Chapter 3 PROJECT DESCRIPTION

3.1 Project Location and Setting

The City of San Dimas is considering an application for a Tentative Tract Map (TTM 70583) in the northern portion of the city. This project also includes amendments to the San Dimas General Plan and Specific Plan No. 25. The applicant and the City are also negotiating a statutory development agreement. The TTM is a residential project that is commonly referred to as the "Brasada" project. This chapter describes the core components of the proposed project as presented in the application.

The approximately 273-acre proposed Brasada project is located in the foothills of the San Gabriel Mountains in the northern portion of the city of San Dimas (see Figure 1-1). This portion of the City where the project site is located is commonly referred to as the Northern Foothills. The project site is located entirely within the City. Generally, the project area lies north of Foothills Boulevard, and is bounded by the corporate boundary of the city of Glendora to the west, with the exception of one portion of the project's western boundary which abuts a private residence and a vacant lot. Properties to the north and east of the project contain a mix of private and public lands, and are largely undeveloped; additionally, further east, residential, youth camp and recreational uses occur (including park and golf course uses). The southern portion of the project site is bounded by single-family residential development (see Figure 2-1). Currently, the project site is essentially undeveloped and vacant, and is located in hilly terrain that is cut by numerous canyons and drainages. A depiction of the current level of development on the project site is included in Figure 2-1.

3.2 Project Objectives

The objectives of the proposed project, as established by the project applicant, are listed below.

1. To implement the Settlement Agreement by amending the San Dimas General Plan and Specific Plan No. 25 to modify residential densities, development standards, land use goals and policies, and other provisions.
2. To adopt amendments to the General Plan and Specific Plan No. 25 that are sensitive to the unique character of the Northern Foothills, particularly with respect to visual, open space and biological resources, while meeting the parties obligations under the Settlement Agreement.

3. To establish residential density and development standards (including two-story structures) that permit the construction of a single-family residential project that also provides the possibility for amenities to the community in the form of multi-use trails, connective trail access to adjacent properties and open space for habitat conservation and/or recreational uses.
4. To focus residential densities predominantly in areas that the General Plan and Specific Plan have identified as "Development Feasibility Areas" (see General Plan Exhibit II-5.2 and Section 18.542.110 of Specific Plan No. 25) and that are also in the closest proximity to existing development and infrastructure.
5. To focus development, residential access roads, grading and residential lot locations into areas that are less visually intrusive than may have otherwise occurred under the "San Dimas Concept Lotting Plan" that is part of the Settlement Agreement.
6. To consolidate and increase opportunities for open space by allowing clustered development, two-story structures, and smaller lot sizes and identifying "no build areas" on residential lots.
7. To enhance the fire protection in the Northern Foothills through development of new water systems, water storage tanks, fire hydrants, paved public and private accesses, brush clearances, turnouts, turnarounds, improved emergency access points, fuel modification zones, debris removal and maintenance.
8. To accommodate new development that is coordinated with the provision of infrastructure and public improvements.

3.3 Brasada Project Description

3.3.1 General Plan and Specific Plan Amendments

As part of the project and prior to taking action on the TTM (described below), the City of San Dimas would be required to amend the existing San Dimas General Plan and Specific Plan No. 25. This is necessary to implement the terms of the Settlement Agreement and to provide for the TTM's consistency with the City's existing planning documents. The amendments that are likely to be required are listed below; however, additional amendments may be required and any such additional amendments are not expected to create physical impacts on the environment that are more severe or materially different from those impacts associated with the amendments identified below.

It is possible that some of the proposed revisions may affect planning standards that apply to other properties within Specific Plan No. 25, however at this time there are no specific development projects that are proposed elsewhere in the Northern Foothills. As a result, the revised planning standards contemplated below will not generate any significant impacts that can reasonably be identified, analyzed or mitigated until and unless a specific project is applied for and an initial study in compliance with CEQA is conducted to identify any potential impacts. Future projects within Specific Plan No. 25 shall be subject to environmental review, as required under the CEQA, prior to project approval, at which time the identification, analysis and mitigation of potentially significant impacts associated with the development of these off site properties will be addressed. Any discussion of impacts resulting from revision of planning standards in areas other than the project site would therefore be premature.

Therefore, the scope of this EIR does not include other properties within Specific Plan No. 25 that may be affected by the proposed revisions to the General Plan and Specific Plan No. 25.

