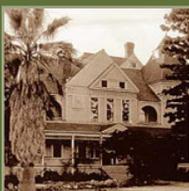




# Brasada Residential Project Environmental Impact Report

SCH # 2010051020

Volume III - Final EIR (Draft EIR Comments,  
Responses and Revisions)



# **BRASADA RESIDENTIAL PROJECT**

## **Environmental Impact Report**

Volume III – Final EIR  
(Draft EIR Comments, Responses and Revisions)

SCH No. 2010051020

Prepared for  
City of San Dimas  
Community Development Department  
245 East Bonita Avenue  
San Dimas, California 91773

Prepared by  
PBS&J  
650 East Hospitality Lane, Suite 450  
San Bernardino, California 92408

November 23, 2010

# CONTENTS

|            |   |           |
|------------|---|-----------|
| <b>1.0</b> | <b>INTRODUCTION .....</b>   | <b>1</b>  |
| <b>2.0</b> | <b>REVISIONS TO THE DRAFT EIR.....</b>                                  | <b>2</b>  |
|            | Revisions to Chapter 3.0, Project Description .....                     | 2         |
|            | Revisions to Section 4.1, Aesthetics .....                              | 3         |
|            | Revisions to Section 4.2, Air Quality .....                             | 3         |
|            | Revisions to Section 4.3, Biological Resources .....                    | 7         |
|            | Revisions to Section 4.6, Greenhouse Gas Emissions.....                 | 8         |
|            | Revisions to Section 4.7, Hazards and Hazardous Materials .....         | 8         |
|            | Revisions to Section 4.8, Hydrology and Water Quality .....             | 10        |
|            | Revisions to Section 4.10, Public Services .....                        | 10        |
|            | Revisions to Section 4.11, Transportation and Traffic.....              | 11        |
|            | Revisions to Section 4.12, Utilities, Service Systems, and Energy ..... | 12        |
|            | Revisions to Chapter 5, Other CEQA Considerations.....                  | 13        |
|            | Revisions to Chapter 6, Alternatives.....                               | 14        |
| <b>3.0</b> | <b>DRAFT EIR COMMENTS AND RESPONSES .....</b>                           | <b>15</b> |
|            | Comment Letter Index.....   | 15        |
|            | Volume III Attachments .....  | 15        |
|            | Comment Letters and Responses .....                                     | 16        |

## Attachments

- Attachment A. CHJ, Inc. Responses to Comments from City of Glendora (November 12, 2010)
- Attachment B. Revised Supplemental Geotechnical Investigation for NJD-owned property in Glendora, California prepared by Leighton and Associates (June 28, 2000)
- Attachment C. L&L Environmental, Inc. Response to EIR Comments – Councilman Denis Bertone Letter (November 16, 2010)
- Attachment D. L&L Environmental., Inc. Addendum to the Biological Assessment, Botanical Survey, and Coastal California Gnatcatcher Survey Update for the Brasada Residential Project (November 18, 2010)
- Attachment E. United States Fish and Wildlife Service Letter Addressing the Notice of Preparation for the Northern Foothills Program Environmental Impact Report (January 21, 1999)
- Attachment F. California Department of Fish and Game Letter Addressing the Notice of Preparation for the Northern Foothills Program Environmental Impact Report (January 25, 1999)

This page intentionally left blank.

# **VOLUME III - FINAL EIR (DRAFT EIR COMMENTS, RESPONSES AND REVISIONS)**

## **1.0 INTRODUCTION**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Draft EIR was prepared by the City of San Dimas (City) on the proposed project. The Draft EIR was submitted to the State Clearinghouse and the Office of Planning and Research and circulated for a 45-day public review period beginning on September 20, 2010, and ending on November 4, 2010 (SCH No. 2010051020). During that time, the document was reviewed by various state and local agencies, as well as by interested individuals and organizations. Written comments were received from the following agencies: City of Glendora, County of Los Angeles Fire Department, County of Los Angeles Department of Public Works, Golden State Water Company, South Coast Air Quality Management District (SCAQMD), Southern California Edison, and County of Los Angeles Department of Parks and Recreation. Written comments were also received from five individuals. Written comment letters are provided below in Section 3.0, Draft EIR Comments and Responses. Verbal comments were received during the City of San Dimas Planning Commission Hearing on October 20, 2010. A letter was received from the Governor's Office of Planning and Research indicating that the State Clearinghouse had submitted the Draft EIR to selected state agencies for review. All comments received by the City have been fully addressed in written responses. The public review comments and the City's corresponding responses are provided at the end of this section.

