



Planning Division
245 East Bonita Ave., San Dimas CA 91773
(909) 394-6250

ENVIRONMENTAL CHECKLIST FORM

Part 2 - Initial Study

(To Be Completed By Staff)

BACKGROUND:

1. **Project File:** Tentative Tract Map 07-01 (69609), DPRB 07-42, DPRB 07-43,
2. **Related Files:** General Plan Amendment 07-01, Zone Change 07-01, Municipal Code Text Amendment 07-03, Conditional Use Permit 07-04, Conditional Use Permit 07-07
3. **Description of Project: BONITA CANYON GATEWAY** - The development of a mixed use project consisting of 39,889 square feet of retail on 3.60 acres of land, and 120 apartments on 4.93 acres of land, at the northwest corner of East Bonita Avenue and San Dimas Canyon Road, including demolition of the existing 93,650 square foot shopping center. For a complete project description, including related files, see next page.
4. **Project Sponsor's Name and Address:**

VCH-San Dimas Company, LLC
16501 Ventura Blvd., Suite 511
Encino, CA 91436
5. **General Plan Designation:** Existing: Commercial (Special Plan area); Proposed: Mixed Use
6. **Zoning:** Existing: Commercial Neighborhood; Proposed: Specific Plan No. 26
7. **Surrounding Land Uses and Setting (Briefly describe the project's surroundings):** The proposed project is on the site of the vacant *Canyon Center* shopping center that is surrounded by 2-story apartments. The project site is bordered by *San Dimas Canyon Apartments* on the north; the city boundary to the east (San Dimas Canyon Road) and *Canyon Terrace Apartments* beyond; *El Dorado Apartments* to the west; and *Mountain View Apartments* and *Holy Name of Mary Church* to the south and southeast, respectively.
8. **Lead Agency Name and Address:**
City of San Dimas
Planning Department
245 East Bonita Avenue
San Dimas, CA 91773
9. **Contact Person and Phone Number:**
Dan Coleman, Director of Development Services
(909) 394-6250
10. **Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Los Angeles County Health Department permit

Department of Alcoholic Beverage Control license

Project Description: BONITA CANYON GATEWAY

Tentative Tract Map No. 07-01 (69609) – A request to subdivide 8.53 acres of land into 6 lots located at the northwest corner of East Bonita Avenue and San Dimas Canyon Road.

Development Plan Review Case No. 07-43 - A request to develop 39,889 square feet of retail, including a neighborhood market and a pharmacy with drive-thru, on 3.60 acres of land at the northwest corner of East Bonita Avenue and San Dimas Canyon Road.

Conditional Use Permit No. 07-04 for off-sales of alcohol at a neighborhood market at the northwest corner of East Bonita Avenue and San Dimas Canyon Road.

Conditional Use Permit No. 07-07 for a drive-thru at a pharmacy located at the northwest corner of East Bonita Avenue and San Dimas Canyon Road.

Development Plan Review Case No. 07-42 - A request to develop 120 apartments on 4.93 acres of land on the west side of San Dimas Canyon Road at Dickens Lane.

Tree Removal Permit – A request to remove all existing on-site trees on property.

General Plan Amendment 07-01 – A request to change the land use designation from Commercial to Mixed Use on 8.53 acres of land at the northwest corner of East Bonita Avenue and San Dimas Canyon Road.

Municipal Code Text Amendment 07-03 - A request to amend Title 18 of the San Dimas Zoning Code to add a new Chapter 18.534 Specific Plan No. 26 for a mixed use development located on 8.53 acres of land at the northwest corner of East Bonita Avenue and San Dimas Canyon Road.



GLOSSARY – For a list of abbreviations used in this report see last page.

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," "Potentially Significant Impact Unless Mitigation Incorporated," or "Less Than-Significant-Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology & Soils
<input type="checkbox"/> Hazards & Waste 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 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 - On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment. 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 standard 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 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) 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.

Prepared By: _____

Date: _____

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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EVALUATION OF ENVIRONMENTAL IMPACTS:				
1. AESTHETICS. <i>Would the project:</i>				
a) Have a substantial affect a scenic vista?	()	()	()	(✓)
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	()	()	()	(✓)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	()	()	()	(✓)
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	()	()	(✓)	()

Comments:

- a) There are no significant vistas within or adjacent to the project site. The General Plan identifies a number of “scenic highways” as the major means in which one experiences the rural environment of the City of San Dimas. The site is not within a scenic highway according to General Plan Exhibit V-4.
- b) The project site contains no scenic resources and no historic buildings within a State Scenic Highway. There are no State Scenic Highways within the City of San Dimas.
- c) The site is located at the northwest corner of East Bonita Avenue and San Dimas Canyon Road and is characterized by apartment development to the north, south, east, and west, and a church to the southeast. The visual quality of the area will not degrade as a result of this project. Design review is required prior to approval. City standards require the developer to underground existing and new utility lines and facilities to minimize unsightly appearance of overhead utility lines and utility enclosures.
- d) The project site is a vacant shopping center. The proposed development would demolish the existing center and lights, and replace with a similar number of new parking lot lighting and security lighting. The design and placement of light fixtures will be shown on site plans which require review for consistency with City standards that requires shielding, diffusing, or indirect lighting to avoid glare. Lighting will be selected and located to confine the area of illumination to within the project site. The impact is not considered significant.

