

APPENDIX 1.0(A)

Notice of Preparation and Initial Study

NOTICE OF PREPARATION

To: Responsible and Trustee Agencies (Distribution List is attached to this notice)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of San Dimas
Street Address: 245 East Bonita Ave.
City/State/Zip Code: San Dimas, CA 91773
Contact: Craig W. Hensley

Consulting Firm:

Firm Name: Impact Sciences, Inc.
Mailing Address: 30343 Canwood St., #210
City/State/Zip Code: Agoura Hills, CA 91301
Contact: Ken Koch

The City of San Dimas will be the Lead Agency for an environmental impact report to be prepared for the proposed project described in the attachments to this Notice of Preparation. The City needs to know the views of your agency regarding the scope and content of the environmental information that should be included in this EIR. The document to be prepared by the City should include any information necessary for your agency to meet any statutory responsibilities related to the proposed project. Your agency will need to use the EIR prepared by the City when considering any permit or other approvals necessary to implement the project. A preliminary list of the probable environmental effects the City has identified for study in this EIR is attached to this notice. If the topics of concern to your agency have already been identified for analysis, your agency need not provide a response to this notice.

The project description, location, and the environmental issues to be addressed in the EIR are contained in the attached materials. Due to the time limits mandated by State law, your response must be sent to the City at the earliest possible date but not later than 30 days after receipt of this notice. Please send your response to Mr. Craig Hensley, Assistant Planning Director, Planning Department, City of San Dimas, 245 East Bonita Ave., San Dimas, California 91773. Agency responses to this NOP should include the name of a contact person within the commenting agency.

Project Title: Tentative Tract Map 52717; Amendment to Specific Plan No. 4 (Chapter 18.504 of the San Dimas Municipal Code)

Project Location: City of San Dimas, County of Los Angeles

Project Description (brief):

The proposed project consists of a 19-unit subdivision planned on 18-acres located within an existing specific plan area (Specific Plan No. 4). Three distinct residential product types are proposed, with floor plans ranging in size from 4,440 to a maximum of 5,350 square feet in size. Of the 22 lots that will comprise the tract map, 19 are for residential use and the remaining 3 lots are open space parcels. Fourteen of the residential lots are of sufficient size to accommodate equestrian uses consistent with Chapter 18.112 of the City Zoning Code. In addition to a tentative tract map, an amendment to the City's

Municipal Code relative to development standards applicable to this portion of Specific Plan Area No. 4 is also proposed.

Local access for the project will be taken off Gainsborough Road with internal circulation provided by a double loaded road that terminates in a cul-de-sac. A second means of access to the property for emergency ingress and egress only is available from an existing road within an easement located to the northeast of the proposed cul-de-sac.

In order to maintain a rural character, the proposed street is 28 feet wide from curb to curb with a 38 foot right of way. This cross section provides two 11 foot travel lanes and one eight foot parking lane (parking will occur only on one side of the street). The project also proposes a reduced street lighting standard to maintain a rural theme.

The property is located in an area that is provided all necessary municipal services and utility systems. Utility infrastructure is in place within the local street alignment and has been sized to accommodate development of this property.

Date: 8/3/01 Signature: ^{KK for}
Craig Hensley
Title: Assistant Planning Director
Telephone: (909) 394-6250

Reference: California Administrative Code, Title 14 (CEQA Guidelines), Sections 15082(a), 15103, 15375.

PROJECT LOCATION

As shown in **Figure 1**, the project site is within eastern Los Angeles County. More specifically, it is located in the San Gabriel Valley within the City of San Dimas. The site itself is located within the approved Specific Plan No. 4 area, which is located near the western boundary of the City just northwest of the Frank G. Bonelli Regional Park.

Figure 2 depicts the existing character of the general area and surrounding land uses. As shown, the project site is presently vacant except for one single-family residential unit on the western portion of the property and a barn associated with farming activity that historically occurred on-site. On-site vegetation consists of non-native grasses interspersed with a number of native and non-native trees. A total of 238 trees are found on the property, with 120 meeting the standards that qualify them for protected status by the City of San Dimas.

While a variety of land use types are located in the area, low-density residential development predominates. Residential development is located to the north and northwest of the project site, while open space associated with Walnut Creek and Walnut Creek Park abut the southern boundary of the property. Walnut Creek is part of a regional drainage system originating at Bonelli Park. An equestrian trail is located adjacent to Walnut Creek and a trailhead lies adjacent to the property on the east. Further south beyond the creek is the Voorhees Campus of the California State Polytechnic University system. The Los Angeles International Church of Christ owns property to the northeast of the site.

The property is situated below the residential uses found to the north of Gainsborough Road but above Walnut Creek. The site slopes sharply from its high point in the northern portion of the property to the south, where it flattens to form a plateau that sits above Walnut Creek. Elevations range from a high of 735 feet near Gainsborough Road to a low of 630 feet near the bluff overlooking the creek.

PROJECT BACKGROUND

As originally adopted in 1978, the Specific Plan No.4 did not include the 18-acre project site. This piece of land was added into the Specific Plan area as part of an amendment prepared in 1990 for a 19-lot development similar to that presently proposed. This original amendment created additional development requirements that applied only to the added 18 acres (i.e., the current project site). The currently proposed project would revise those development standards applicable to the 18 acres, as well as subdivide the property. In order to better distinguish and analyze the development requirements applicable to the 18-acre project site versus the balance of Specific Plan #4, an amendment to the