This Final EIR includes the following items as required in Section 15132 of the State CEQA Guidelines:

- Revisions or clarifications to the Draft EIR
- Comments and recommendations received on the Draft EIR
- List of persons, organizations and public agencies commenting on the Draft EIR
- Responses of the lead agency to significant environmental points raised in the review, and
- Any additional information considered pertinent by the lead agency.

## 2.0 REVISIONS TO THE DRAFT EIR

The Final EIR includes minor text revisions to the Draft EIR made in response to comments received during the public review period. The new information identified below was added to the EIR to clarify or amplify the existing text, consistent with State CEQA Guidelines Section 15088.5(b). The text revisions listed below do not constitute significant new information pursuant to Section 15088.5 of the CEQA Guidelines. As stated in Section 15088.5(a) of the CEQA Guidelines, significant new information includes a new significant environmental impact that would result from the proposed project or a new mitigation measure; a substantial increase in the severity of an environmental impact, unless mitigated to a less than significant level; a feasible project alternative or mitigation measure considerably different from others previously identified that would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Material added or deleted to the Draft EIR and technical reports is summarized below. Text changes are identified in tracking mode (strikeout/underline), so that the original and revised text may be compared.

### Revisions to Chapter 3.0, Project Description

In response to a letter submitted by the Golden State Water Company dated November 2, 2010 (see Comment Letter F) a minor change was made to the text within Section 3.3.3.5, Utilities, on page 3-8 of the Draft EIR. This revision was made to more accurately describe the project's proposed on-site water infrastructure.

*Water to the project site would be supplied by a proposed ~~eight~~ 12-inch on-site mainline connecting to an existing water supply line south of the project site beneath Cataract Avenue. A water tank approximately ~~7500~~,000-gallons in size would be located on an 8.81 acre lot (Lot F) near the eastern edge of the project site.*

A minor text revision was made under Section 3.3.3.7, Site Landscaping, Fuel Modification, and Fire Protection, on page 3-9 of the Draft EIR. This revision was made to clarify the description of the proposed project's fuel modification zones.

*Zone A (~~zero to~~ 20 to 50 feet from the combustible 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 the combustible structure, beginning at the outermost edge of Zone A, or to property line): 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 the combustible structure, beginning at the outermost edge of Zone B, 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.*

## Revisions to Section 4.1, Aesthetics

In response to a letter submitted by the Golden State Water Company dated November 2, 2010 (see Comment Letter F) a minor text change was made to Section 4.1.3.1, Issue 1 – Visual Character and Quality, on page 4.1-5 of the Draft EIR. This revision was made to more accurately describe the project's proposed on-site water infrastructure.

*Similarly, the proposed 750,000-gallon water tank would be set into a hillside and would be painted and landscaped to blend into the terrain.*

In response to a letter submitted by the Golden State Water Company dated November 2, 2010 (see Comment Letter F) a minor text change was made to Section 4.1.3.2, Issue 2 – Scenic Vistas, on page 4.1-7 of the Draft EIR. This revision was made to more accurately describe the project's proposed on-site water infrastructure.