2. AGRICULTURAL RESOURCES. <i>Would the project:</i>				
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?	()	()	(✓)	()
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	()	()	()	(✓)

Comments:

- a) The project site is a vacant shopping center. There are no Class I prime agricultural soils within the City of San Dimas according to the General Plan Exhibit VI-1. Further, there are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), according to maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The 1991 General Plan estimated that there were 507 undeveloped acres of Class II potential prime agricultural soils located in the northern half of the city, and areas north of Bonelli Regional Park. Of the total 507 acres, 172 acres were designated open space while the remaining 335 acres were undeveloped parcels of various sizes. The General Plan concluded that “most of these parcels are adjacent to existing residential developments, making the agricultural uses incompatible because of the use of pesticides, fertilizers and equipment noise.” Therefore, the impact is considered less than significant.
- b) There are seven areas of agriculturally zoned land within the City of San Dimas, mostly landscape plant nurseries of approximately 5 acres each. There are no Williamson Act contracts within the City. Therefore, no adverse impacts are anticipated.
- c) The project site is a vacant shopping center. The site is located at the northwest corner of East Bonita Avenue and San Dimas Canyon Road and is characterized by apartment development to the north, south, east, and west, and a church to the southeast. There are no agricultural uses within 1 mile from the project site. Therefore, no adverse impacts are anticipated.

3. AIR QUALITY. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	()	()	()	(✓)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	()	(✓)	()	()
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 that exceed quantitative thresholds for ozone precursors?)	()	()	()	(✓)
d) Expose sensitive receptors to substantial pollutant concentrations?	()	(✓)	()	()
e) Create objectionable odors affecting a substantial number of people?	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Comments:

- a) The City of San Dimas is predominantly built-out. The majority of large undeveloped areas are designated as open space or conservation areas. Continued development will contribute to the pollutant levels in the San Dimas area, which already exceed Federal and State standards. The General Plan FEIR notes that if development is not more intensive than plans in effect when the Air Quality Management Plan (AQMP) adopted in 1982 by the Southern California Association of Governments (SCAG), then development-related emissions will have been properly anticipated and regional air quality impacts will be insignificant. The proposed project is consistent with the General Plan for which the FEIR was prepared and impacts evaluated; therefore, no adverse impacts are anticipated.

- b) During the construction phases of development, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use will generate emissions. In addition, fugitive dust would also be generated during grading and construction activities. While most of the dust would settle on or near the project site, smaller particles would remain in the atmosphere, increasing particle levels within the surrounding area. An *Air Quality Impact Analysis* was prepared (LSA, February 2008). Construction is an on-going industry in the San Dimas area. Construction workers and equipment work and operate at one development site until their tasks are complete. They then transfer to a different site where the process begins again. Therefore, the emissions associated with construction activities are not new to the San Dimas area and would not violate an air quality standard or worsen the existing air quality in the region. The project site is 5 acres or larger. Fugitive dust and equipment emissions were analyzed based upon the South Coast Air Quality Management District (SCAQMD) LST techniques. The project is required to comply with the following SCAQMD Rule 403 regional rules and mitigation measures:
 - 1) **A person shall not cause or allow the emissions of fugitive dust from any transport, handling, construction or storage activity so that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source.**
 - 2) **A person shall not cause or allow particulate matter to exceed 100 micrograms per cubic meter when determined as the difference between upwind and downwind samples collected on high volume samplers at the property line for a minimum of five hours.**
 - 3) **Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.**
 - 4) **Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon time of year of construction.**
 - 5) **All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high volume, low-pressure spray.**
 - 6) **All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 7) **All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:**
 - Reestablish ground cover on the construction site through seeding and watering.
 - Pave or apply gravel to any on-site haul roads.
 - Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.
 - Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.
 - Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.
 - Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.
- 8) **The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce PM₁₀ emissions, in accordance with SCAQMD Rule 403.**
- 9) **Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM₁₀ emissions.**
- 10) **The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.**
- 11) **The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.**

In the long-term, development consistent with the General Plan would result in significant operational vehicle emissions; therefore, would all be cumulatively significant if they cannot be mitigated on a project basis to a level less than significant. The following mitigation measures shall be implemented:

- 12) **All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods (i.e., in excess of 10 minutes).**
- 13) **All industrial and commercial facilities shall designate preferential parking for vanpools.**
- 14) **All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and Metrolink schedules in conspicuous areas.**
- 15) **All industrial and commercial site tenants with 50 or more employees shall be required to configure their operating schedules around the Metrolink schedule to the extent reasonably feasible.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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16) All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.

17) All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.

c) Continued development would contribute to the pollutant levels in the San Dimas area, which already exceed Federal and State standards. An *Air Quality Impact Analysis* was prepared (LSA, November 2007). CO concentrations would remain below both State and Federal CO standards. Despite great progress in air quality improvement, approximately 146 million people nationwide lived in counties with pollution levels above the NAAQS in 2002. Air quality in the South Coast Air Basin in the past 20 years has improved steadily and dramatically, even with the tremendous increase in population and vehicles and other sources. The proposed project would not exceed any daily emissions thresholds set by the SCAQMD for criteria pollutants from project emissions. The project proposed is consistent with the General Plan for which the FEIR was prepared and impacts evaluated.

Global warming and greenhouse gas (GHG) emissions are an emerging environmental concern being raised on statewide, national, and global levels. Regional, State, and Federal agencies are developing strategies to control pollutant emissions that contribute to global warming. However, neither CEQA nor the CEQA Guidelines mention or provide any methodology for analysis of GHGs, including CO₂, nor do they provide any significance thresholds. The project will generate emissions of GHGs primarily in the consumption of natural gas for heating. The emissions from vehicle exhaust are controlled by the State and federal governments and are outside the control of project. Emissions from building heating systems will be minimized by compliance with State Title 24 regulations for building energy efficiency. The *Air Quality Impact Analysis* prepared for this project (LSA, November 2007) followed all procedures and requirements of the State CEQA and the SCAQMD CEQA Handbook. Evaluation of any potential global warming effects resulting from the project, including modeling and gauging the impacts associated with an increase of trips or generation of new trips, and the effect on the greenhouse effect or global warming would be entirely speculative since no modeling protocol or significance criteria have been established.

d) Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. 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 facilities. According to the SCAQMD, projects have the potential to create significant impacts if they are located within 1/4 mile of sensitive receptors and would emit toxic air contaminants identified in SCAQMD Rule 1401. The project site is located within 1/4 mile of sensitive receptors, including residences and a private school. Potential impacts to air quality are consistent with the San Dimas General Plan. During construction, there is the possibility of fugitive dust to be generated from grading the site. The mitigation measures listed under b) above will reduce impact to less-than-significant levels.