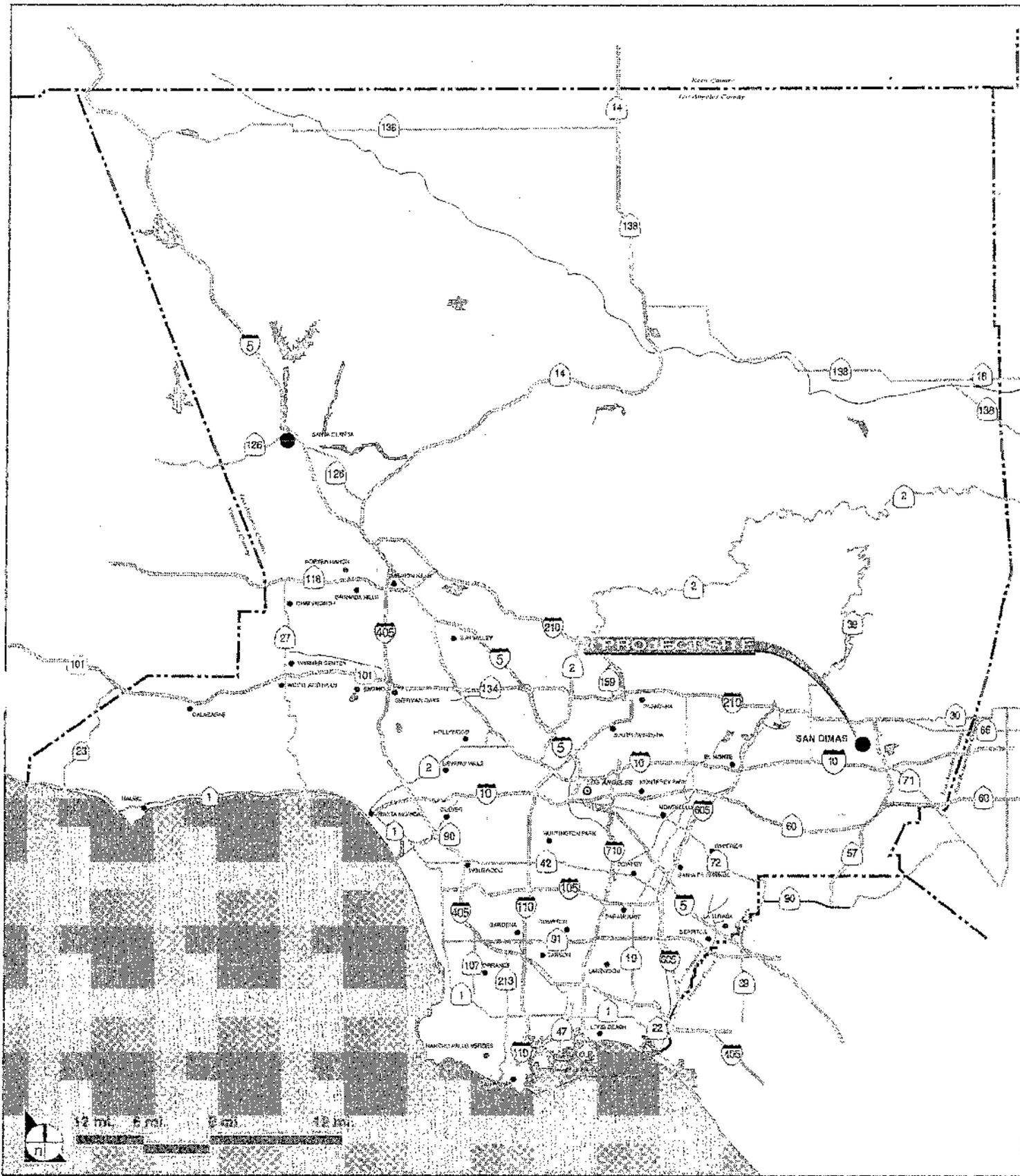


FIGURE I

Regional Location

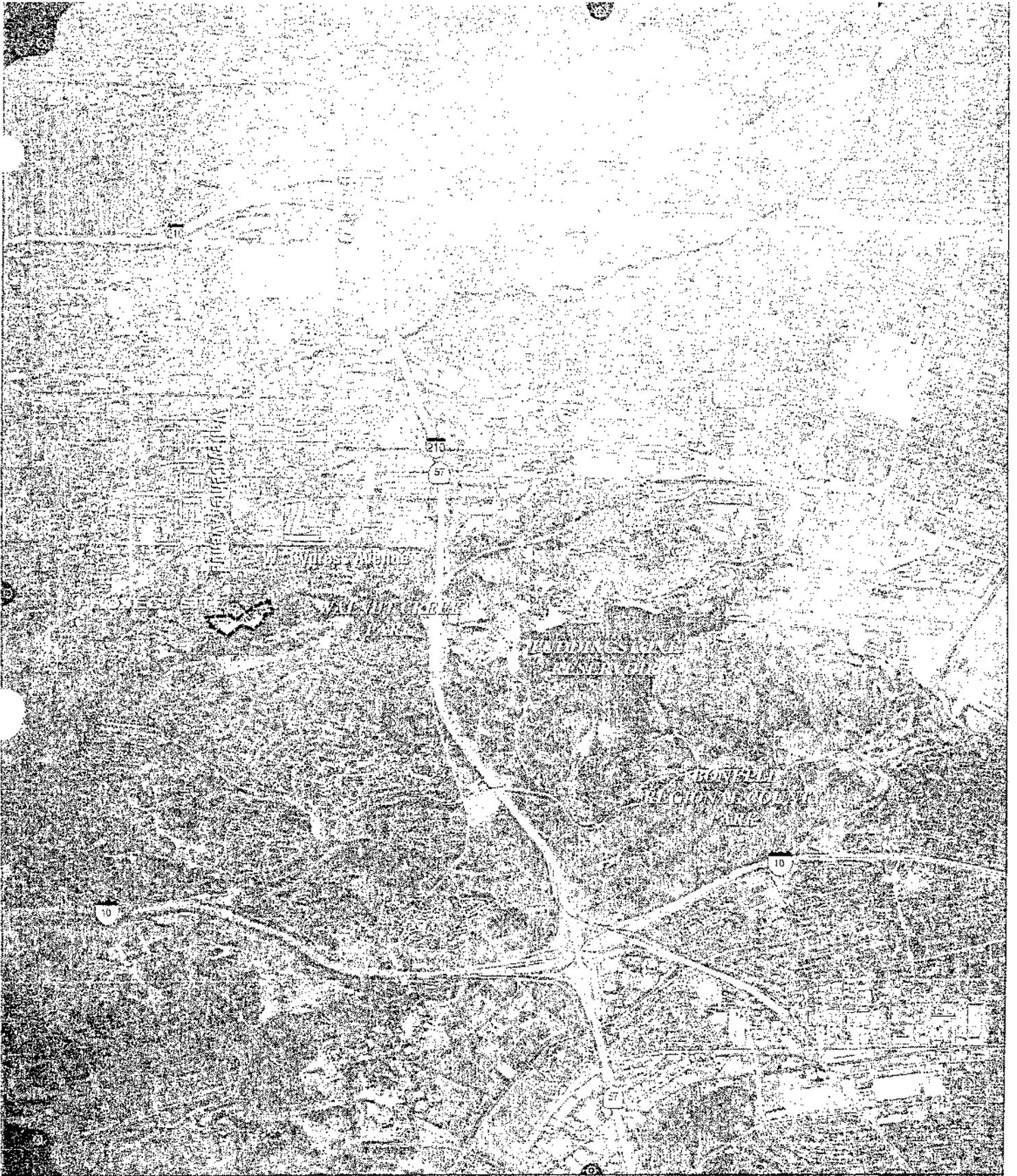


FIGURE 2

Local Site Vicinity

Municipal Code Text is proposed. This amendment will separate the Specific Plan into two planning areas (Area I and Area II). The 18-acre project site is located within Planning Area II while the balance of the Specific Plan falls into Area I.

The project proponent filed an application to subdivide the 18-acre property as outlined on Tentative Tract Map 52717 in July of 2000. The City of San Dimas prepared an expanded Initial Study in support of a proposed Mitigated Negative Declaration (MND) and the project was heard at both the City Planning Commission and City Council. Based on comments received during the review period on the proposed MND and at the hearings conducted on the project, the City determined that substantial evidence in the record supported the argument that the project may have a significant effect on the environment. Consistent with Section 15064 of the CEQA Guidelines, the City of San Dimas has elected to prepare a focused EIR for the project.

PROJECT CHARACTERISTICS

Proposed Project Actions

At this time, the City of San Dimas has identified the following actions that will need to be taken by the City, acting as lead agency for this project. The City does not believe the project requires any actions of a Responsible Agency, although additional actions may be identified as a result of consultation facilitated by the environmental review process.

The *City of San Dimas* would be responsible for the following actions:

- Approve an amendment to Specific Plan No. 4 to separate the Specific Plan into two planning areas (Area I and Area II), each of which contains distinct development standards;
- Approve a Tentative Tract Map for the Area.

Probable Environmental Effects

The City of San Dimas has completed a preliminary review of the applications for this project, as described in Section 15060 of the CEQA Guidelines, and has determined that an EIR should be prepared for the project. Based on the characteristics of the project, the City intends to prepare a Project EIR on the proposed tract map. The scope of work for this EIR will involve research, analysis, and study of the following issues and concerns. The City is planning to address the following environmental topics in the EIR for this project:

- Geology and Soils;
- Hydrology and Water Quality;
- Biological Resources;
- Archeological Resources.

A brief description of the scope of issues the City has identified for study related to each of these topics is provided as an attachment to this notice for your information.

The City of San Dimas will consider the comments received in response to this Notice of Preparation in determining the scope and content of the EIR for this project. Any comments provided should identify specific topics of environmental concern and your reason for suggesting the study of these topics in the EIR.

Please provide your comments in writing to:

Craig Hensley, Assistant Planning Director
City of San Dimas
Planning Department
245 East Bonita Ave.
San Dimas, CA 91773

Thank you for your participation in the environmental review of this project.

PRELIMINARY SCOPE OF STUDY

City of San Dimas Tentative Tract Map 52717

Geology and Soils - The Earth Resources section will address the soils and geological conditions of the site and the impacts resulting from the proposed grading plan. Topics to be addressed will include geotechnical hazards, including ground shaking from seismic activity, and any other potential hazards including direct impacts from faults, subsidence, liquefaction and expansive soils.

