment of the Walnut Creek Park Trail (19) and submitted to both Departments of Parks and Recreation and Building and Safety. *Note: This mitigation measure would not apply to the revised design project, as the trail would not need to be realigned. No impacts would occur to the Walnut Creek Park Trail due to implementation of the revised design project.* 5. The park obligation fee as calculated by the Department of Parks and Recreation shall be paid prior to	

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
		obtaining any grading permits. The following two new mitigation measures are added because of the revised design project will include a bridge that will pass over the existing Michael D. Antonovich Trail. 6. The Applicant shall plant locally-indigenous trees and vegetation along the Michael D. Antonovich Trail to create a screen that would shield the bridge from the view of trail users. The Applicant shall re-plant some of the oak trees and other native vegetation that would otherwise be removed from the site along the trail, so these trees and vegetation can continue to exist in the vicinity of the site. 7. A Landscaping Plan shall be required that includes details of the impacted trail and the type and location of the trees and plants that are proposed as mitigation. The landscaping plan shall provide trees and vegetation along the trail to create a canopy that would shield the bridge from the view of the Trail. The County of Los Angeles Department of Regional Planning shall review and approve the landscape plan prior to the issuance of any grading permit. The County of Los Angeles Department of Regional Planning shall ensure that all mitigation planting has been completed by the applicant in accordance with the approved landscape plan prior to the issuance of any building	

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
		permit.	
Resources – Air Quality Impacts			
	Adverse air quality impacts associated with the originally-proposed project were found to be less than significant in the NOP that was prepared for the originally-proposed project, as documented in the County's Initial Study. The County did not receive any comments from any agency during the NOP comment period that indicated a contrary conclusion of significant air quality impacts. (For example, please refer to a copy of the letter from the City of San Dimas, included herein as Appendix M of this document). Consequently, no air quality analysis was conducted for the project as originally proposed. In response to public comments, however, an air quality analysis was prepared for the revised design project proposal by Blodgett Baylosis Associates (2005). Please refer to Appendix A of this document for the analysis. As indicated in the air quality analysis, *maximum worse case* construction emissions related to reactive organic gases (ROG) may exceed the acceptable threshold (55 pounds/day) set by the South Coast Air Quality Management District (SCAQMD). The ROG emissions are related to the coatings used in the finishing phases of construction, and are	No mitigation measures are necessary.	No significant adverse impacts on air quality are anticipated with the implementation of required standard conditions.

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
	precursors to ozone formation. The South Coast Air Basin (SCAB) is currently non-attainment for ozone. To address the potential impacts from architectural coatings, the SCAQMD has promulgated Rule Number 1113 as a means to control volatile organic compound emissions that include ROG. Adherence to SCAQMD Rule No. 1113 would ensure that ROG emissions are less than significant. Another short-term air quality impact would be related to the generation of fugitive dust, especially PM_{10}, during land clearance and grading activities that result in soil disturbance. The total estimated daily PM_{10} emissions are projected to be approximately 102 pounds, while the SCAQMD threshold is 150 pounds per day. Implementation of the mitigation measures identified below would ensure that construction-related air quality impacts are less than significant. The following standard conditions would be required to reduce short-term air quality impacts below the thresholds considered to be a significant adverse impact: 1. To minimize dust and particulate matter generation during construction and site preparation activities, SCAQMD Rule 403 shall be adhered to, which requires regular watering of exposed soils during earth moving operations.		

Table 1 – 1 Summary of Impacts and Mitigation Measures for the Revised Design Project

Environmental Setting	Environmental Impacts	Mitigation Measures	Residual Impacts
	2. All trucks hauling debris removed during clearance and grading operations must be covered. 3. The contractor shall be required to maintain construction equipment in tune to reduce heavy equipment emissions. The contractor shall be required to use low emission architectural coatings approved by the SCAQMD pursuant to Rule No. 1113. Long-term mobile and stationary emissions projected for the new development would be below SCAQMD significance thresholds. As indicated in Table 4-2 in Section 4, the actual daily increase in operational emissions would be 12.47 pounds of ROG, 10.46 pounds of NO_x, 110.75 pounds of CO, and 7.59 pounds of PM_{10}. As a result, the operational (long-term) air quality impacts associated with the revised design project are considered less than significant.		