e) Typically, the uses proposed do not create objectionable odors. No adverse impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. <i>Would the project:</i>				
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?	()	()	()	(✓)
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	()	()	()	(✓)
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?	()	()	()	(✓)
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?	()	()	()	(✓)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	()	()	(✓)	()
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?	()	()	()	(✓)

Comments:

- a) The project site is a vacant shopping center. The project site is located in an area developed with residential and church uses. The site has been previously disrupted during construction of infrastructure and the Canyon Center shopping center. According to the General Plan the majority of the habitats and native plant species are found in eight areas (primarily U.S. Forest Service land and several creeks and canyons that bisect community) within San Dimas. The General Plan Conservation Element specifically calls for retaining these areas as Conservation Overlay areas. The project site is not within an area of sensitive biological resources; therefore, development will not adversely affect rare or endangered species of plants or animals due to the fact that the project is surrounded by urbanized land uses and is consistent with the General Plan Land Use Plan.
- b) The project site is a vacant shopping center located in an urban area with no natural communities. No riparian habitat exists on site, meaning the project will not have any impacts.
- c) The project site is a vacant shopping center; hence, there is no wetland habitat present on site. As a result, project implementation would have no impact on these resources.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) The project site is a vacant shopping center. The surrounding area has been completely developed, thereby disrupting any wildlife corridors that may have existed. No adverse impacts are anticipated.
- e) There are approximately 17 mature significant trees on-site that were planted as part of the development of the vacant shopping center, plus two California Fan Palm street trees on East Bonita Avenue. Only four on-site trees have at least the minimum 10 inch trunk diameter to meet the "mature significant tree" definition of the City's Tree Preservation Ordinance; hence, are subject to the Tree Removal Permit process. Two of these trees, an Aleppo Pine and a Golden Trumpet Tree, are in good health. The proposed development would require the removal of all existing trees, with the possible exception of two Mexican Fan palm street trees along East Bonita Avenue; however, the conceptual development plans indicated a far greater number of new trees will be planted throughout the development. An arborist report was prepared (Richardson, ISA # WE-7553A, February 21, 2008). The applicant has submitted a tree removal permit request in conjunction with their proposed project that will be conditioned to require replacement at a two-for-one ratio. The impact will be less than significant.
- f) The project site is not located within a conservation overlay area according to the General Plan Exhibit II-4.1. No conflicts with habitat conservation plans will occur.

5. CULTURAL RESOURCES. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	()	()	()	(✓)
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	()	(✓)	()	()
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	()	(✓)	()	()
d) Disturb any human remains, including those interred outside of formal cemeteries?	()	()	()	(✓)

Comments:

- a) The project site is a vacant shopping center. There are 328 residential structures of cultural and historic significance identified by the San Dimas Historical Society according to the 1991 Historic Survey. The project site has not been identified as a "Historic Resource" by the City of San Dimas 1991 Historic Resources Survey. There will be no impact.
- b) There are no known archaeological sites or resources recorded on the project site; however, the San Dimas area is known to have been inhabited by the Gabrielano Indians according to the General Plan FEIR, probably in the Cienega Springs, San Dimas Canyon, Walnut Creek, and Way Hill areas. The proposed project includes a general plan amendment that is subject to consultation with California Native Americans. In accordance with State Tribal Consultation Guidelines, in August 2007 the City notified by certified mail four individuals, representing the San Manuel Band of Mission Indians and the Gabrielino/Tongva Band of Mission Indians as recommended by the Native American

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Heritage Commission. None of the tribes requested consultation. There are seven prehistoric sites identified within San Dimas according to the General Plan FEIR Technical Appendix. Construction activity, particularly grading, soil excavation and compaction, could adversely affect or eliminate existing and potential archaeological resources. The following mitigation measures shall be implemented:

1) If any prehistoric archaeological resources are encountered before or during grading, the developer will retain a qualified archaeologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of San Dimas will:

- **Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.**
- **Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.**
- **Pursue educating the public about the area's archaeological heritage.**
- **Propose mitigation measures and recommend conditions of approval to eliminate adverse project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.**
- **Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the project area. Submit one copy of the completed report with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.**

c) The General Plan FEIR indicates that the San Dimas area is underlain by sedimentary rocks assigned to the Late Miocene age marine Puente Formation. According to the San Bernardino County database, seven paleontological sites or resources have been recorded within the City of San Dimas or the sphere-of-influence. The Puente Formation deposits are about 8 to 10 million years old, and has revealed numerous fossils of marine vertebrates, is considered to be of high paleontological significance for the discovery of significant fossils according to the General Plan FEIR; therefore, the following mitigation measures shall be implemented:

2) If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- **Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.**
 - **Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.**
 - **Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository.**
 - **Submit summary report to City of San Dimas. Transfer collected specimens with a copy of the report to an appropriate depository.**
- d) The proposed project site is a vacant shopping center that has already been disturbed by development. No known religious or sacred sites exist within the project area. No evidence is in place to suggest the project site has been used for human burials. The California Health and Safety Code (Section 7050.5) states that if human remains are discovered on-site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As adherence to State regulations is required for all development, no mitigation is required in the unlikely event human remains are discovered on-site. No adverse impacts are anticipated.