Hydrology and Water Quality - The EIR will address potential impacts of the project on existing drainage patterns and facilities and on surface and groundwater quality. The EIR will identify the existing drainage patterns and examine changes to off-site and on-site drainage conditions, impacts on existing drainage facilities, and nature of surface water quality.

Biological Resources - The project site consists of land mostly disturbed by agricultural activity although a number of oak trees occur on the property. The EIR will characterize the existing biological resources present on-site and address the potential direct impacts of the project on-site and indirect impacts to the adjacent Walnut Creek.

Archaeology -- The EIR will ascertain whether the property contains historic structures, cultural artifacts, or represents an area considered sacred by native Americans. The location of any artifact or resource site discovered during the study will be documented and reviewed against the tract map to determine potential impacts.

Initial Study

for

**Tentative Tract Map No. 52717
Amendment to Specific Plan No. 4**

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APPENDIX G

Environmental Checklist Form

1. Project title: Tentative Tract Map No. 52717
2. Lead Agency name and address:
City of San Dimas
245 East Bonita Avenue
San Dimas, California 91773-3002
3. Contact person and phone number: Craig Hensley
4. Project location: The project site is within eastern Los Angeles County. More specifically, it is located in the San Gabriel Valley within the City of San Dimas. The site itself is located within the approved Specific Plan No. 4 area, which is located near the western boundary of the City just northwest of the Frank G. Bonelli Regional Park.

The project site is presently vacant except for one single-family residential unit on the western portion of the property and a barn associated with farming activity that historically occurred on-site. On-site vegetation consists of non-native grasses interspersed with a number of native and non-native trees. A total of 238 trees are found on the property, with 120 meeting the standards that qualify them for protected status by the City of San Dimas.

The site has an area of 18.91 acres, surrounded by residential development to the north and west, and open space to the east and along Walnut Creek to the south. Three acres of the site are utilized as a private residence and a dilapidated barn that once aided in farming. Large portions of the site have been highly impacted by several dirt roads that appear to be used by off-road vehicles. In addition, parts of the southeastern portion of the site have been impacted due to the site being used as a dumping area for refuse.

The Walnut Creek Trail passes along the southern boundary of the site. This trail is used by the public for hiking and equestrian purposes. Access to the County Island where the Los Angeles International Church of Christ owns property runs along the northern portion of the property. The Church and the Los Angeles County have easements that provide access along the Valley Center extension. This road is a narrow tree lined road that ranges from 18 to 22 feet in width. This private road provides access to the County equestrian trail and to the Los Angeles International Church of Christ.

The property is situated below the residential uses found to the north of Gainsborough Road but above Walnut Creek. The site slopes sharply from its high point in the northern portion of the property to the south, where it flattens to form

a plateau that sits above Walnut Creek. Elevations range from a high of 735 feet near Gainsborough Road to a low of 630 feet near the bluff overlooking the creek.

5. Project sponsor's name and address:

Sonrise Christian Church

1220 East Ruddock Street

Covina, Ca 91724

6. General plan designation: Residential Low

7. Zoning: Specific Plan No. 4

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The project applicant proposes a 19-lot single family subdivision on 18.91 acres within Specific Plan No. 4, located in the City of San Dimas. As originally adopted in 1978, the Specific Plan No.4 did not include the 18.91-acre project site. This piece of land was added into the Specific Plan area as part of an amendment prepared in 1990 for a 19-lot development similar to that presently proposed. This original amendment created additional development requirements that applied only to the added 18.91 acres (i.e., the current project site). The currently proposed project would revise those development standards applicable to the 18.91 acres, as well as subdivide the property. In order to better distinguish and analyze the development requirements applicable to the 18-acre project site versus the balance of Specific Plan #4, an amendment to the Municipal Code Text is proposed. This amendment will separate the Specific Plan into two planning areas (Area I and Area II). The 18-acre project site is located within Planning Area II while the balance of the Specific Plan falls into Area I.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

While a variety of land use types are located in the area, low-density residential development predominates. Residential development is located to the north and northwest of the project site, while open space associated with Walnut Creek and Walnut Creek Park abut the southern boundary of the property. Walnut Creek is part of a regional drainage system originating at Bonelli Park. An equestrian trail is located adjacent to Walnut Creek and a trailhead lies adjacent to the property on the east. Further south beyond the creek is the Voorhees Campus of the California State Polytechnic University system. The Los Angeles International Church of Christ owns property to the northeast of the site.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the *earlier* analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, and EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

Issues:

I. AESTHETICS. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Documentation:

a., b. The San Dimas *General Plan* considers Walnut Creek to be a "scenic resource." Additionally, Specific Plan No. 4 designates a strip of land along Walnut Creek as a "Scenic Easement." Further investigation of the project is required to determine how the layout of the project could affect these scenic resources.

c. The project area is dominated by open space and residential development. Project development would affect the visual character of the area by introducing a 19-unit subdivision into the area; however, given the nature and design of the project, the existing visual character or quality of the project site and its surroundings would be altered, but not degraded.

d. The project would introduce new light sources on the project site and in the project area where there is residential and open space uses. Further investigation of the project is required to determine how the layout of the project and its light sources could affect nearby properties and views in the area.

Further Study Required:

Further investigation of the project is necessary to determine impacts to scenic resources and light or glare.

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. *Would the project:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

- a. Historically, the project site was used for farmland for many years, however currently, the site holds no value as prime farmland. Land uses in the vicinity of the project site have been developed for residential uses; hence, the proposed project site has no value as Farmland of Statewide Importance.
- b. The proposed project site is currently zoned for residential land use. This zoning classification does not support agricultural land activities or conflict with a Williamson Act contract; as a result, the proposed project will not create an impact.
- c. As mentioned above, the surrounding land uses are not agricultural; as a result, the existing environment would not support the conversion of the project site to farmland.

Further Study Required:

The project site is not considered to be Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor does it conflict with any existing zoning for agricultural uses. Therefore, no impacts to agricultural resources are possible, no mitigation measures are proposed or required and no further analysis is necessary.

III. **AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. *Would the project:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

a.-c. The project is located within the South Coast Air Basin, a 6,000 square-mile area encompassing all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The South Coast Air Quality Management District (SCAQMD) regulates air quality in this basin. The federal and state Clean Air Acts (CAA) require the preparation of plans to bring air emissions within healthful levels. The SCAQMD has responded to this requirement by preparing a series of air quality management plans (AQMP), the most recent of which was adopted by the governing board on November 16, 1996. This AQMP, referred to as the 1997 AQMP, was prepared to comply with the provisions of the 1989 California Clean Air Act (CCAA) and the 1990 Federal CAA amendments, to accommodate growth, to reduce the high levels of pollutants within the Basin, to meet state and federal air quality standards, and to minimize the fiscal impact pollution control measures have on the local economy.

The 1997 AQMP projects attainment of both Federal and State air quality requirements and bases these projections on several assumptions. For example, the AQMP assumes that general development projects will be constructed in accordance with the Southern California Association of Governments (SCAG) population growth projections published in its RCPG and that general development projects will implement strategies (mitigation measures) to reduce emissions generated during their construction and operational phases. Projects which are consistent with the growth projections and which implement all feasible mitigation measures are generally considered consistent with the AQMP.

Specific rules and regulations have been adopted by the SCAQMD Governing Board which limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures which must be implemented in association with various uses and activities. These rules not only regulate the emissions of the six criteria pollutants identified in the Clean Air Act, but also toxic emissions and acutely hazardous materials. They are also subject to ongoing refinement by SCAQMD.

In April 1993, the SCAQMD prepared its CEQA Air Quality Handbook as a guide to assist local government agencies and consultants in preparing environmental documents for projects subject to CEQA. The handbook is intended to provide local governments and CEQA practitioners with guidance for analyzing and mitigating

project specific air quality impacts. This handbook provides standards, methodologies, and procedures for conducting air quality analysis in EIRs.