3.3.1.1 City of San Dimas General Plan Amendments

General Plan Objectives

- Revise Land Use Element Objective 2.2 and relevant subsections related to density and lot size (this change would only affect the proposed project area).
- Revise Land Use Element Objective 2.5 and relevant subsections related to significant environmental features (this change would only affect the proposed project area).
- Revise Land Use Element Objective 10.1 and relevant subsections related to development being rural in character (this change would only affect the proposed project area).
- Revise Land Use Element Objective 10.2 and relevant subsections related to landform modifications (this change would only affect the proposed project area).
- Revise Open Space Element Objective 5.2 and relevant subsections related to preserving topographic and scenic character (this change would only affect the proposed project area).

General Plan Policies

- Land Use Policy 2.1.1 - development must conform to terrain (this change would only affect the proposed project area).
- Land Use Policy 2.1.2 - develop building sites that are accessible with minimal grading (this change would only affect the proposed project area).
- Land Use Policy 2.5.1 - minimize changes to natural topography (this change would only affect the proposed project area).
- Land Use Policy 2.5.2 - grading must follow hillside contours (this change would only affect the proposed project area).
- Land Use Policy 9.1.5 - preserve important view corridors (this change would only affect the proposed project area).
- Land Use Policy 10.1.2 - regulating maximum density (this change would only affect the proposed project area).
- Land Use Policy 10.1.3 - one acre minimum parcel size when clustering (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.2.1 - landform grading of manufactured slopes (this change would only affect the proposed project area).
- Land Use Policy 10.2.4 - maintaining natural character of hillsides (this change would only affect the proposed project area).
- Land Use Policy 10.2.7 - encouragement of clustered development (this change would potentially affect areas within and outside the proposed project area).

- Land Use Policy 10.2.8 - use retaining walls and structures (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.2.10 - one-story height limitation (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.2.17 - no water tanks on primary ridges (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.4.3 - protect habitat values and connections (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.4.4 - protect integrity of habitats and habitat linkages (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.4.5 - protect rare, threatened and endangered species (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.4.7 - protect CNDDB plants (this change would potentially affect areas within and outside the proposed project area).
- Land Use Policy 10.4.9 - establish buffer zones (this change would potentially affect areas within and outside the proposed project area).
- Conservation Element Policy 4.1.1 - develop low density residential (this change would potentially affect areas within and outside the proposed project area).

3.3.1.2 Specific Plan No. 25 Amendments

- Revise language in Section 18.542.010, Purpose and Intent (this change would potentially affect areas within and outside the proposed project area).
- Create a separate subarea of Specific Plan No. 25 to accommodate the project-specific attributes of the proposed project (this change would only affect the proposed project area).
- Increase the maximum allowable density set forth in Section 18.542.110 (this change would only affect the proposed project area).
- Revise lot size standards set forth in Section 18.542.210 (this change would only affect the proposed project area).
- Revise various grading standards set forth in Section 18.542.230 (this change would potentially affect areas within and outside the proposed project area).
- Revise building height standards set forth in Section 18.542.250 to allow some two-story structures (this change would potentially affect areas within and outside the proposed project area).
- Revise various lot and site design standards set forth in Section 18.542.270 (this change would potentially affect areas within and outside the proposed project area).
- Revise access and circulation standards set forth in Section 18.542.290 (this change would potentially affect areas within and outside the proposed project area).

- Revise horse-keeping standards set forth in Section 18.542.380 (this change would potentially affect areas within and outside the proposed project area).
- Minor revisions to habitat protection standards set forth in Section 18.542.400 (this change would potentially affect areas within and outside the proposed project area).

3.3.2 TTM Overview

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

3.3.3 Project Features

3.3.3.1 Residential Lots

The TTM consists of 61 single-family residential lots, numbered as Lots 1 through 61 on Figure 3-1. The residential lots include both buildable areas and "no build areas" and the lots are proposed to range in size from approximately 0.5 acres to 17.81 acres, with an overall average lot size of two acres. Pad sizes (i.e., buildable areas) on the residential lots would average 25,204 square feet, with a range of 13,485 to 70,559 square feet. Some residential lots would include designated "no build areas," which are depicted as hatched portions of the lots on Figure 3-1. Nine of the residential lots are currently proposed to be designated as "equestrian lots." While equestrian uses would be permitted on these nine lots, the decision to use those lots for equestrian uses would be up to each residential property owner. Equestrian use of these lots would have to comply with the standards in Specific Plan No. 25. Sixteen lots are proposed to be designated for construction of two-story structures. In addition, another six lots would be created with a split pad, meaning that a grade separation would occur on these lots.