6. GEOLOGY AND SOILS. <i>Would the project:</i> a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.	()	()	()	(✓)
ii) Strong seismic ground shaking?	()	()	()	(✓)
iii) Seismic-related ground failure, including liquefaction?	()	()	()	(✓)
iv) Landslides?	()	()	()	(✓)
b) Result in substantial soil erosion or the loss of topsoil?	()	(✓)	()	()
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?	()	()	()	(✓)

Issues and Supporting Information Sources:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	()	()	()	(✓)
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	()	()	()	(✓)

Comments:

- a) A Geotechnical Investigation was prepared (Gorian & Associates, August 22, 2003) that concluded the project is feasible. No known faults pass through the site and it is not in an Earthquake Fault Zone according to the General Plan Exhibit VII-1, and Section 3.2 of the General Plan FEIR. The San Andreas Fault Zone lies approximately 20 miles to the north and is capable of generating up to M_w 8.2 earthquakes. The Sierra Madre Fault zone, passes within 1.2 miles north of the site, and the Cucamonga Fault lies approximately 1 mile north of the site. These faults are both capable of producing M_w 6.5-7.0 earthquakes. Also, there are several inferred faults that cross the city. One of these, the Indian Hill fault, is located approximately 1/8 mile south of site; however, the "exact locations cannot be shown because of the alluvial or soil cover, nor is it known what magnitude this fault has historically produced or is capable of producing" according to the General Plan FEIR. Each of these faults can produce strong ground shaking; however, the potential for ground rupture due to faulting is considered remote. The project site does not have potential for liquefaction based upon the Geotechnical Investigation subsurface exploration. The site is nearly flat; therefore, does not have potential for landslides. Adhering to the Uniform Building Code will ensure that geologic impacts are less than significant.

The site is not located within an area of potential liquefaction according to the 2004 Natural Hazard Mitigation Plan Map 6-4.

- b) The proposed project will require the excavation, stockpiling, and/or movement of on-site soils. The San Dimas area is subject to strong Santa Ana wind conditions during September to April, which generates blowing sand and dust, and creates erosion problems. Construction activities may temporarily exacerbate the impacts of windblown sand, resulting in temporary problems of dust control; however, development of this project under the General Plan would help to reduce windblown sand impacts in the area as pavement, roads, buildings, and landscaping are established. The project site is 5 acres or larger. Therefore, the following mitigation measures shall be implemented to reduce impacts to less-than-significant levels:
- 1) **A person shall not cause or allow the emissions of fugitive dust from any transport, handling, construction or storage activity so that the presence of such dust remains visible in the atmosphere beyond the property line of the emission source.**
 - 2) **A person shall not cause or allow particulate matter to exceed 100 micrograms per cubic meter when determined as the difference between upwind and downwind samples collected on high volume samplers at the property line for a minimum of five hours.**
 - 3) **The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM_{10} emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible.**

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 4) **Frontage public streets shall be swept according to a schedule established by the City to reduce PM₁₀ emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon time of year of construction.**
 - 5) **Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM₁₀ emissions from the site during such episodes.**
 - 6) **Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM₁₀ emissions.**
- c) The Geotechnical Investigation (Gorian & Associates, August 22, 2003) concluded that the project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project. There are no areas in San Dimas identified as subject to potential subsidence according to the General Plan and General Plan FEIR. Subsidence is generally associated with large decreases or withdrawals of water from the aquifer. The project would not withdraw water from the existing aquifer. The site is not within a geotechnical hazardous area or other unstable geologic unit or soil type according to General Plan Exhibit VI-1 and VII-1. No adverse impacts are anticipated.
- d) Approximately 4-6.5 feet of fill soils cover the older alluvium on site according to subsurface exploration of the Geotechnical Investigation (Gorian & Associates, August 22, 2003). The majority of San Dimas, including the project site, is located on alluvial soil deposits. These types of soils are not considered to be expansive. Soils, geologic and structural evaluation reports are required of all new development prior to issuance of grading and building permits. No adverse impacts are anticipated.
- e) The project will connect to, and be served by, the existing local sewer system for wastewater disposal. No septic tanks or alternative wastewater disposal is proposed.

7. HAZARDS AND WASTE MATERIALS. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	()	()	()	(✓)
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?	()	()	()	(✓)
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	()	()	()	(✓)
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?	()	()	()	(✓)

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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	()	()	()	(✓)
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?	()	()	()	(✓)
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

- a) The project will not involve the transport, use, or disposal of hazardous materials. Compliance with Federal, State, and local regulations concerning the storage and handling of hazardous materials and/or waste will reduce the potential for significant impacts to a level less than significant. No adverse impacts are expected.
- b) The proposed project does not include the use of hazardous materials or volatile fuels. Compliance with Federal, State, and local regulations concerning the storage and handling of hazardous materials or volatile fuels will reduce the potential for significant impacts to a level less than significant. No adverse impacts are anticipated.
- c) There is a private school located within 1/4 mile of the project site. The project site is located across the street from the private school at the Holy Name of Mary Church to the southeast. Typically, the uses proposed do not create objectionable odors. No adverse impacts are anticipated.
- d) The proposed project is not listed as a hazardous waste or substance materials site. Recent site inspection did not reveal the presence of discarded drums or illegal dumping of hazardous materials. No impact is anticipated.
- e) The site is within 1 mile of Brackett Field, the nearest public airport. The project would not result in a safety hazard for people residing or working in the project area. No impact is anticipated.
- f) There are no private airstrips within 5 miles of San Dimas. No impact is anticipated.
- g) The City's 2004 Natural Hazard Mitigation Plan includes policies and procedures to be administered by the Los Angeles County Fire Department, which is our City's contract fire service provider, in the event of a disaster. Because the project includes public street access and is required to comply with all applicable City codes, including local fire ordinances, no adverse impacts are anticipated.

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- h) San Dimas faces the greatest ongoing threat from a wind-driven fire in the Wildland/Urban Interface area found in the hillsides and canyons in the northern part of the City according to the 2004 Natural Hazard Mitigation Plan. The proposed project site is not located within a high fire hazard area according to maps provided by the Los Angeles County Fire Department.

8. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	()	(✓)	()	()
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)?	()	()	()	(✓)
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?	()	()	()	(✓)
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?	()	()	()	(✓)
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?	()	()	()	(✓)
f) Otherwise substantially degrade water quality?	()	(✓)	()	()
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?	()	()	()	(✓)
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	()	()	()	(✓)
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?	()	()	()	(✓)
j) Inundation by seiche, tsunami, or mudflow?	()	()	()	(✓)

Comments:

- a) Water and sewer service is provided by the Golden State Water Company. Project is designed to connect to existing water and sewer systems. The State of California is authorized to administer various aspects of the National Pollution Discharge Elimination

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System (NPDES) permit under Section 402 of the Clean Water Act. The General Construction Permit treats any construction activity over 1 acre as an industrial activity, requiring a permit under the State’s General NPDES permit. The project site is over 1 acre in size. The State Water Resource Control Board (SWRCB) through the Los Angeles Regional Water Quality Control Board, administers these permits.