*Similarly, the proposed 750,000-gallon water tank would be set into a hillside and would be painted and landscaped to blend into the terrain.*

## Revisions to Section 4.2, Air Quality

In response to a letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), the following information was added to Section 4.2.2.3, Local Regulations, on page 4.2-10 of the Draft EIR. This discussion was added to clarify that the proposed project is a large operation and would be subject to additional requirements. This revision was also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

*Rule 403 includes additional requirements for large operations, which are operations that would result in an excess of 100 acres of disturbed surface area; or any earthmoving operation which exceeds a daily earth-moving or throughput volume of 7,700 cubic meters (10,000 cubic yards) three times during the most recent 365-day period. Large operations are required to submit a Large Operation Notification Form (Form 403N) to the SCAQMD. Larger operations are subject to the requirements listed in Table 4.2-4 and 4.2-5, and must also maintain and submit records of actions taken to comply with these measures. The additional requirements for large operations do not include any additional dust control measures. Due to the extent of grading required for the proposed project, to would be considered a large operation.*

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), the following information was added to Section 4.2.3.2, Issue 2 – Conformance to Federal and State Ambient Air Quality Standards, on page 4.2-16 of the Draft EIR. This revision was made to amplify the

information related to construction emissions. This revision was also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

*The demolition phase assumed that 100,000 cubic feet of demolition would be required to demolish the existing caretaker’s quarters, stable, and barn. The demolition phase would take one month to complete, or approximately 22 working days. To be conservative, it was assumed that a maximum of 5,000 cubic feet would be demolished each day.*

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), Table 4.2-9, Construction Maximum Daily Emissions, on page 4.2-17 of the Draft EIR and Table 4.2-13, Localized Construction Emissions Concentrations, on page 4.2-23 of the Draft EIR, have been revised. These revisions were made to clarify that a maximum of 5,000 cubic feet per day would be demolished during project construction. These revisions were also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

**Table 4.2-9 Construction Maximum Daily Emissions**

| Construction Phase                              | Pollutant Emissions (pounds per day) |                 |           |                 |                  |                   |
|---|--------------------------------------|-----------------|-----------|-----------------|------------------|-------------------|
|   | CO                                   | NO <sub>x</sub> | ROG       | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Demolition                                      | <del>65</del>                        | <del>97</del>   | 1         | 0               | <del>31</del>    | 1                 |
| Mass Grading <sup>(1)</sup>                     | 60                                   | <b>141</b>      | 16        | 0               | <b>7,725</b>     | <b>1,617</b>      |
| Trenching                                       | 9                                    | 15              | 2         | 0               | 1                | 1                 |
| Paving  | 10                                   | 15              | 3         | 0               | 1                | 1                 |
| Sum of Building Construction and Coating Phases | 31                                   | 17              | 6         | 0               | 1                | 1                 |
| Building Construction                           | 31                                   | 17              | 4         | 0               | 1                | 1                 |
| Coating   | 0                                    | 0               | 2         | 0               | 0                | 0                 |
| <b>SCAQMD Threshold</b>                         | <b>550</b>                           | <b>100</b>      | <b>75</b> | <b>150</b>      | <b>150</b>       | <b>55</b>         |
| Significant Impact?                             | No                                   | <b>Yes</b>      | No        | No              | <b>Yes</b>       | <b>Yes</b>        |

<sup>(1)</sup> Assuming a maximum land disturbance of five acres per day.  
 Bold = Exceeds SCAQMD threshold  
 ROG = reactive organic gases; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; PM<sub>10</sub> = respirable particulate matter;  
 PM<sub>2.5</sub> = fine particulate matter; SO<sub>x</sub> = sulfur oxides  
 Source: URBEMIS 2007.

**Table 4.2-13 Localized Construction Emissions Concentrations**

| Construction Phase   | Maximum Construction Emissions (pounds/day) |                 |                  |                   |
|--|---|-----------------|------------------|-------------------|
|  | CO  | NO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Impacts to Proposed Residences</b>                              |   |                 |                  |                   |
| Building Construction and Coating                                  | 31  | 17              | 1                | 1                 |
| Allowable emissions at 25 meters (80 feet)                         | 1,566                                       | 236             | 12               | 7                 |
| Significant Impact?  | No  | No              | No               | No                |
| <b>Impacts to Off-site Residence – Demolition and Mass Grading</b> |   |                 |                  |                   |
| Demolition   | <del>65</del>                               | <del>97</del>   | <del>31</del>    | 1                 |
| Mass Grading <sup>(1)</sup>  | 60  | 141             | <b>7,725</b>     | <b>1,617</b>      |
| <b>Allowable emissions at 200 meters (660 feet)</b>                | 7,011                                       | 426             | 82               | 28                |
| Significant Impact?  | No  | No              | <b>Yes</b>       | <b>Yes</b>        |