Analysis

Development of the proposed project would generate air emissions from a variety of stationary and mobile sources. Stationary source emissions would be generated by on-site construction activities and equipment and consumption of natural gas and electricity once the proposed use is occupied. Mobile source emissions would be generated by motor vehicle travel associated with construction activities and occupancy of the proposed development.

Project development would require site preparation to establish drainage patterns and construct the building pads. During this time, emissions would be generated by on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use. In addition, fugitive dust would be generated by grading and construction activities.

Construction emissions for new developments are usually associated with grading and earthwork. During construction, it is difficult, if not impossible, at this stage, to precisely quantify the daily and quarterly emissions associated with the proposed construction activities on the 18.91-acre site. Until detailed grading and infrastructure plans are prepared for the project, the level of information needed to execute a highly detailed construction emissions model for the project is unavailable. However, construction emissions will be short-term in nature and would be limited only to the time period when construction activity is taking place. Therefore, construction emissions will not add to long-term air quality degradation. Further, the proposed project will implement standard SCAQMD-approved construction procedures, such as those provided in Tables 11-2 and 11-3 of the *CEQA Air Quality Handbook* (for exhaust emissions), and comply with applicable provisions of the most recently adopted SCAQMD Rule 403 and *Rule 403 Implementation Handbook* (for fugitive dust emissions). Based on the above, construction-related emissions would not be considered significant with implementation of recommended mitigation.

Operational emissions will be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site after occupation. Stationary emissions will be generated by the consumption of natural gas for space and water heating devices (including boilers), and from electric power generation sources. Mobile emissions would be generated by motor vehicles traveling to and from the project site. Emissions of criteria pollutants associated with the project were calculated using the URBEMIS 7G 2001 computer model and are presented in **Table 1** below.

**Table 1
Estimated Operational Emissions**

Emissions Source	Emissions in Pounds per Day			
	CO	VOC	NO _x	PM ₁₀
Operations (Vehicle) Emission Estimates	33.39	2.84	2.55	1.43
Area Source Emission Estimates	0.35	0.98	0.22	0.00
Totals:	33.74	3.82	2.77	1.43
Recommended Threshold:	550.0	55.0	55.0	150.0
Exceeds Threshold?:	NO	NO	NO	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix A**.
Totals in table may not appear to add exactly due to rounding in the computer model calculations.

As shown, operation of uses proposed by the project would generate a volume of air pollutants that are below the thresholds established by the SCAQMD *CEQA Air Quality Handbook*. With regard to implementation of Management Plans, the AQMP control strategy is based on projections from local general

plans. For this reason, projects that are consistent with local general plans are considered consistent with air quality related regional plans, such as the AQMP. As discussed later under checklist item IX, development of the project is consistent with Specific Plan No. 4. Consequently, the population increase and development associated with the Project has been accounted for by the City of San Dimas and the AQMP. Therefore, the proposed project would not contribute to the violation of an air quality standard, conflict with implementation of the AQMP, or contribute to a cumulatively considerable increase in an air pollutant. No significant impacts are, therefore, anticipated as a result of the proposed project.

Mitigation Measures

1. The applicant shall prepare a fugitive dust control plan that meets the requirements outlined in SCAQMD Rule 403. The plan shall be submitted for review and approval of the SCAQMD prior to issuance of grading permits.
2. Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, to minimize exhaust emissions.
3. Suspend use of all construction equipment operations during second stage smog alerts.

d. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large¹. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities². The off-site sensitive use that would be most susceptible to air pollution would be the residential uses directly adjacent to the west of the project site.

Carbon monoxide (CO) "hot spots," or areas of high CO concentration, can occur at traffic congested roadway intersections as a result of accumulating vehicle CO emissions. A significant air quality impact would occur where sensitive receptors are exposed to CO levels that exceed state or federal standards. The project site is located in an urban area containing residential uses. However, the project would not result in a significant traffic impact at any of the area intersections.

In addition, no manufacturing or industrial type land uses that utilize hazardous materials or emit toxic vapors are present in the vicinity of the site. Furthermore, the project itself is a residential oriented project that would not contain hazardous materials other than those associated with common cleaning products. Based on the above, no significant exposure of sensitive land uses to concentrated pollutants are expected.

e. The proposed project consists of construction and operation of single-family residences. No significant odors are anticipated from the type of use proposed. Any unforeseen odors will be controlled in accordance with SCAQMD permit requirements for proper air filtration and SCAQMD Rule 402 which prohibits persons from discharging quantities of air contaminants which cause nuisance to any considerable number of persons.

Further Study Required:

No further analysis is required regarding air quality.

¹ CEQA Air Quality Handbook, p. 5-1.

² Ibid., p. 5-7

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Documentation:

a.-f. The City of San Dimas contains and is located adjacent to extensive undeveloped areas of potential wildlife habitat, some of which has been identified as Significant Ecological Areas (SEA) by the Los Angeles County General Plan. Wildlife populations within the area are diverse and abundant due to the region's physiographic diversity, it's relative isolation, and its location within and adjacent to the Angeles National Forest. Fair numbers of amphibians are expected to be present primarily due to the aquatic and semi-aquatic habits provided within the numerous drainages and several reservoirs present in the area. Reptile abundance and diversity are expected to be characteristic for the habitats present, although areas closer to urban development along the southern boundaries of the San Antonio Wash Significant Ecological Area (SEA) are likely to be suppressed due to edge effect. Bird use, diversity, and abundance within the City is expected to be high because the undeveloped land provides habitat for a wide range of shrubland, woodland, forest, and riparian species that occur at varying elevations. In addition, a number of migratory birds use this area to move across the northern portion of the Los Angeles Basin. These include a wide spectrum of birds including songbird, waterfowl, and raptorial species. Similarly, the mammalian fauna is expected to be very diverse and abundant. The variety of topography, soil types, slope aspects and water availability within the San Dimas Canyon and San Antonio SEA located within the City creates a range of physical habitats which support numerous plant species. Plant species found within the area include bicone spruce-canyon oak

forest, white alder riparian forest, alluvial fan scrub, oak woodland, oak riparian forest, walnut woodland, southern willow scrub, chaparral, coastal sage scrub, and non-native grassland. The City's plant environment is a major scenic and visual resource. The City currently utilizes a preservation ordinance to protect all significant mature trees within the City.

Vegetation within the project area is limited to coast live oak woodland, southern coast live oak riparian forest, tree windrows, non-native weedy species in disturbed (ruderal) areas, and landscaping associated with existing residential development. Though not included within the site boundaries, the predominant biological feature associated with the project area is Walnut Creek, which borders the southern edge of the site. The plant community associated with the creek is southern coast live oak riparian forest, which is fenced off from the site by a 6-foot chain link fence.

The majority of the site is highly impacted by several dirt roads that appear to be used by off-road vehicles, and parts of the southeastern portion of the site have been impacted due to the site being used as a dumping area for refuse. The western portion of the site includes residential development, and the areas surrounding the development have been disked, presumably for annual fuel load reduction.

Given this, further study is required to assess impacts to plant and animal life as a result of the proposed project.

Further Study Required:

Further study is required to address impacts upon biological resources found within the project/Walnut Creek area.

V. CULTURAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

a.-d. A Phase I archaeological survey was conducted for the 18.9 acre TT 52717 study area. This investigation involved an archival records search, a review of existing published and unpublished references on local prehistory and history, and an on-foot, intensive survey of the subject property. The archival record search indicated that the project area had never been surveyed to ascertain whether cultural resources were present within it, and that no sites were known to be present on it. The results of the field survey indicate that no evidence of extant cultural resources of any kind are found on the property. While two contemporary structures are present within the study area, neither constitute historical resources based on their age and method of construction. The intensive Phase I archaeological survey failed to find any evidence of extant cultural resources, either prehistoric or historical, at this locale. However, there remains the potential for the site to contain cultural resources of significance which are deposited below the soil depth. Implementation of the mitigation measure provided below would mitigate this potential to a less than significant level.