To promote open space, reduce grading on hillsides, and reduce visual impacts from potential development, including relocating lots from ridge locations that were illustrated on the "Concept Lotting Plan" appended to the Settlement Agreement, most of the residential lots would be situated in a lower-lying valley that is situated in the central-western portion of the project site. Additionally, most of the two-story lots would be located in this lower area to reduce off-site visibility. Many of the residential lots that are smaller than one acre in size would be located in this area and would be clustered.

Residential lots are proposed to have minimum setbacks of 25 feet (front yard, from curb), 25 feet combined (side yard) and 20 feet (rear). Parking would be accommodated on each individual lot.

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

3.3.3.2 Common Area Lots

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

3.3.3.3 Remainder Parcel

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

3.3.3.4 Access and Circulation

Primary access to the project site would be taken from a gated entryway to a private road beginning at the existing northern terminus of Cataract Avenue. This gated entrance would be constructed with a median and a turnaround area prior to the gateway. A conceptual architectural rendering of the entryway signage and monument concept is provided in Figure 3-2. Beyond the gateway, the main project roadway, identified as “Brasada Lane” on the TTM, would be a 26-foot-wide (curb-to-curb) paved private road. Brasada Lane would serve as the principal roadway for the project, and several spur roadways, also 26-feet wide, would lead from Brasada Lane into other portions of the site.

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

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

Access to and from the project site would be from Cataract Avenue. Up to four additional existing fire roads/motorways would potentially be utilized to provide emergency access points along the eastern and western boundaries of the project site. Two of these existing access roads currently provide emergency access points along the western boundary of the project site crossing from the City of Glendora via the project applicant's adjacent property, thus permitting Los Angeles County Fire Department (LACoFD) to access the project site in an emergency. The other two existing fire and access roads are located on the eastern side of the project site and connect to private property and Los Angeles County Department of Parks and Recreation land. All four emergency access points are presently used as existing motorways maintained by Los Angeles County. No changes, modifications or enhancements of the existing motorways to the west of the project site in Glendora are proposed as part of the project. The City of Glendora General Plan allows for emergency access across City boundaries. To the east of the center of the project site, the project proposes to construct a fire protection turn-around on 0.18 acres on Los Angeles County Department of Parks and Recreation land. This is the only off site emergency access improvement proposed by the project. The project applicant may obtain easements from adjacent property owners for emergency access on these existing motorways, however, as noted above, any easement would not permit modification of the existing roadway conditions.

Approvals from the LACoFD would be required to allow use of these additional access points for the proposed project. At the time of circulation of this EIR, no approvals for use of the additional emergency access points have been obtained from LACoFD, but those applications are pending. The current application has incorporated comments from LACoFD regarding design of streets and turn-arounds on the project site and the one turn-around east of the project site that tie into existing fire roads/motorways. It is anticipated that each of the proposed emergency access routes would be gated at the entrance to the project site and would be equipped with a Knox Box entry device to allow entry by emergency services personnel. The emergency access roads would not be open to public use and public use of these roadways is not contemplated as part of the project design.

3.3.3.5 Utilities

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

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

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

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

3.3.3.6 Site Drainage

Debris basins, storm drain lines, culverts and other facilities would be located within and around the development areas to capture off-site runoff and divert it through the project site, and on-site water quality basins are proposed to provide treatment of runoff from the development areas. In addition, one large debris and water retention basin is proposed at the downstream end of the project site in the 2.83-acre easement area to provide detention of storm flows and additional water quality treatment. Overall, the existing drainage patterns of the site would be maintained. Off-site runoff would be routed through the site via separate storm drain lines, and discharged at multiple locations to maintain the existing flowpaths of the canyons. Energy dissipaters are proposed to reduce the potential for erosion and scour within the existing flowpaths. On-site runoff would be collected by a separate storm drain system and routed to water quality basins for treatment of low-flow and first-flush runoff.