Construction activities covered under the State’s General Construction permit include removal of vegetation, grading, excavating, or any other activity for new development or significant redevelopment. Prior to commencement of construction of a project, a discharger must submit a Notice of Intent (NOI) to obtain coverage under the General Permit. The General permit requires all dischargers to comply with the following during construction activities, including site clearance and grading:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that would specify Best Management Practices (BMPs) that would prevent construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off-site into receiving waters.
- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the nation.
- Perform inspections of all BMPs.

Waste discharges include discharges of storm water and construction project discharges. A construction project for new development or significant redevelopment requires an NPDES permit. Construction project proponents are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). To comply with the NPDES, the project’s construction contractor will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) during construction activities, and a Water Quality Management Plan (WQMP) for post-construction operational management of storm water runoff. The applicant must submit a WQMP, prior to issuance of grading permits, that identifies Best Management Practices (BMPs) to minimize the amount of pollutants, such as eroded soils, entering the drainage system after construction. Runoff from driveways, roads and other impermeable surfaces must be controlled through an on-site drainage system. BMPs include both structural and non-structural control methods. Structural controls used to manage storm water pollutant levels include detention basins, oil/grit separators, and porous pavement. Non-structural controls focus on controlling pollutants at the source, generally through implementing erosion and sediment control plans, and various Business Plans that must be developed by any businesses that store and use hazardous materials. Practices, such as periodic parking lot sweeping can substantially reduce the amount of pollutants entering the storm drain system. The project site is over 1 acre in size; therefore, the following mitigation measures would be required to control additional storm water effluent:

Construction Activities:

1. **Prior to issuance of grading permits, the permit applicant shall submit to Building Official for approval, Storm Water Pollution Prevention Plan (SWPPP) specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.**

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2. **An erosion control plan shall be prepared, included in grading plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This erosion control plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.**
3. **During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.**
4. **During construction, to remove pollutants, street cleaning will be performed prior to storm events and after the use of water trucks to control dust in order to prevent discharge of debris or sediment from the site.**

Post- Construction Operational:

5. **Prior to issuance of building permits, the permit applicant shall submit to Building Official for approval, a Water Quality Management Plan specifically identifying Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practical.**
 6. **Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides. Landscaped areas shall be monitored and maintained for at least two years to ensure adequate coverage and stable growth. Plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.**
- b) San Dimas overlies three groundwater basins of varying water depth. The Los Angeles County Flood Control District is responsible for groundwater recharge along the San Dimas Canyon wash and Walnut Creek. The proposed project will not deplete groundwater supplies, nor will it interfere with recharge because it is not within an area designated as a recharge basin or spreading ground. The development of the site will require the grading of the site and excavation; however, would not affect the existing aquifer. Continued development citywide will increase water needs and is a significant impact; however, Golden State Water Company has plans to meet this increased need through the construction of future water facilities.
- c) The project will not cause significant changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff due to the amount of new building and hardscape proposed on a site because the site is already fully developed with a shopping center, albeit vacant. Essentially, the entire project site is currently covered with impervious surfaces, such as asphalt paving or buildings. An insignificant portion of the site is currently landscaped; whereas, the proposed project includes extensive open space and landscape areas that will reduce runoff from current levels. Further, the project will not alter the course of any stream or river. All runoff will be conveyed to existing storm

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drain facilities, which have been designed to handle the flows. The project design includes landscaping of all non-hardscape areas to prevent erosion. A grading and drainage plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, the project will not result in substantial erosion or siltation on- or off-site. The impact is not considered significant.

- d) The project will not cause significant changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff due to the amount of new building and hardscape proposed on a site because the site is already fully developed with a vacant shopping center. Essentially, the entire project site is currently covered with impervious surfaces, such as asphalt paving or buildings. An insignificant portion of the site is currently landscaped; whereas, the proposed project includes extensive open space and landscape areas that will reduce runoff from current levels. The project will not alter the course of any stream or river. A Hydrologic and Hydraulic Analysis was prepared (DRC, February 18, 2008). All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project design includes a drainage system that conveys all of the residential portion of site into an onsite storm drain system, and then released into two bioswales along the north and west property lines. The retail portion of site is designed to convey runoff into the subsurface infiltration basin. A grading and drainage plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, increase in runoff from the site will not result in flooding on- or off-site. No impacts are anticipated.

- e) The project will not cause significant changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff due to the amount of new building and hardscape proposed on a site because the site is already fully developed with a shopping center, albeit vacant. All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. The project will not result in substantial additional sources of polluted runoff. A grading and drainage plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, increase in runoff from the site will not result in flooding on- or off-site. No impacts are anticipated.