Mitigation Measure

In the event that an archeological or paleontological resource is uncovered during grading and site preparation, all grading activities shall cease and a qualified archaeologist and/or paleontologist shall be called in to assess the significance of the find. All appropriate measures shall be taken based upon this assessment.

Further Study Required:

With implementation of the mitigation measure identified above, no further study of this topic is required.

VI. GEOLOGY AND SOILS. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a. Any developments that occur within the geographical boundaries of Southern California have the potential of exposing people and/or structures to potentially substantial adverse effects involving the rupture of a known earthquake fault, a strong seismic ground shaking, seismic-related ground failure (including liquefaction), or landslides.

The principal seismic hazard in San Dimas is the Sierra Madre Fault Zone, which runs along the foot of the San Gabriel Mountains. Located approximately 2-1/2 to 3 miles north of the project site, it is considered an active fault. The strongest maximum quake generated by this fault system was 6.4 (Richter scale) in 1971; maximum probable magnitude is projected at 6.5 – 7 (Richter scale).

There is no evidence of active faulting on the property. However, the Walnut Creek Fault, considered potentially active with resultant strong ground shaking, but low probability of ground rupture, trends in a northwest to northeast direction through the project area. The San Dimas Public and Seismic Safety Element states that the exact location of the fault could not be shown because of the soil cover. The suspected

alignment shown on the geotechnical land use capability map is generally aligned with the northern boundary of Walnut Creek. It could cross some of the southern sections of the property planned for development. Although close to the site, the Walnut Creek fault has a low potential for seismic activity and is not considered as important in terms of earthquake-generating potential compared to the Sierra Madre Fault Zone.

The principal potential seismic hazard, which could affect the site, is ground shaking resulting from an earthquake along any of several active faults and fault systems in southern California. The major seismically active faults of most significance to the proposed development include the San Andreas, San Jacinto, Sierra Madre-Cucamonga, Whittier-Elsinore and Newport-Inglewood fault zones.

Further study is required to guide the design and construction of the proposed project to mitigate seismic impacts.

b. Construction activity associated with site development may result in wind and water driven erosion of soils. This impact is considered short-term in nature as the site would be landscaped and would contain hardscape surfaces upon completion of development. The use of required Best Management Practices (BMPs) on the construction site would reduce any impact to a less than significant impact.

c.-d. The historic withdrawal of fluids from below ground has been known to cause subsidence. According to the geotechnical land use capability map of the San Dimas *General Plan*, the project site is in an area of older alluvium underlain by steam terrace deposits. Richard Mills Associates, Inc., of Ontario California conducted a soil investigation of this site in 1978. The complete report is on file at the City of San Dimas offices and is incorporated herein by reference. The soils study found that generally the soils would have adequate bearing capacity for the intended use when properly compacted. However, the upper layers of soils are loose and compressible and will have to be pre-compacted at depths below normal footing lines. Assuming compliance with these recommendations, the occurrence of potential secondary seismic hazards, such as liquefaction and seismically induced settlement, affecting the subsoils of the site is considered to be nil. These hazards occur where alluvial or low-density soils are underlain by a shallow water table. These conditions do not exist at this project site. Site development will involve minor changes to the soils conditions as a result of construction activity. No changes to geologic substructures are expected to occur as a result of project implementation. The proposed project will comply with all applicable local and regional codes and regulations, and project design will incorporate City-approved geotechnical recommendations for site development. Therefore, no impacts are anticipated under these categories.

e. Septic tanks will not be used in the proposed project. The project will use current the sewage conveyance system.

Further Study Required:

Further analysis is required to determine the proposed project impacts on geotechnical and soil resources.

VII. HAZARDS. *Would the project:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

a. Construction and operation of low-density residential units does not require the extensive or on-going use of materials with a significant hazardous potential. The occasional use of hazardous materials generally associated with these types of developments include the utilization or disposal of hazardous materials such as unused paint, aerosol cans, cleaning agents (solvents), and automotive supplies (by products). These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste). Therefore, the proposed project is not considered to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials potential or otherwise, given the appropriate procedures and guidelines are followed during the development and no potentially significant impacts are anticipated.

b. The proposed project does not include uses that would generate large quantities of hazardous and/or toxic materials, which in turn would have a greater potential to cause fires or result in serious accidents. The City of San Dimas, Uniform Building Code, County of Los Angeles Department of Environmental Health, and OSHA regulate the use, storage, and handling of hazardous materials. Provided the project abides by all applicable rules and regulations concerning hazardous materials it will not have a potentially significant impact.

c. Construction and operation typically associated with the development of low-density residential units does not result in the emission of hazardous substances or the handling of hazardous materials. As a result, no foreseeable impact will occur.

d. The project site is not associated with any known hazardous materials or on any known hazardous materials list. Consequently, development on the project site would not create a significant hazard to the public or the environment.

e.-f. The proposed project is not located within an airport land use plan or within the vicinity of a private air strip which would result in a safety hazard for people residing in the project area.

g. The project design would be required to comply with all applicable City codes and regulations pertaining to emergency response and evacuation plans, as well as fire protection and security. As a result, impacts under this category are considered less than significant.

h. Prior to final plan approvals, the proposed project will be required by the City to comply with all applicable codes, regulations, and standard mitigation measures for fire protection. For example, prior to project approval, plot plans that show the access road and the turning areas shall be submitted to the Fire Department for review and approval. Further, the developer shall provide proof of compliance with all applicable building and fire code requirements. These requirements include, but are not limited to, items such as types of roofing materials, building construction, fire hydrant flows, hydrant spacing, access and design, fire sprinkler systems, and other hazard reduction programs, as set forth by the Fire Department and the Uniform Fire code.

Further Study Required:

No further analysis is required regarding hazards and hazardous materials.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

a. As part of the proposed project, stormwater drainage plans will be submitted to the City Engineer for review and approval prior to the development of any drainage improvements. These plans must meet all design requirements for detention and release of run-off so that no impact to downstream facilities would occur. In addition, during construction, the project will be required to implement standard Best Management Practices (BMPs) for small construction sites. Implementation of required BMPs would substantially reduce

erosion, deposition and related effects. Based on the above, impacts under this category are anticipated to be less than significant.

b. The proposed project would not directly use any groundwater to serve the project site, therefore, no substantial depletion to groundwater resources are anticipated. It should be noted that hardscape typically associated with building foundations, driveways and roadways will limit the amount of permeable surfaces.

c.-d. The project site is located adjacent to Walnut Creek, which is an unimproved natural channel that begins upstream of the site at Puddingstone Reservoir within Bonelli Regional Park. Currently the 18-acre site is mostly vacant and does not contain an improved drainage network. Runoff generated during storm events sheet flows to the south where it enters Walnut Creek, which is tributary to a 7-square-mile watershed. The majority of peak flows in the creek are generated by runoff from Bonelli Regional Park and periodic release of water from the Puddingstone Reservoir. All surface runoff will be collected by a series of curb opening inlets and conveyed by the drainage network to a point of discharge at Walnut Creek. The system will be sized to attenuate peak runoff flows in the developed condition to levels at or below flows presently generated at the site, so no significant off-site downstream flooding will occur.

e. Buildout of the tentative tract 52717 would result in the construction of additional impervious surfaces that would reduce water absorption and increase surface runoff and velocities. The project applicant is required to prepare a drainage concept plan designed to meet the requirements of the City of San Dimas and the Los Angeles County Department of Public Works. All surface runoff will be collected by a series of curb opening inlets and conveyed by the drainage network to a point of discharge at Walnut Creek. The system will be sized to attenuate peak runoff flows in the developed condition to levels at or below flows presently generated at the site. Existing storm drainage infrastructure would be adequate to accommodate flows from the project site and impacts to storm drain flows would be less than significant.

f. The project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) permit during both construction and operation. As part of this permit process, the applicant is required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The applicant is required to comply with the permit requirements through incorporation of design features and use of best management practices (BMPs) appropriate and applicable to the project. The City of San Dimas will review all proposed project plans for compliance with NPDES requirements as part of the project review and approval process. Based on the above, no impacts are anticipated with regard to water quality.

g.-i. With regard to on-site flooding conditions, the average water surface elevation in Walnut Creek during a 10-year storm event with outflow from the Puddingstone Reservoir is below the elevations found on the project site. Moreover, the site is not located within a FEMA 100-year floodplain. Thus, the proposed project site lies outside the floodplain for Walnut Creek and is not in an area subject to inundation. Therefore, no significant impact associated with flooding will result from buildout of the proposed project.

j. The project site is located at a distance and elevation such that these events are not considered a significant hazard at the site.