| Construction Phase   | Maximum Construction Emissions (pounds/day) |                 |                  |                   |
|--|---|-----------------|------------------|-------------------|
|  | CO  | NO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Impacts to Off-site Residence – All Other Construction Phases</b> |   |                 |                  |                   |
| Trenching  | 9   | 15              | 1                | 1                 |
| Paving   | 10  | 15              | 1                | 1                 |
| Building Construction and Coating                                    | 31  | 17              | 1                | 1                 |
| <b>Allowable emissions at 50 meters (160 feet)</b>                   | <b>2,158</b>                                | <b>265</b>      | <b>36</b>        | <b>9</b>          |
| Significant Impact?  | No  | No              | No               | No                |

<sup>(1)</sup> Assuming a maximum land disturbance of five acres per day.

Bold = significant impact

ROG = reactive organic gases; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; PM<sub>10</sub> = respirable particulate matter;

PM<sub>2.5</sub> = fine particulate matter; SO<sub>x</sub> = sulfur oxides

Source: URBEMIS 2007, SCAQMD 2009b

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), the following revisions were made to Section 4.3.2.2, Issue 2 – Conformance to Federal and State Ambient Air Quality Standards, on page 4.2-10 of the Draft EIR. These revisions were made to clarify and amplify mitigation measure AQ-2A. These revisions were also made to the Executive Summary of the Draft EIR which lists the mitigation measure in Table ES-1, Project Direct and Cumulative Impacts and Mitigation Measures, and to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

**AQ-2A** **Construction Best Management Practices.** *During all grading activities for the proposed project, the project applicant shall ensure implementation of the following best management practices (BMPs) to reduce the emissions of NO<sub>x</sub> and fugitive dust (PM<sub>10</sub> to PM<sub>2.5</sub>). Prior to issuance of a grading permit, the City Engineer shall verify that these BMPs are specified on the grading plan.*

- i. No more than five acres of land shall be disturbed per day.*
- ii. All grading equipment shall be EPA rated Tier 2 or above, shall use aqueous diesel fuel, and shall be fitted with a diesel oxidation catalyst that reduces emissions of NO<sub>x</sub> by at least 20 percent, and shall be outfitted with BACT devices certified by CARB. Any construction control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier inspection, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*
- iii. When feasible, construction equipment shall be powered using electricity rather than diesel or gasoline powered generators.*
- iv. All vehicles and equipment shall be properly tuned and maintained according to the manufacturers' specifications.*
- v. All exposed soil areas shall be watered a minimum of three times per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water*

*shall be applied at a frequency to be determined by the on-site construction superintendent.*

- vi. Graded areas on slopes shall be provided with temporary hydroseeding and areas with cleared vegetation and graded slopes shall be irrigated as soon as possible following grading activities in areas that will remain in disturbed condition (but will not be subject to further construction activities) for a period greater than five days during the construction phase.*
- vii. All transported material shall be securely covered to prevent fugitive dust.*
- viii. All vehicles on the construction site shall be operated at speeds less than 15 miles per hour.*
- ix. All diesel trucks shall be prohibited from idling in excess of five minutes, both on-site and off-site.*
- x. All non-paved haul roads, parking, and staging areas shall be watered at least three times per day.*
- xi. All stockpiles that will not be utilized within three days shall be covered with plastic or equivalent material, to be determined by the on-site construction contractor, or they shall be sprayed with a non-toxic chemical stabilizer.*
- xii. Soil stabilizers shall be applied to any disturbed area that is to remain inactive for more than five consecutive days. For prolonged periods of inactivity, re-application of soil stabilizer shall be conducted as appropriate to eliminate visible dust from leaving the site.*
- xiii. Ground cover in disturbed areas shall be replaced within 30 days of the completion of construction activities. Dust suppression shall be required for all disturbed areas where ground cover has not yet been re-established.*
- xiv. All soil/debris/fill materials being loaded or unloaded at the site shall be watered down sufficiently within 15 minutes of its loading/unloading. The materials shall be saturated to the point where no visible dust plumes are generated during loading/unloading activities.*
- xv. Install wheel washers where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment prior to leaving the site.*
- xvi. Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.*
- xvii. Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.*
- xviii. Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.*
- xix. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.*
- xx. Construction activities that have the potential to affect traffic flow off-site shall be scheduled during off-peak traffic hours to the extent practicable.*