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

Three debris basins are proposed in the northern portion of the project site near Lots 50/51, 28 and 30/31, respectively. These basins would be utilized to capture off-site flows and would have a design debris event capacity of 7,200, 3,360, and 4,800 cubic yards, respectively. As discussed above, a joint

water quality/debris basin would be located at the downstream end of the project near the project entrance. This would be the largest on-site debris basin with an event capacity of 27,360 cubic yards. The debris basins would be built and vegetated to comply with current County of Los Angeles design standards.

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

3.3.3.7 Site Landscaping, Fuel Modification, and Fire Protection

The proposed new residential and open space lots would be landscaped with native and/or drought-tolerant vegetation to minimize water consumption. Landscaping on the project site would also be carried out within the context of an overall fuel modification plan designed to enhance defensibility in the event of a wildland fire. Figure 3-3 provides a combined conceptual landscape/fuel modification plan.

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

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

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

3.3.3.8 Energy Performance of Homes

The project proposes to reduce energy usage 10 percent below the Title 24 standards. All residences would be required to demonstrate that operation of the residence would exceed Title 24 standards by 10 percent or more prior to issuance of a building permit. In addition, each home would be required to meet additional energy saving measures, specified in the project features. These include enhanced opportunities for future use of solar.

3.3.3.9 Off-site Improvements

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

3.3.4 Annexation/Tariff Map Line Extension

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

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

3.3.5 Project Construction

The project would be completed in three to four phases, with mass grading, utilities (including water and sewer), a gated entryway, backbone roads, debris basins, the water storage tank, environmental mitigation, trails, and related infrastructure improvements all completed as part of the first phase. In

total, project construction is anticipated to occur over an approximately 63-month (5.25-year) period. Construction is anticipated to begin in 2011 and be completed in 2017. However, this is considered to be a conservative estimate since the City's experience with custom residential lots is that sales of these types of properties require additional time to be absorbed by the market. The construction phases are described in greater detail below.

3.3.5.1 Grading and Site Preparation

The hilly topography of the project site would require a substantial amount of grading. In some cases, the tops of hills would be leveled to prepare building pads, and the resultant fill material would be used to level-off other areas or for road construction.

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

3.3.5.2 Site Utilities Construction

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

3.3.5.3 Roadway, Curb and Gutter Construction

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

3.3.5.4 Residential Construction

It is anticipated that the project applicant would offer individual lots or groups of lots to the general public for sale. Depending on market demands, only portions of the project site may be made available for sale at any given time. It is anticipated that most of the homes that would be constructed on the

project site would be custom, executive-style homes that may be constructed by either merchant builders or prospective homeowners.

3.4 Discretionary Approvals

Approval of the Brasada project would require a number of discretionary approvals. According to Sections 15050 and 15367 of the CEQA Guidelines, the City of San Dimas is designated as the Lead Agency for the project. The following list indicates the various discretionary actions that the City would be required to undertake to authorize the proposed project.

1. General Plan Amendments
2. Specific Plan Amendments
3. Tentative Tract Map
4. Development Agreement

Future discretionary permits or approvals granted by the City for the proposed project may include:

1. Grading Permits
2. Encroachment Permits
3. Landscape Plans
4. Residential Site Plans
5. Equestrian Site Plans
6. Other approvals desirable or necessary to implement the proposed project.

CEQA Guidelines Section 15381 provides that a responsible agency is defined as a public agency which proposes to carry out or approve a project, including all public agencies other than the lead agency which have discretionary approval power over a project. The following agencies have been identified as responsible agencies in connection with this project:

1. California Department of Fish and Game (Section 1603 Streambed Alteration Agreement)
2. Regional Water Quality Control Board (Section 401 Water Quality Certification)
3. U.S. Army Corps of Engineers (Section 404 Permit)
4. County Sanitation District of Los Angeles County (annexation of the project site)
5. County of Los Angeles Consolidated Sewer Maintenance District (annexation of the project site)
6. Golden State Water Company (tariff line extension)
7. Los Angeles LAFCO (annexation approval of the project site to the sewer districts identified above)
8. California Public Utilities Commission (tariff map line extension)
9. California Department of Water Resources, Division of Dam Safety (if required by existing project design, approval of an application for the construction of a dam and reservoir)

Under CEQA Guidelines Section 15386, a trustee agency is defined as a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the state of California. For purposes of this project, trustee agencies include the California Department of Fish and Game. In addition, the City would be required to consult with a variety of federal, state, regional, and local agencies as part of the environmental review process being undertaken in connection with this

project. These agencies could include, but are not limited to, the U.S. Fish & Wildlife Service, the U.S. Forest Service, the Governor's Office of Planning and Research, the Native American Heritage Commission, the California Department of Transportation District 7, the South Coast Air Quality Management District, the City of Glendora, the City of La Verne, and the County of Los Angeles. The City has and will consult with these and other agencies through the public circulation process attendant to the preparation of this EIR.