- f) Grading activities associated with the construction period could result in a temporary increase in the amount of suspended solids in surface flows during a concurrent storm event, thus resulting in surface water quality impacts. The project design includes a drainage system that conveys all of the residential portion of site into an onsite storm drain system, and then released into two bioswales along the north and west property lines. The retail portion of site is designed to convey runoff into the subsurface infiltration basin. The site is for new development or significant redevelopment; therefore, is required to comply with the National Pollutant Discharge Elimination System (NPDES) to minimize water pollution. The project site is over 1 acre in size; therefore, the following mitigation measures would be required to control additional storm water effluent:
 - 1) **Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures.**

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2) **Prior to issuance of grading or paving permits, applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.**

- g) The project site is not located within a 100-year flood hazard area according to General Plan Exhibit VII-2. No adverse impacts are expected.
- h) The project site is not located within a 100-year flood hazard area according to General Plan Exhibit VII-2. No adverse impacts are expected.
- i) The San Dimas area is flood protected by an extensive storm drain system designed to convey a 100-year storm event. The system is substantially improved and provides an integrated approach for regional and local drainage flows. This existing system includes several debris dams and levees north of the City, spreading grounds, concrete-lined channels, and underground storm drains. The project site is not located within a 100-year flood hazard area according to General Plan Exhibit VII-2. No adverse impacts are expected.
- j) There are no oceans, lakes or reservoirs near the project site; therefore impacts from seiche and tsunami are not anticipated. The San Dimas area sits at the base of the steep eastern San Gabriel Mountains whose deep canyons were cut by mountain streams. Numerous man-made controls have been constructed to reduce the mudflow impacts to the level of non-significance within the City. This existing system includes several debris dams, and spreading grounds along San Dimas Canyon.

9. LAND USE AND PLANNING. <i>Would the project:</i>				
a) Physically divide an established community?	()	()	()	(✓)
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	()	()	()	(✓)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	()	()	()	(✓)

Comments:

- a) The project site is a vacant shopping center. The site is located at the northwest corner of East Bonita Avenue and San Dimas Canyon Road and is characterized by apartment development to the north, south, east, and west, and a church to the southeast. The project will become a part of the larger community. No adverse impacts are anticipated.
- b) The project site land use designation is currently Commercial and is proposed to be changed to Mixed Use. The proposed project is consistent with the General Plan and

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does not interfere with any policies for environmental protection. As such, no impacts are anticipated.

- c) The project site is not located within any habitat conservation or natural community plan area. According to the General Plan Exhibit II-4.1 the project site is not within a conservation overlay area of sensitive biological resources; therefore, development will not adversely affect rare or endangered species of plants or animals due to the fact that the project is surrounded by urbanized land uses and is consistent with the General Plan Land Use Plan.

10. MINERAL RESOURCES. <i>Would the project:</i>				
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?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

- a) The site is not designated as a State Aggregate Resources Area with significant mineral deposits according to the General Plan Exhibit VI-2; therefore, there is no impact.
- b) The site is not designated by the General Plan Exhibit VI-2, as a valuable mineral resource recovery site; therefore, there is no impact.

11. NOISE. <i>Would the project result in:</i>				
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?	()	()	()	(✓)
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	()	()	()	(✓)
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	()	(✓)
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	()	(✓)	()	()
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	()	()	()	(✓)
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?	()	()	()	(✓)

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Comments:

- a) The project site is surrounded by homes. Further, the project design proposes new homes on the subject property adjoining the commercial area. The project site is within an area of traffic noise levels exceeding City standards according to General Plan Exhibit VIII-4 in the current condition and Exhibit VIII-5 at build-out. A Noise Impact Analysis was prepared (LSA, February 2008). The study concluded that the proposed retail loading/unloading activities will generate noise levels exceeding city standards. Mitigation measures listed below would reduce exterior and interior noise levels to less-than-significant levels:

Construction Noise Impacts:

- 1) **During all project site excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer’s standards.**
- 2) **The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.**
- 3) **The construction contractor shall located equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.**
- 4) **No construction work shall occur within 500 feet of a residential zone between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next day or at any time on Sunday or any public holiday without obtaining a permit from City.**
- 5) **Construction or grading noise levels shall not exceed the standards specified in Municipal Code Chapter 8.36. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with above noise standards or halted.**
- 6) **If there is a new perimeter block wall, then it shall be constructed as early as possible in first phase.**

Traffic Noise Impacts:

- 7) **Mechanical ventilation such as an air conditioning system is required for frontline residential buildings proposed in the following impact zones:**
 - **Within 197 feet of the centerline of San Dimas Canyon Road**
- b) The uses associated with this type of project normally do not induce ground borne vibrations or noise. As such, no impacts are anticipated.
- c) The primary source of ambient noise levels in San Dimas is traffic and, for areas near rail line, train movements along the AT & SF rail line. The proposed activities will not

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significantly increase traffic; hence, are not anticipated to increase the ambient noise levels within the vicinity of the project.

- d) The project site is surrounded by homes. During a construction phase, on-site stationary sources, heavy-duty construction vehicles, and construction equipment, will generate noise exceeding City standards. A Noise Impact Analysis was prepared (LSA, February 2008). The mitigation measures listed above under b) will mitigate the short-term noise impacts.

The preceding mitigation measures will reduce the disturbance created by on-site construction equipment; however, do not address the potential impacts due to the transport of construction materials and debris. The following mitigation measures shall then be required:

- 8) **Haul truck deliveries shall not take place between the hours of dusk and 7:00 a.m. on weekdays, including Saturday, nor shall take place at any time on Sunday or a city observed holiday. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the developer shall prepare a noise mitigation plan denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.**

- e) The site is not located within an airport land use plan and is within 1 mile of Brackett Field, a public airport, and is offset north of the flight path. No impact is anticipated.
- f) There are no private airstrips within 5 miles of the City limits. No impact is anticipated.

12. POPULATION AND HOUSING. <i>Would the project:</i>				
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)?	()	()	(✓)	()
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	()	()	()	(✓)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	()	()	()	(✓)

Comments:

- a) The project is located in a predominantly developed area and will not induce population growth. The project would add 120 residential units to the area. Construction activities at the site will be short-term and will not attract new employees to the area. Once constructed, the proposed project will have a limited number of employees; hence, will not create a demand for additional housing as a majority of the employees will likely be hired from within the City or surrounding communities. The impact is less than significant.

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- b) The project site is a vacant shopping center and contains no existing housing units. No adverse impact expected.
- c) The project site is a vacant shopping center and contains no existing housing units. No impacts are anticipated.