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), the following text was added to Section 4.2.3.3, Issue 3 – Impacts to Sensitive Receptors, on page 4.2-21 of the Draft EIR. This text was added to clarify that the proposed project would comply with SCAQMD Rule 1403 – Asbestos Removal. This revision was also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

**Asbestos**

Construction workers may be potentially exposed to asbestos during demolition of older buildings that contain asbestos. A significant impact related to asbestos would occur if the proposed project would conflict with applicable regulations to protect construction workers from asbestos exposure.

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), the following text was added to Section 4.2.3.3, Issue 3 – Impacts to Sensitive Receptors, on page 4.2-24 of the Draft EIR. This information was added to clarify that the proposed project would comply with SCAQMD Rule 1403 – Asbestos Removal. This revision was also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

**Asbestos**

Due to the age of the existing buildings on the project site, these buildings may contain asbestos. Demolition activities would be required to comply with SCAQMD Rule 1403, Asbestos Removal. Compliance with this rule is required by the SCAQMD and the City of San Dimas. The proposed project does not include any proposed features that would interfere with implementation of Rule 1403. Therefore, this impact would be less than significant.

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), the following text was added to Section 4.2.3.3, Issue 3 – Impacts to Sensitive Receptors, on page 4.2-24 of the Draft EIR. This information was added to further clarify that the proposed project would comply with Rule 1403 – Asbestos Removal. This revision was also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

The project site would not be sited near a source of TAC emissions that would result in impacts to project residents. Demolition activities of the project site would comply with SCAQMD Rule 1403.

## Revisions to Section 4.3, Biological Resources

In response to a letter submitted by Denis Bertone dated November 1, 2010 (see Comment Letter N), the following text was revised in Section 4.3.1.1, Biological Survey Methods, on page 4.3-1 of the Draft EIR. This text was added to clarify the information related to focus species surveys conducted for the project.

*2) a field reconnaissance to identify plants and animals on the proposed project site and to determine the presence or absence of habitat for species of concern; and 3) specific habitat assessments and/or focused surveys for special status plant species, coastal California gnatcatcher, southwestern willow flycatcher, least Bell's vireo, California red-legged frog, quino checkerspot butterfly, and mature trees.*

In response to the letter submitted by Denis Bertone dated November 1, 2010 (see Comment Letter N), the following information was revised in Table 4.3-3, Special Status Wildlife Species, on page 4.3-17 of the Draft EIR. This information was revised to clarify the closest occurrence of a Bald Eagle to the proposed project site. In response to the letter submitted by Denis Bertone, an addendum letter has been prepared to Appendix C, Biological Assessment (L&L Environmental 2010), of the Draft EIR, which describes this new information. The addendum letter determined that the new information related to the Bald Eagle would not change the analysis or conclusions provided in the Biological Assessment.