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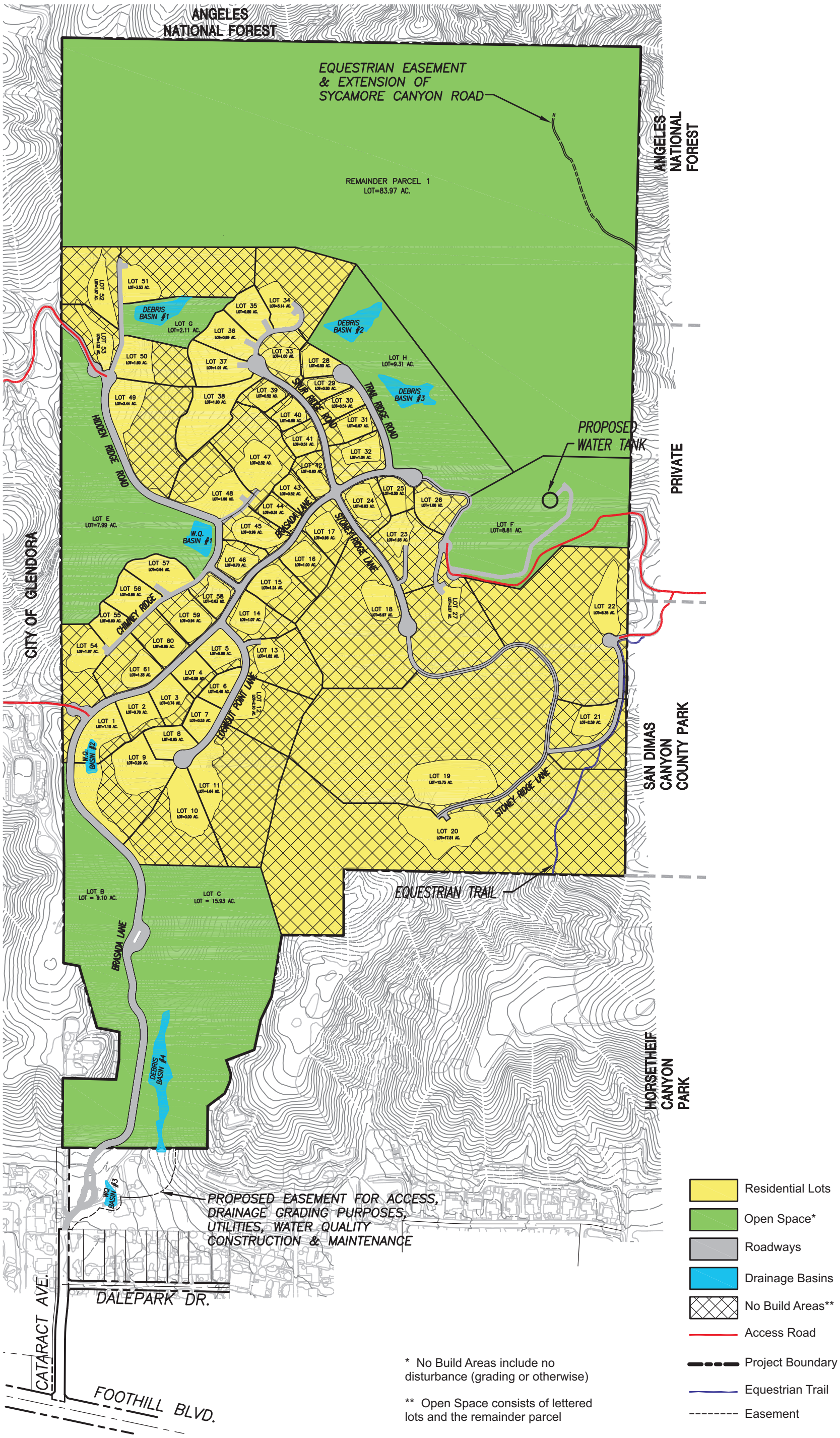