13. PUBLIC SERVICES. <i>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:</i>				
a) Fire protection?	()	()	()	(✓)
b) Police protection?	()	()	()	(✓)
c) Schools?	()	()	()	(✓)
d) Parks?	()	()	()	(✓)
e) Other public facilities?	()	()	()	(✓)

Comments:

- a) The site, located at the northwest corner of East Bonita Avenue and San Dimas Canyon Road would be served by a fire station located approximately .6 miles from the project site. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. Standard conditions of approval from the Uniform Building and Fire Codes will be placed on the project so no impacts to fire services will occur. No impacts are anticipated.
- b) Additional police protection is not required as the addition of the project will not change the pattern of uses within the surrounding area and will not have a substantial increase in property to be patrolled as the project site is within an area that is regularly patrolled.
- c) The Bonita School District serves the project area. The school district has been notified regarding the proposed development. A standard condition of approval will require the developer to pay the school impact fees as prescribed by State law prior to the issuance of building permits. With this standard mitigation, impacts to the School District are not considered significant. No impacts are anticipated.
- d) The site is in a developed area, currently served by the City of San Dimas. The nearest park, Marchant Park, is located 1/4 miles from the project site. The project will not require the construction of any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. A standard condition of approval will require the developer to pay park development fees. No impacts are anticipated.
- e) The proposed project will utilize existing public facilities. The site is in a developed area, currently served by the City of San Dimas. The project will not require the construction of

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any new facilities or alteration of any existing facilities or cause a decline in the levels of service, which could cause the need to construct new facilities. No impacts are anticipated.

14. RECREATION. <i>Would the project:</i> a) 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?	()	()	()	(✓)
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?	()	()	()	(✓)

Comments:

- a) The site is in a developed area, currently served by the City of San Dimas. The nearest park, Marchant Park, is located 1/4 miles from the project site. This project is not proposing any new housing or large employment generator that would cause an increase in the use of parks or other recreational facilities. A standard condition of approval will require the developer to pay park development fees. No impacts are anticipated.
- b) The project development plans indicate several recreational facilities within the residential portion of the project. No impacts are anticipated.

15. TRANSPORTATION/TRAFFIC. <i>Would the project:</i> 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)?	()	()	(✓)	()
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	()	()	(✓)	()
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?	()	()	()	(✓)
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	()	()	()	(✓)
e) Result in inadequate emergency access?	()	()	()	(✓)
f) Result in inadequate parking capacity?	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	()	()	()	(✓)

Comments:

- a) Implementation of the proposed 120 unit residential project is estimated to generate 806 Average Daily Trips (ADT), and the 39,889 square foot commercial project is estimated to generate 3,775 ADT, according to traffic impact analysis prepared by LSA (February 2008); therefore, for a cumulative total of 4,581 ADT. Current traffic volumes are 9,300 ADT and 12,500 ADT on San Dimas Canyon Road and East Bonita Avenue, respectively, according to the most recent traffic counts (Speed Zone Study, January 27, 2004). Both streets are four-lane divided arterials along project frontages. Continued development will contribute to the traffic load in the San Dimas area. The proposed project is consistent with the General Plan for which the FEIR was prepared and impacts evaluated. The proposed project includes changing the land use from commercial to residential on 4.93 acres. If the existing 93,650 square foot shopping center buildings were reoccupied it would generate 8,670 ADT. Therefore, the proposed project's 4,581 ADT will be 4,089 average daily trips less (47% lower) than if the entire 8.53 acre site had stayed commercial. The project is in an area that is mostly developed with street improvements existing or included in project design. The project will not create a substantial increase in the number of vehicle trips, traffic volume or congestion at intersections. Full street improvements (curb, gutter and sidewalk) exist along both street frontages of the site per City roadway standards. The project design includes modifications to the medians on both street frontages. This project will be required, as a condition of approval, to install or pay in-lieu fees for off-site street improvements prior to occupancy. The impacts are less than significant.
- b) The proposed project will not exceed, either individually or cumulatively, level of service (LOS) E¹ standard established by the congestion management agency, Los Angeles County Metropolitan Transportation Authority (LACMTA), for designated roads or highways. For the City of San Dimas, LACMTA's *2004 Congestion Management Program (CMP)* has designated the 57 and 210 Freeways, Foothill Boulevard and Arrow Highway. The adopted goal of the City of San Dimas General Plan is LOS D. All four designated roads or highways have a Level of Service better than LOS E (LOS D or better) during morning and evening peak hour levels. The traffic impact analysis prepared by LSA analyzed a worst case scenario of traffic generated by the proposed project added to the cumulative traffic volumes at six key intersections. Cumulative traffic volume includes existing traffic volume plus traffic volume generated by new development that is under construction or expected to be constructed in near term. The two cumulative projects analyzed included the Holiday Inn Express hotel, and the Grove Station mixed use project, which are both under construction. Of the six intersections studied, only one will

¹ Level of Service (LOS) is a scale of measuring traffic congestion. Level of service ranges from A to F, with LOS A representing free-flow conditions and LOS E representing the most vehicles that any particular intersection approach can accommodate. For LOS E, at capacity (Volume/Capacity = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles). For LOS D, delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups. Source: Exhibit 2-2 in LACMTA's *2004 Congestion Management Program (CMP)*

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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experience a lower LOS due to the cumulative impacts of the proposed project and these other two developments: San Dimas Avenue/Bonita Avenue will drop from LOS A to LOS B during AM peak hour and will drop from LOS C to LOS D during PM peak hour. The San Dimas Canyon Road/ Dickens Lane intersection will improve from LOS C to LOS B during the PM peak hour. Peak hour level of service will not change at any of the other intersections. See summary table below. The project will have a less than significant impact.

Intersection	Existing Condition Intersection LOS		Cumulative Plus Project Intersection LOS	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
1. San Dimas Ave. & East Bonita Ave.	A	B	B↓	D↓
2. Walnut Ave. & East Bonita Ave.	A	A	A	A
3. San Dimas Canyon Rd. & Gladstone St.	B	B	B	B
4. San Dimas Canyon Rd. & Dickens Ln.	C	C	C	B↑
5. San Dimas Canyon Rd. & E. Bonita Ave	B	A	A↑	A
6. San Dimas Canyon Rd. & Arrow Hwy	A	A	A	A
Source: Tables A and F from <i>Traffic Impact Analysis</i> prepared by LSA				

This project will be required, as a condition of approval, to install or pay in-lieu fees for off-site street improvements prior to occupancy. The project is in an area that is fully developed and full street improvements (curb, gutter and sidewalk) exist along both street frontages of the site.