**Table 4.3-3 Special Status Wildlife Species (Excerpt)**

|  |   |                                      |  |
|--|---|--------------------------------------|--|
| Haliaeetus leucocephalus<br>Bald eagle | Breeds in large trees, usually near major rivers or lakes; winters more widely; wide but scattered distribution in North America; especially coastal regions. | Fed: Delisted<br>Ca: END<br>NDDB: S2 | LOW – No suitable large bodies of water. Closest record <del>Big Bear, San Bernardino</del> <u>Puddingstone Reservoir, Los Angeles County</u> . May occasionally forage. |
|--|---|--------------------------------------|--|

Source: L&L 2010

## Revisions to Section 4.6, Greenhouse Gas Emissions

In response to the letter submitted by the SCAQMD dated November 4, 2010 (see Comment Letter G), Table 4.6-2, Estimated GHG Emissions from Project Construction, and the associated text, on page 4.6-13 of the Draft EIR have been revised. These revisions were made to clarify the information related to demolition-phase construction emissions. This revision was also made to Appendix B, Air Quality and Greenhouse Gas Technical Report (PBS&J 2010).

**Table 4.6-2 Estimated GHG Emissions from Project Construction**

| Construction Phase         | CO <sub>2</sub> e (metric tons) |
|----------------------------|---------------------------------|
| Demolition                 | <del>11</del> 8                 |
| Mass Grading               | 1,095                           |
| Trenching                  | 19                              |
| Paving                     | 47                              |
| Building Construction      | 1,786                           |
| Coating                    | 2                               |
| <b>Total GHG Emissions</b> | <b><del>2,960</del> 957</b>     |

Source: URBEMIS 2007 (output data is provided in Appendix B)

*CO<sub>2</sub>e emissions associated with construction of the proposed project would contribute approximately 2,960~~957~~ MT CO<sub>2</sub>e to the regional GHG inventory.*

## Revisions to Section 4.7, Hazards and Hazardous Materials

The following text was revised in the summary box in Section 4.7.2.3, Issue 2 – Emergency Response Plans and Routes, on page 4.7-5 of the Draft EIR. This revision was made to correct a typographical error in the description of mitigation measure Tra-3A.

### Hazards and Hazardous Materials Issue 2 Summary

**Would implementation of the proposed project impair or interfere with an adopted emergency response plan or emergency evacuation plan?**

**Impact:** Implementation of the proposed project would have the potential to conflict with local emergency access routes.

**Mitigation:** Improve one secondary emergency access route to LACoFD City standards (mitigation for this impact is provided in Section 4.11.3.3 of this EIR as **Tra-3A**).

**Significance Before Mitigation:** Significant.

**Significance After Mitigation:** Less than significant. However, if mitigation measure Tra-3A is found to be infeasible, then the impact would be significant and unavoidable.

A text revision was made to Section 4.7.3.2, Issue 2 – Emergency Response Plans and Routes, on page 4.7-7 of the Draft EIR. This revision was made to clarify the information related to emergency response plans and routes.

*Currently, these off-site roadways do not meet LACoFD standards, as the City of San Dimas applies those standards, which generally require access roads to meet a 24-foot minimum roadway width and be all weather accessible. While the proposed project provides a number of benefits to firefighting capability in the area, including the provision of emergency access points, additional water availability, and fuel modification measures, the condition of existing off-site roadways presents a potential hazard associated with project site evacuation from an event such as a wildfire to be used for secondary access is inadequate. If the proposed project were able to provide one additional emergency access route (other than the main entrance off Cataract Avenue) that meets City ~~and LACoFD~~ standards, the impact would be reduced to a less than significant level. However, because none of the proposed off-site emergency access routes are currently proposed to be improved to meet City ~~and LACoFD~~ standards, they are considered to be inadequate for the purpose of emergency response and evacuation.*

A text revision was made to the summary box in Section 4.7.3.3, Issue 3 – Wildland Fire Hazards, on page 4.7-8 of the Draft EIR. This revision corrected a typographical error related to mitigation measure Haz-3A.

### Hazards and Hazardous Materials Issue 3 Summary

**Would implementation of the proposed project 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?**

**Impact:** Implementation of the proposed project would place structures and people at risk of wildland fire.

**Mitigation:** ~~Acceptance by the Los Angeles County Fire Department of an~~ Approval of a Fire Protection Plan by the City of San Dimas Development Services Department (Haz-3A).