Further Study Required:

No further analysis is required regarding hydrology and water quality.

IX. LAND USE AND PLANNING. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a. There is no community currently existing on site, and project implementation would neither divide nor disrupt the arrangement of any established community.

b. California State Law (Government Code Section 65300) requires that each city prepare and adopt a comprehensive, long-range plan for its future development. The general plan must contain seven elements, including land use, circulation, housing, conservation, open space, noise and safety. In addition to these mandatory elements, state law permits cities to include optional elements in their general plans, thereby providing local governments with the flexibility to address the specific needs and unique character of their jurisdictions. The role of the general plan is to act as a coordinated guide for development, upon which all land use decisions are based. It expresses community development goals and articulates public policies for the community.

The proposed project is located within the Specific Plan No. 4 area, which was adopted by the City of San Dimas City Council in 1978. The project applicant proposes a 19-lot single family subdivision on 18.91 acres within Specific Plan No. 4. As originally adopted, the Specific Plan (#4) area did not include the 18.91-acre project site. This piece of land was added into the Specific Plan area as part of an amendment prepared in 1980 for a 19-lot development similar to that presently proposed. This original amendment created additional development requirements that applied only to the added 18.91 acres (i.e., the current project site). The currently proposed project would revise those development standards applicable to the 18.91 acres. In order to better distinguish and analyze the development requirements applicable to the 18.91-acre project site versus the balance of Specific Plan #4, an amendment to the Municipal Code Text is proposed. This amendment will separate the Specific Plan into two planning areas (Area I and Area II). The 18.91-acre project site is located within Planning Area II while the balance of the Specific Plan falls into Area I.

The proposed project represents buildout of Specific Plan No. 4. The Specific Plan No. 4 permits single family residential uses and associated facilities as described in Section 18.504.060 to be constructed on the subject property. All development constructed within the Specific Plan area would be subject to development standards for grading and drainage, trails and walkways, landscaping, building mass, building density, setbacks, lighting, and fencing. These standards are enforced during the City of San Dimas project review and plan check process. Given that the proposed project is consistent with the uses allowed by the General Plan and Zoning designation for the site, no significant impacts are anticipated. In addition, the proposed project will not conflict with applicable environmental plans and policies (i.e., Specific Plan No. 4) adopted by agencies with jurisdiction over the project. Therefore, no impacts are anticipated under this category.

c. There are no applicable habitat conservation plans or natural community conservation plans on or in the vicinity of the proposed project site. As a result, no impacts are anticipated under this category.

Further Study Required:

The proposed project is in compliance with the appropriate land use and planning policies and regulations, consequently, no further analysis is required.

X. MINERAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a.-b. The proposed project would not result in any additional loss of known mineral resources that would be valuable to the region or state. Development of the site for residential use would not result in the additional loss of important mineral resource recovery that is delineated on the City's General Plan or other land use plans. Hence, any potential impacts are considered to be less than significant.

Further Study Required:

The proposed project would not significantly impact any known mineral resource; therefore, no further analysis is required regarding mineral resources.

XI. NOISE. <i>Would the project result in:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a.-d. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A-weighted noise level (or scale) has been developed. It corresponds better with people's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A). Because noise is measured on a logarithmic scale, a doubling of sound energy results in a 3 dB(A) increase in noise levels. However, changes in a community noise level of less than 3 dB(A) are not typically noticed by the human ear.³ Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A 5.0 dB(A) increase is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

The State of California Community Noise Control Ordinance, published by the California Department of Health Services (DOHS) provides guidelines on determining the compatibility of various land uses in areas subject to particular noise levels. For intermittent, short-term construction operations involving mobile equipment, the DOHS guidelines recommend restricting operations to the weekday hours of 7:00 A.M. to 7:00 P.M. Furthermore, where technically and economically feasible, the DOHS guidelines recommend that the maximum exterior noise levels generated by mobile construction equipment should not exceed 75 dB(A) at the edge of the sensitive property line where a sensitive use is present.

³ *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.

Equipment and human activity that accompanies the project construction process will increase, on a short-term basis, the noise levels which local business and residents are normally subject to during a typical day. The U.S. Environmental Protection Agency has compiled data regarding the noise-generating characteristics of specific types of construction equipment. Construction equipment expected to be used for this project includes excavators, scrapers, dozers, compactors, and trucks. Noise levels generated by this equipment can range from approximately 70 dB(A) to levels in excess of 90 dB(A), at a 50-foot distance from the source.⁴ Noise levels typically diminish rapidly with distance from the source.

The off-site sensitive use that would be most susceptible to construction noise would be the residential uses directly adjacent to the west of the project site, because these homes are located at grade with the subject property and have a direct line of sight to future construction activity. Any locations with an uninterrupted line of sight to the construction noise sources could periodically be exposed to temporary noise levels, which could exceed the Noise Ordinance standards for construction equipment noise levels. Further study is required to evaluate the potential for construction noise to impact adjacent land uses.

Development of the property would also result in a long-term increase in noise levels associated with the additional vehicle traffic generated by the proposed land use. Noise levels associated with the proposed uses may result in the exposure of existing and future residents to noise levels which exceed the State and City of San Dimas land use compatibility criteria. Given this, further study is required in the EIR regarding long-term noise impacts.

e.-f. The proposed project is not located within an airport land use plan or within the vicinity of a private airstrip, therefore, the project will not expose persons in the project area to excessive noise levels.

Further Study Required:

Further analysis is required to assess short-term construction and long term operational noise impacts associated with site development.

⁴ U.S. Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.

XII. POPULATION AND HOUSING. *Would the project:*

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a. According to the California Department of Finance, Demographic Research Unit the City of San Dimas has a population of 34,980 and a person per household rate of 3.11. The project, as proposed, will introduce 9 single-family residences, housing approximately 59 persons (19 x 3.11). Even with the addition of 59 persons the City's population will remain below the General Plan's growth projections of 37,800⁵. Therefore, the population generated by the project has been accounted for in the City General Plan and no significant impact is anticipated.

b.-c. As mentioned previously, the site is currently undeveloped, therefore, the proposed project will not displace any existing housing or persons and no impact will result.

Further Study Required:

The proposed project will not induce a substantial population growth, nor does it displace existing persons or housing. No further analysis is required.

⁵ Southern California Association of Governments The SCAG population and household forecasts for the City of San Dimas for the year 2010 (as defined in June, 1993).

XIII. PUBLIC SERVICES.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

a. *Fire Protection*

The specific plan area receives fire protection and paramedic service from the County of Los Angeles Fire Department. Fire Station 153, located at 1577 E. Cypress Street, Covina, CA 91723, is the jurisdictional station for this property. It is approximately 1.7 miles (6.8 minutes) from the project site. It has a 4-person quint (a combination engine/ladder truck apparatus).

The 18.9-acre site may be characterized from a fire/vegetation management view as a Very High Fire Hazard Severity Zone (VHFHSZ). Several factors contribute to this designation, including the mixture of vegetation types presently on the site that contain a high degree of combustibility, such as grasses and non-native eucalyptus trees. Other considerations include the site topography, limited existing access, and adjacency to natural open space. Further study is required to assess the impacts of the proposed project on the VHFHSZ.