* No Build Areas include no disturbance (grading or otherwise)

** Open Space consists of lettered lots and the remainder parcel

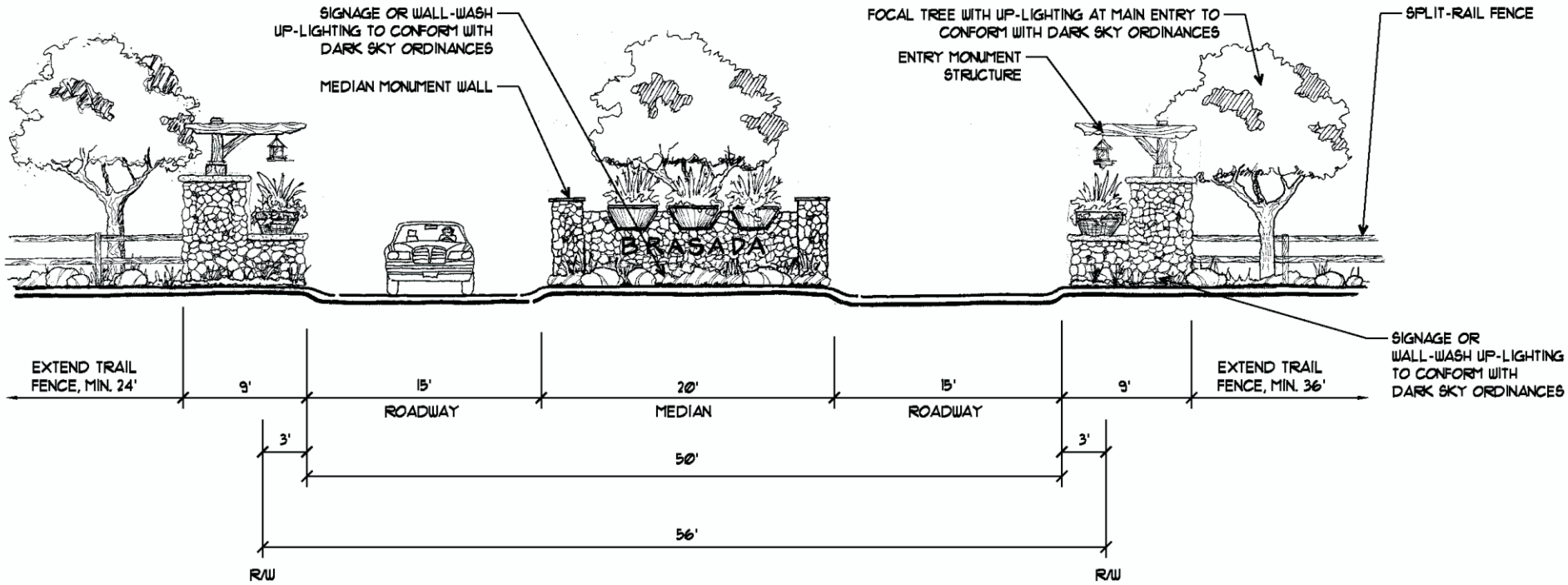
Source: FUSCOE Engineering 2010

PBS&J

No Scale

N

PROPOSED PROJECT SITE PLAN
FIGURE 3-1



Source: FORMA 2010

No Scale

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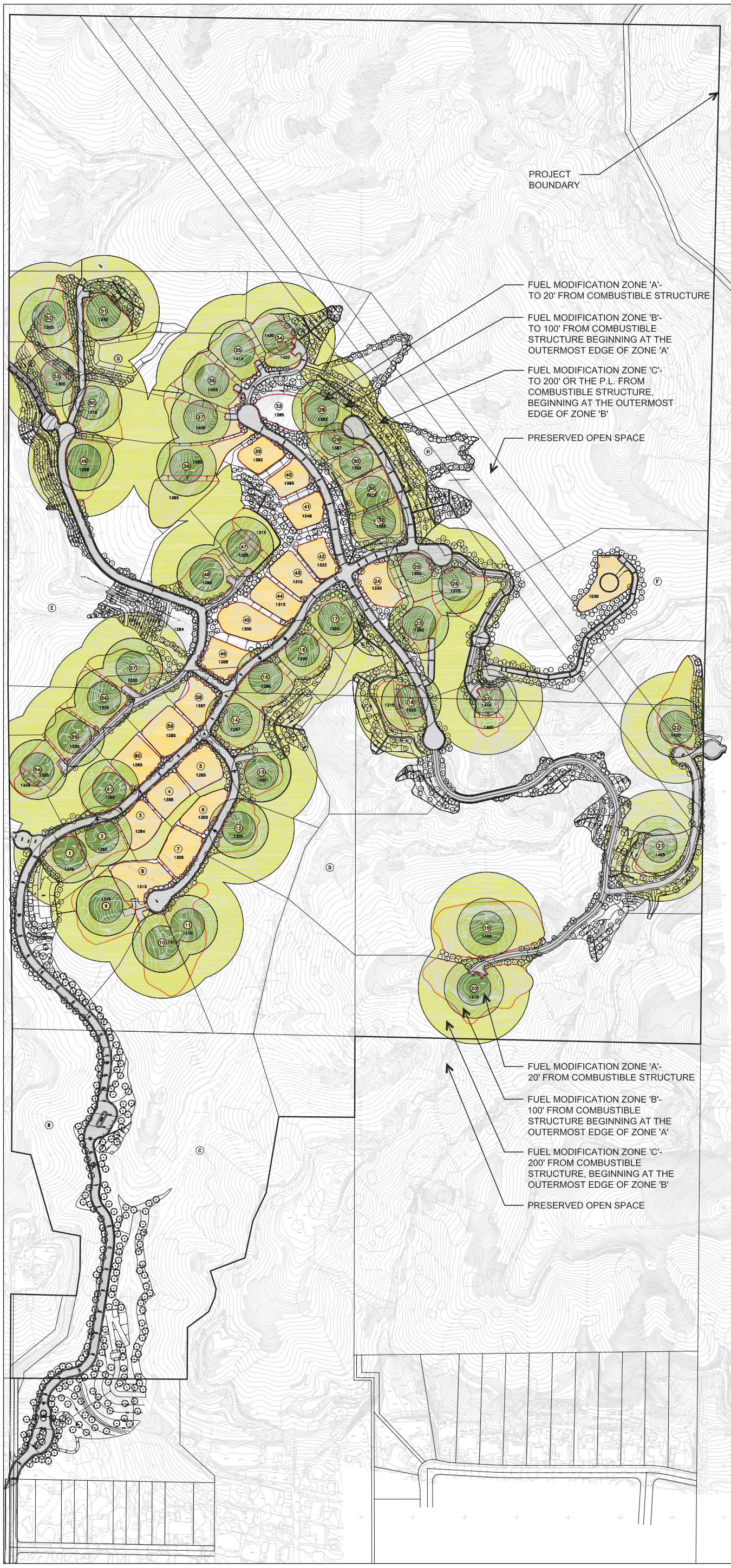
CONCEPTUAL MAIN ENTRY SIGNAGE AND MONUMENT DESIGN
FIGURE 3-2



FUEL MODIFICATION LEGEND

- FUEL MODIFICATION ZONE 'A'- (20' FROM COMBUSTIBLE STRUCTURE)
- FUEL MODIFICATION ZONE 'B'- (100' FROM COMBUSTIBLE STRUCTURE BEGINNING AT OUTERMOST EDGE OF ZONE 'A')
- FUEL MODIFICATION ZONE 'C'- (200' FROM COMBUSTIBLE STRUCTURE BEGINNING AT OUTERMOST EDGE OF ZONE 'A')
- 1 — LOT # - USED AS POINT OF OFFSET FOR FUEL MODIFICATION ZONES
- PAD AND PAD BOUNDARY
- STREET

CONCEPTUAL TREE LEGEND

ENTRY/ MITIGATION TREES

BOTANICAL NAME	COMMON NAME
Aesculus californica	California Buckeye
Juglans californica	California Walnut
Lyonthalmus floribundus asplenifolius	Island Ironwood
Platanus racemosa	California Sycamore
Prunus ilicifolia ilicifolia	Hollyleaf or Island Cherry
Quercus species	Oak

NOTE: Native ground plane plant material will support mitigation trees.