**Significance Before Mitigation:** Significant.

**Significance After Mitigation:** Less than significant.

## Revisions to Section 4.8, Hydrology and Water Quality

In response to a letter submitted by the City of Glendora dated November 2, 2010 (see Comment Letter C), a text revision has been made to Section 4.8.3.4, Issue 4 – Flood Hazards, on page 4.8-19 of the Draft EIR. This revision was made to correct a typographic error associated with an incomplete sentence.

*The project area has the potential to experience flooding from severe storm activity or local drainage problems; however, implementation of construction and post-construction BMPs, including water quality and debris detention basins, would reduce this potential impact to a less than significant level. ~~Therefore, the proposed project would not~~*

## Revisions to Section 4.10, Public Services

In response to the letter submitted by the Golden State Water Company dated November 2, 2010 (see Comment Letter F), the following revision was made to Section 4.10.3.1, Issue 1 – Fire Protection, on page 4.10-7 of the Draft EIR. This revision was made to clarify the project’s proposed on-site water infrastructure improvements.

*Further, the proposed project would include the construction of roadways and the provision of fire-related services (fire hydrants and a 7500,000 gallon water tank that would provide water supply for emergency fire service), which would aid in the provision of fire protection to the project site and surrounding area.*

In response to a letter submitted by the County of Los Angeles Department of Parks and Recreation dated November 9, 2010 (see Comment Letter M) the following revision was made to the summary box in Section 4.10.3.4, Issue 4 – Parks and Trails, on page 4.10-10 of the Draft EIR. This revision was made to clarify the language in mitigation measure Pub-4A.

| <b>Public Services Issue 4 Summary</b>   |  |
|--|--|
| <b>Would implementation of the proposed project result in the deterioration of existing park or trail facilities or require the development or expansion of park or trail facilities, the construction of which might have an adverse effect on the environment?</b> |  |
| <b>Impact:</b> Implementation of the proposed project would include construction of new equestrian trail that would have a potentially adverse physical effect on the environment.   | <b>Mitigation:</b> City of San Dimas and <u>U.S. Forest Service</u> consultation ( <b>Pub-4A</b> ); Equestrian Commission review ( <b>Pub-4B</b> ); and other applicable mitigation measures in other sections of this EIR (aesthetics, air quality, biological resources, cultural resources, geology and soils and hydrology). |
| <b>Significance Before Mitigation:</b> Significant.  | <b>Significance After Mitigation:</b> Less than significant.   |

In response to the letter submitted by the County of Los Angeles Department of Parks and Recreation dated November 9, 2010 (see Comment Letter M) the following text was revised in Section 4.10.3.4, Issue 4 – Parks and Trails, on page 4.10-12 of the Draft EIR. This revision was made to correct and clarify the language in mitigation measure Pub-4A. This revision was also made to the Executive Summary section of the EIR, which lists the mitigation measure in Table ES-1, Project Direct and Cumulative Impacts and Mitigation Measures.

**Pub-4A** *Prior to approval of the final tract map, the applicant shall consult with the City of San Dimas and the U.S. Forest Service Los Angeles County Department of Parks and Recreation to ensure that operation of the proposed project would not result in the degradation of existing equestrian and/or hiking trails maintained by these agencies. If necessary, a trail maintenance plan shall be prepared and signed by all parties to ensure that trail degradation would not occur.*

In response to the letter submitted by the Golden State Water Company dated November 2, 2010 (see Comment Letter F), a text revision was made to Section 4.10.4.1, Fire Protection, on page 4.10-13 of the Draft EIR. This revision was made to clarify the project's proposed on-site water infrastructure improvements.

*Because the proposed project would provide improved roads, fire hydrants and a new 7500,000 gallon water tank that would provide water supply for emergency fire service, the proposed project would improve the existing condition of the project site with respect to fire protection.*

## Revisions to Section 4.11, Transportation and Traffic

The following text revision was made to Section 4.11.3.2, Issue 2 – Transportation Hazards, on page 4.11-10 of the Draft EIR. This revision was made to clarify information related to the provision of on-site parking.