- c) The proposed development will not result in a change in air traffic patterns from Brackett Field, a public airport, and will not change air traffic patterns. No impacts are anticipated.
- d) The project is in an area that is mostly developed. Full street improvements (curb, gutter and sidewalk) exist along both street frontages of the site. The project design does not include any sharp curves or dangerous intersections or farming uses. The project will, therefore, not create a substantial increase in hazards due to a design feature. No impacts are anticipated.
- e) The project will be designed to provide access for all emergency vehicles and will therefore not create an inadequate emergency access. No impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) The project design has adequate parking in compliance with standards of the San Dimas Zoning Code and will therefore not create an inadequate parking capacity. No impacts are anticipated.
- g) The project design includes, or the project will be conditioned to provide, features supporting transportation and vehicle trip reduction (e.g., bus bays, bicycle racks, carpool parking, etc.).

16. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	()	()	()	(✓)
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?	()	()	()	(✓)
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.?	()	()	()	(✓)
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	()	()	()	(✓)
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?	()	()	()	(✓)
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	()	()	()	(✓)
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	()	()	()	(✓)

Comments:

- a) The proposed project is served by the City of San Dimas sewer system (maintenance and treatment by County of Los Angeles). The project is required to meet the requirements of the Los Angeles Regional Water Quality Control Board regarding wastewater. No impacts are anticipated.
- b) The proposed project is served by the City of San Dimas sewer system (maintenance and treatment by County of Los Angeles). The project is required to meet the requirements of the Los Angeles Regional Water Quality Control Board regarding wastewater. A Wastewater Study was prepared (DRC, February 18, 2008) to compare sewer line capacities to flows projected at ultimate conditions for the area. The report concluded that the existing sewer system is adequate to carry the future peak flows. No impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) All runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. A Hydrologic and Hydraulic Analysis was prepared (DRC, February 18, 2008). The study concluded that the existing off-site storm drain line is adequate to handle the projected 50 year flows based upon the project design on-site drainage system. A grading and drainage plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. The impact is not considered significant.
- d) The project is served by the Golden State Water Company water system. There is currently a sufficient water supply available to the City of San Dimas to serve this project. No impacts are anticipated.
- e) The proposed project is served by the Golden State Water Company sewer system. No impacts are anticipated.
- f) Solid waste disposal will be provided by the current City contracted hauler who disposes the refuse at a permitted landfill with sufficient capacity to handle the City's solid waste disposal needs.
- g) This project complies with Federal, State, and local statutes and regulations regarding solid waste. The City of San Dimas continues to implement waste reduction procedures consistent with AB 939. Therefore, no impacts are anticipated.

17. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	()	()	()	(✓)
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)?	()	()	()	(✓)
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	()	()	()	(✓)

Comments:

- a) The site is not located in a conservation overlay area of sensitive biological resources as identified on the City of San Dimas General Plan Exhibit II-4.1. Additionally, the area surrounding the site is developed. Based on previous development and street improvements, it is unlikely that any endangered or rare species would inhabit the site.

- b) If the proposed project were approved, then the applicant would be required to develop the site in accordance with the City of San Dimas General Plan. The General Plan was adopted along with the certification of a FEIR, and Findings of Fact, in the City and Sphere of Influence. The City made findings that adoption of the General Plan would result in significant adverse effects. Mitigation measures were adopted that reduce impacts to less than significant levels. With these no further discussion or evaluation of cumulative impacts is required.
- c) Development of the site under the proposed land use change would not cause substantial adverse effects on human beings, either directly or indirectly. The Initial Study identifies construction-related emissions of criteria pollutants as having a potentially significant impact. Proposed mitigation measures would further reduce emission levels. Additionally, impacts resulting from air quality would be short-term and would cease once construction activities were completed. The Initial Study identified potentially significant impacts associated with the exposure of people to increased noise levels. Mitigation measures contained in this Initial Study will ensure impacts are at less than significant levels.

EARLIER ANALYSES:

Earlier analyses may be used where, pursuant to the tiering, EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration per Section 15063(c)(3)(D). The effects identified above for this project were within the scope of and adequately analyzed in the following earlier document(s) pursuant to applicable legal standards, and such effects were addressed by mitigation measures based on the earlier analysis. The following earlier analyses were utilized in completing this Initial Study and are available for review in the City of San Dimas, Planning Division offices, 245 East Bonita Avenue (check all that apply):

- (T) General Plan FEIR
(SCH#91011017)
- (T) Other: Trip Generation, 6th Edition, by Institute of Transportation Engineers, 1997.
- (T) Other: Speed Zone Study, January 27, 2004 adopted by Council Ordinance No. 1124

APPLICATION CERTIFICATION:

I certify that I am the applicant for the project described in this Initial Study. I acknowledge that I have read this Initial Study and the proposed mitigation measures. Further, I have revised the project plans or proposals and/or hereby agree to the proposed mitigation measures to avoid the effects or mitigate the effects to a point where clearly no significant environmental effects would occur.

Applicant's Signature: _____ Date: _____

Print Name and Title: _____

GLOSSARY:

EIR – Environmental Impact Report	FEIR – Final Environmental Impact Report
NPDES – National Pollutant Discharge Elimination System	NOx – Nitrogen Oxides
ROG – Reactive Organic Gases	PM ₁₀ – Fine Particulate Matter
RWQCB – Regional Water Quality Control Board	
SCAQMD – South Coast Air Quality Management District	
SWPPP – Storm Water Pollution Prevention Plan	URBEMIS7G – Urban Emissions Model 7G