FOCAL/ CANOPY TREES

BOTANICAL NAME	COMMON NAME
Fraxinus species	Ash
Juglans californica	California Walnut
Quercus species	Oak
Ulmus species	Elm

STREETSCAPE & VERTICAL BUFFER TREES

BOTANICAL NAME	COMMON NAME
Platanus racemosa	California Sycamore
Tristania conferta	Brisbane Box
Umbellularia californica	California Bay

SLOPE/ OPEN SPACE TREES

BOTANICAL NAME	COMMON NAME
Cercis occidentalis	Western Redbud
Ginkgo biloba	Maidenhair Tree
Heteromeles arbutifolia	Toyon
Liquidambar styraciflua	American Gum
Prunus lyonii	Catalina Cherry

NOTE: Refer to Plant List on Sheet 2 for additional trees for consideration.

FUEL MODIFICATION NOTE:

GROUND COVERS, SHRUBS, OR TREES FOUND ON THE LOS ANGELES COUNTY FIRE 'UNDESIRABLE PLANT LIST' ARE NOT ALLOWED WITHIN ANY OF THE FUEL MODIFICATION ZONES.

ZONE 'A' - SETBACK ZONE:

EXTENDS 20 FEET BEYOND THE EDGE OF ANY COMBUSTIBLE STRUCTURE, ACCESSORY STRUCTURE, APPENDAGE OR PROJECTION.

LAWN OR GROUND COVERS LESS THAN 4" IN DEPTH. SHRUBS LESS THAN 2' IN HEIGHT, ON 4' CENTERS, TREE BRANCHES MUST BE 10' AWAY FROM ALL OPEN FLAME DEVICES, INCLUDING BBQs AND CHIMNEYS. COASTAL LIVE OAK, WALNUT, OR SYCAMORE PREFERRED IN THIS AREA. TREES LIMBED UP ⅓ THE HEIGHT OR 6' ABOVE GROUND.

NOTE: IF WATER RESTRICTIONS ARE IMPOSED, GROUND COVER TO BE MAINTAINED AT 3" OR LESS.

ZONE 'B' - IRRIGATED ZONE

EXTENDS FROM THE OUTERMOST EDGE OF ZONE 'A' TO 100 FEET FROM STRUCTURE OR TO THE PROPERTY LINE.

GROUND COVERS LESS THAN 4" IN DEPTH. SHRUBS MAINTAINED AT LESS THAN 3' IN HEIGHT, ON 5' CENTERS, TREES LIMBED UP ⅓ THE HEIGHT, WITH 10' BETWEEN CANOPIES. EXISTING OAK TREES MAY RETAIN CLOSED CANOPIES, BUT MUST HAVE UNDERSTORY MAINTAINED AT LESS THAN 4" IN DEPTH.

ZONE 'C' - NATIVE BRUSH THINNING ZONE

EXTENDS FROM THE OUTERMOST EDGE OF ZONE 'B' TO 200 FEET FROM STRUCTURE OR TO THE PROPERTY LINE.

GROUND COVER MAINTAINED AT LESS THAN 4" IN DEPTH. SHRUBS MUST BE MAINTAINED AT LESS THAN 3' IN HEIGHT, AND MUST HAVE A MINIMUM OF 5' BETWEEN CANOPIES. TREES MUST HAVE 10' BETWEEN CANOPIES AND LIMBED UP ⅓ THE HEIGHT OR 6'. OAK, SYCAMORE, OR WALNUT TREES, EXISTING, MAY HAVE CLOSED CANOPIES, BUT UNDERSTORY MUST BE MAINTAINED AT LESS THAN 4" IN DEPTH, AND BRANCHES LIMBED UP 6' FROM GROUND.

NOTE: ALL DRIVEWAYS MUST BE MAINTAINED AS ZONE 'A', WITH VERTICAL CLEARANCE TO THE SKY, PER THE BRASADA SAN DIMAS FIRE PROTECTION PLAN.

NOTE: REFER TO BRASADA SAN DIMAS FIRE PROTECTION PLAN FOR ENTIRE SET OF FUEL MODIFICATION REQUIREMENTS.

Source: FUSCOE Engineering 2010

PBS&J

No Scale

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CONCEPTUAL LANDSCAPE/FUEL MODIFICATION PLAN
FIGURE 3-3