Development of the project would increase the demand for fire protection services. However, the project will comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles. As part of the project's environmental review process, the LAFD would review the development proposal and set the required fire flow and make recommendations for fire protection. Improvements to the water system (e.g., hydrants) may be required to provide the required fire flow for the project. The project applicant shall bear the cost of any such improvements. As a result, impacts under this category are anticipated to be less than significant.

Police Protection

The City of San Dimas contracts with the County of Los Angeles Sheriffs Department for law enforcement protection. Service for the City is provided by the San Dimas Sheriff Station, which is located at 122 North San Dimas Avenue, approximately 2.7 miles from the project site. The Station serves the City of San Dimas and the unincorporated communities of Covina, Azusa, Glendora, La Verne, and Claremont. The station also provides law enforcement for the Azusa Canyon and Mount Baldy areas of the Angeles National Forest (State Route 39).

Development of the proposed project would create an increase in the demand for police protection. However, the proposed project will be required to comply with all applicable codes and regulations pertaining to police protection and site security. Given the location of the proposed project within an existing response beat and with the implementation of applicable City codes and regulations, impacts under this category would be considered less than significant.

Schools

The project would increase the housing stock within the City. Because the project will generate a student population, the project would be required to comply with state law related to school facilities. State law provides mitigation for the impact of development approvals on schools. The State School Facilities Act, as revised with adoption of Senate Bill (SB) 50, declared that financing of school facilities and the mitigation of impacts of land use approvals on the need for school facilities are matters of statewide concern. Enacting of SB 50 and Proposition 1A provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a \$9.2 billion school facilities bond issue, school construction cost containment provisions, and an eight-year suspension of the Mira, Hart, and Murrieta court cases that previously guided mitigation of school impacts. The bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for reconstruction/modernization needs.

School districts are authorized to levy school impact fees that are set by the State Allocation Board and tiered to allow districts to impose increasingly higher fees if certain criteria are met. The level 1 fee for residential uses presently stands at \$2.05 per square foot and \$0.33 per square foot of commercial construction. According to Government Code Section 65996, the development fees imposed are deemed to be full and complete school facilities mitigation. These provisions are in effect until 2006 and will remain in place as long as subsequent state bonds are approved and available.

It is emphasized that Government Code section 65995(i) prohibits local agencies from denying or refusing to approve a legislative or adjudicative act, or both, involving but not limited to, the planning, use, or development of real property on the basis that school facilities are inadequate. Therefore, the payment of school fees pursuant to SB 50 as implemented by the Board of Education for the school district is the exclusive and complete method of considering and mitigating project impacts to school facilities.

Parks

The project, as proposed, does not contain a public park facility. The proposed project does however, contain equestrian trails, which are discussed both below and in XIV Recreation.

Other Public Facility – Equestrian Trails

The City of San Dimas has developed an extensive system of equestrian trails and has an Equestrian Commission that reviews proposed trails and recommends trails and facilities for implementation to the City Council. Specific Plan No. 4 includes equestrian trails and provisions for horsekeeping in designated areas as an additional recreational amenity. The proposed project will include equestrian trails, therefore no impacts under this category are anticipated.

Further Study Required:

Further analysis is required regarding fire protection services.

XIV. RECREATION.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a. The proposed project will introduce approximately 59 persons into the area. Local park and recreation facilities are provided by the City of San Dimas to all persons residing within the city limits. However, the City of Covina borders on the proposed development, and it can be assumed that some residents will use Covina parks as well as San Dimas parks. Los Angeles County regional park facilities near the project site include Frank G. Bonelli Regional Park, Walnut Creek Park, San Dimas Canyon Park, and Marshall Canyon Park. The residential development will front on Walnut Creek Park, which is essentially in a natural state.

The San Dimas General Plan sets a standard of three and a half acres per one thousand people as the appropriate ratio for community parks, and two acres per one thousand people for neighborhood parks. The developer will provide for park and recreational facilities in accordance with the requirements of Ordinance No. 575 of the City of San Dimas Municipal Code. Therefore, no impacts to neighborhood and regional parks are anticipated.

b. This project involves the development of residential homes. In addition, as allowed for by the Specific Plan, the proposed project includes equestrian trails and provisions for horse-keeping in designated areas as an additional recreational amenity. As proposed, the project does not include a recreational facility or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Further Study Required:

There will be no impact on recreational facilities as a result of this project, and no further analysis is required.

XV. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a. Direct access to the property is provided at Gainsborough Road. Existing traffic volumes are low, consisting only of local traffic. Assuming a rate of 9.5 Average Daily Trips (ADT) per residential unit,⁶ buildout of the proposed project would generate 180.5 ADT. Gainsborough Road currently carries approximately 1,670 ADT and Valley Center Avenue approximately 2,993 ADT. The proposed project will generate noticeable increases in traffic on local streets, however they will not have an adverse impact on the design capacity of the adjacent street systems.

b. The Congestion Management Program for Los Angeles County (CMP), adopted in 1992 and amended in 1995, is a state-mandated program designed to address urban congestion. In addition to intersection analysis, all development projects requiring preparation of an environmental impact report are subject to the Land Use Analysis program of the CMP. This requirement allows for both an assessment of overall future freeway conditions and a determination of project-specific impacts on regional transportation facilities.

Project area roadways are not designated Congestion Management Plan roadways, therefore, no impacts to the CMP would occur as a result of this project.

c. The proposed project would not result in a change in air traffic patterns or increase traffic levels that would result in a substantial safety risk. The project does not propose any structures that will impede a height limitation within close proximity to an airport; therefore, no foreseeable impact on air traffic patterns would occur as a result of this project.

⁶ Institute of Transportation Engineers Trip Generation Manual, 5th ed.

d. An existing network of regional and local roadways serves the project area. The proposed project will be designed to utilize the existing roadways in the vicinity, and no changes to design or configuration are anticipated. As a result, there will be no impacts under this category.

e. Project implementation is not anticipated to result in changes to the site's accessibility or accessibility to surrounding uses. The proposed project will be designed to utilize the existing roadways in the vicinity. Prior to construction activity on the site, a traffic routing plan will be prepared and submitted to the City of San Dimas Department of Transportation for review and approval. With implementation of measures contained in this plan, the proposed project is not anticipated to result in significant impacts to emergency access and accessibility to nearby uses.

f. All parking for on-site uses would occur on site and in accordance with City of San Dimas parking standards, therefore, no impacts to parking capacity are anticipated as a result of this project.

g. There are no pedestrian walkways, trails or bicycle paths on site that would be affected by project implementation. Project implementation would be confined to the footprint of the 18.91-acre lot with 19 residential lots and three open space lots. The remaining area will be used for on-site walkways, landscaping, equestrian trails and on-site parking. Therefore, no impacts to alternative transportation are anticipated as a result of this project.

Further Study Required:

No further analysis is required regarding transportation/traffic.

XVI. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
	a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Documentation:

a., e. Water and sewer lines presently exist within Valley Center Road and extend through the project site. The project will connect to this existing system, which involves coordination with the City Department of Public Works regarding design, operation, and maintenance. The project is also required to make any necessary upgrades to the wastewater collection and treatment system by providing relief for existing lines nearing capacity that would be affected by project development. The project applicant will also pay sewage connection fees based on the number of plumbing fixtures associated with the project. Based on the above, no significant impact will occur as a result of project development

b. Wastewater facility upgrades are based on the City's General Plan Framework and SCAG regional projections. The amount and type of new development associated with the project is consistent with the City's General Plan and SCAG forecasts as well as Specific Plan No. 4. Therefore, any potential increases in sewage flow from the proposed project site into local sewer lines and the treatment plant has been incorporated into future expansion plans. Therefore, the proposed project would generate wastewater flows within the capacity of the existing and planned sewer system and would result in no significant impact.

c. The project will construct a stormwater collection and conveyance system consistent with the standards of the County Department of Public Works. Stormwater runoff will be collected, detained, and discharged through an integrated system of debris basins, curbs, gutters, and drainage devices on the project site, to the existing Walnut Creek. Mechanical means such as oil/grease separators will be used to treat runoff during the first flush storm event. Consistent with County standards, post-development runoff rates will be maintained at pre-development conditions. Therefore, existing storm drainage infrastructure would be

adequate to accommodate flows from the project site and impacts to storm drain flows would be less than significant.

d. The Los Angeles Department of Water and Power (DWP) is responsible for supplying water within the City limits and for ensuring that the delivered water quality meets applicable California Department of Health standards for drinking water. In the developed areas of the City, basic distribution infrastructure is already in place, and DWP has an on-going program of facility replacement and upgrade to meet the anticipated water demands based upon the City's adopted General Plan Framework. The amount and type of new development associated with this project is consistent with the City's General Plan and would generate a demand for water within the capacity of DWP's existing and planned system and therefore would result in no significant impact.

f. The amount and type of new development proposed is consistent with the City's General Plan. Therefore, the Bureau of Sanitation has incorporated any potential increases in waste generation at the proposed project site, on a daily basis. Although a shortage of area landfill capacity exists, the amount of solid waste that the proposed project would generate is a fraction of remaining permitted landfill capacity and the proposed project alone is not expected to result in a significant impact. The need to identify future disposal areas is a citywide and countywide concern because this capacity problem exists on a regional level.

g. The construction of the proposed project, as previously mentioned, would result in the generation of solid waste. Wastes generated during construction of the proposed project will include scrap lumber, concrete, residual waste, packaging materials and plastics. The collection and recycling of waste materials during operation of the project must conform to the City of San Dimas Source Reduction and Recycling Element (SRRE). Standard recycling provisions must be incorporated into the project design to assist to reduce the amount of waste deposited in Los Angeles County landfills (i.e., utilizing pre-used asphalt for road repair. With the incorporation of these standards into the project design, impacts would be expected to be less than significant.

Further Study Required:

No further analysis is required regarding utilities and service systems.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Documentation:

a.-c. The analysis of the issues raised by the checklist questions indicates that project impacts are considered to be less than significant without the implementation of mitigation measures for the following: agricultural resources, hazards, hydrology, land use, mineral resources, population/housing, recreation, traffic and utilities. No further study regarding these topics is warranted. Project impacts which are considered to be potentially significant yet mitigable with implementation of the mitigation measures outlined herein includes: air quality and cultural resources. With implementation of the recommended mitigation, no further study of these topics is necessary.

Those project impacts which are considered to be potentially significant and for which additional information is required include: aesthetics, biological resources, geology, noise, and public services. These topics will require further study in order to determine the degree of impact and the appropriate mitigation measures, if any, to reduce these impacts to a less than significant level.

APPENDIX A

Emission Calculations

age: 1

URBEMIS 2001 For Windows 6.2.2

file Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\sandimas.urb
project Name: San Dimas
project Location: South Coast Air Basin (Los Angeles area)

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	86.98	119.34	0.30	8.77	9.96
TOTALS (lbs/day, mitigated)	82.66	113.39	0.30	7.84	9.46

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (lbs/day, unmitigated)	0.98	0.24	0.35	0.00	0.01
TOTALS (lbs/day, mitigated)	0.98	0.22	0.35	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	PM10	SO2
TOTALS (ppd, unmitigated)	2.88	2.60	34.03	1.46	0.02
TOTALS (ppd, mitigated)	2.84	2.55	33.39	1.43	0.02

URBEMIS 2001 For Windows 6.2.2

File Name: C:\Program Files\URBEMIS 2001 For Windows\Projects2k\sandimas.urb
 Project Name: San Dimas
 Project Location: South Coast Air Basin (Los Angeles area)

DETAIL REPORT
 (Pounds/Day - Summer)

Total Land Use Area to be Developed (Estimated): 4 acres
 Retail/Office/Institutional Square Footage: 0
 Single Family Units: 19 Multi-family Units: 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10	SO2
Demolition	-	-	-	0.00	-
Site Grading	2.91	27.54	-	3.08	2.75
Const. Worker Trips	0.11	0.16	0.30	0.03	-
Stationary Equip	0.34	0.27	-	0.02	0.00
Mobile Equip. - Gas	0.00	0.00	-	0.00	0.00
Mobile Equip. - Diesel	5.76	91.36	-	5.65	7.20
Architectural Coatings	74.27	-	-	-	-
Asphalt Offgassing	3.59	-	-	-	-
TOTALS (lbs/day, unmitigated)	86.98	119.34	0.30	8.77	9.96

REA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10	SO2
Natural Gas	0.02	0.24	0.10	0.00	-
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
landscaping	0.03	0.00	0.25	0.00	0.01
Consumer Prdcts	0.93	-	-	-	-
TOTALS (lbs/day, unmitigated)	0.98	0.24	0.35	0.00	0.01

age: 4

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	PM10	SO2
single family housing	2.88	2.60	34.03	1.46	0.02
TOTAL EMISSIONS (lbs/day)	2.88	2.60	34.03	1.46	0.02

does not include correction for passby trips.
 does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2003 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2001 (10/2001)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
single family housing	9.55 trips / dwelling units	19.00	181.45

Vehicle Assumptions:

Vehicle Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	61.40	4.70	94.50	0.80
Light Truck < 3,750 lbs	9.30	11.00	88.90	0.10
Light Truck 3,751- 5,750	16.70	1.80	97.60	0.60
Med Truck 5,751- 8,500	7.20	12.50	79.20	8.30
Light-Heavy 8,501-10,000	1.10	18.20	72.70	9.10
Light-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.10	9.10	27.30	63.60
Heavy-Heavy 33,001-60,000	0.70	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.00	0.00	0.00	100.00
Motorcycle	1.40	90.90	9.10	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	0.70	0.00	100.00	0.00

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
of Trips - Residential	20.0	37.0	43.0			

changes made to the default values for Construction

the site grading max daily acreage estimate changed from to .076.
the site grading tracked loader total vehicles changed from to 1.
the site grading wheeled loader total vehicles changed from to 1.
the site grading motor grader total vehicles changed from to 1.
the worker construction year changed from 2002 to 2003.
the asphalt acres to be paved changed from 1 to 13.7.
the mobile diesel fork lift 175 HP total vehicles changed from to 2.
the mobile diesel truck: off hwy total vehicles changed from to 2.
mitigation measure Soil Erosion Measures: Water Exposed Surfaces 2x Per Day:0
has been changed from off to on.
mitigation measure Properly Maintain Equipment: 5
has been changed from off to on.
mitigation measure Implement Water/Paved Road Measures: Water All Haul Roads 2x Per Day:0
has been changed from off to on.
mitigation measure Reduce Speeds on Unpaved Roads to 15 mph or less: 0
has been changed from off to on.
mitigation measure Mobile Equipment: Properly Maintain Equipment: 5
has been changed from off to on.
mitigation measure Architectural Coatings: Use Low VOC Coatings: 5
has been changed from off to on.
mitigation measure Asphalt Paving: Use Low VOC Asphalt: 5
has been changed from off to on.
changes made to the default values for Area

the wood stove option switch changed from on to off.
the landscape year changed from 2002 to 2003.
mitigation measure Central Water Heater: Rsdntl Space Heat.
has been changed from off to on.
changes made to the default values for Operations

the pass by trips option switch changed from on to off.
the operational emission year changed from 2002 to 2003.
the home based work selection item changed from 8 to 7.
the home based shopping selection item changed from 9 to 8.
the home based other selection item changed from 9 to 8.
the commercial based commute selection item changed from 9 to 8.
the commercial based non-work selection item changed from 9 to 8.
the commercial based customer selection item changed from 9 to 8.
the travel mode environment settings changed from both to: residential
the default/noddefault travel setting changed from nodefault to: default
usually Interesting Uses: No Uses Within Walking Distance
changed to:Visually Interesting Uses: No Uses within Walking Distance
mitigation measure Provide Sidewalks and/or Pedestrian Paths:1
has been changed from off to on.
mitigation measure Provide Street Lighting:0.5
has been changed from off to on.