*A similar 20-foot-wide roadway would provide access to the proposed water tank. Parking would be accommodated on each individual lot. Emergency access routes are discussed below in Section 4.11.3.3, Issue 3 – Emergency Access.*

A text revision was made to Section 4.11.3.2, Issue 2 – Transportation Hazards, on page 4.11-11 of the Draft EIR. This revision was made to clarify information provided in mitigation measure Tra-2B. This revision was also made within the Executive Summary section of the EIR, which lists the mitigation measure in Table ES-1, Project Direct and Cumulative Impacts and Mitigation Measures.

**Tra-2B** *Prior to issuance of a grading permit for proposed on-site roadways, project plans shall demonstrate to the satisfaction of the City Engineer that traffic signage and striping are consistent with the standards identified in the County of Los Angeles Traffic Ordinance No. 6544 California Manual on Uniform Traffic Control Devices.*

A text revision was made in Section 4.11.3.3, Issue 3 – Emergency Access, on page 4.11-13 of the Draft EIR. These revisions were made to clarify information related to emergency access.

*Currently, these off-site roadways do not meet LACoFD standards, as the City of San Dimas applies those standards, which generally require access roads to meet a 24-foot minimum roadway width and be all weather accessible. The existing condition of the off-site roadways presents a potential hazard associated with project site evacuation from an event such as a wildfire. If the proposed project were able to provide one additional emergency access route (other than the main entrance off Cataract Avenue) that meets City ~~and LACoFD~~ standards, the impact would be reduced to a less than significant level. However, because none of the proposed off-site emergency access routes are currently proposed to be improved to meet City ~~and LACoFD~~*

*standards, they are considered to be inadequate for the purpose of emergency access. This would result in a significant impact.*

**Summary**

*Currently, these off-site roadways do not meet City and LACoFD standards. While the proposed project provides a number of benefits to firefighting capability in the area, including the provision of emergency access points, additional water availability, and fuel modification measures, the lack of a secured access route on the project’s eastern or western boundary and the existing sub-standard condition of off-site roadways to be used for access result in inadequate emergency access to the project site.*

A text revision was made to the summary box in Section 4.11.3.3, Issue 3 – Emergency Access, on page 4.11-11 of the Draft EIR. This revision was made to correct a typographical error regarding fire standards.

| <b>Transportation and Traffic Issue 3 Summary</b>  |  |
|--|--|
| <b>Would implementation of the proposed project result in inadequate emergency access?</b>         |  |
| <b>Impact:</b> Implementation of the proposed project would result in inadequate emergency access. | <b>Mitigation:</b> Improve one secondary emergency access route to LACoFD-City standards ( <b>Tra-3A</b> ).  |
| <b>Significance Before Mitigation:</b> Significant.  | <b>Significance After Mitigation:</b> Less than significant. However, if mitigation measure Tra-3A is found to be infeasible then the impact would be significant and unavoidable. |

## Revisions to Section 4.12, Utilities, Service Systems, and Energy

In response to a letter submitted by the County of Los Angeles Department of Public Works dated November 1, 2010 (see Comment Letter E), text revisions were made to Section 4.12.1.1 Wastewater, on page 4.12-1 of the Draft EIR. These revisions were made to clarify and amplify the wastewater environmental setting information.

*The CSM ~~trunk~~ maintained local sewer closest to the proposed project site is an eight-inch line located to the south of the project site, beneath Cataract Avenue.*

*Within the vicinity of the proposed project site, local sewers operated and maintained by CSMD transport sewage flows to the CSD sewer ~~main~~ facilities for treatment. CSD ~~trunk sewer main~~ lines transport sewage to the San Jose Creek Water Reclamation Plant (WRP) for treatment.*

In response to the letter submitted by the County of Los Angeles Department of Public Works dated November 1, 2010 (see Comment Letter E), additional text was added to Section 4.12.2.2, State Regulatory Framework, on page 4.12-6 of the Draft EIR. This information was added to clarify and amplify the regulatory framework discussion.

**California Solid Waste Reuse and Recycling Access Act of 1991 - Assembly Bill 1327**

AB 1327 was signed into law on October 11, 1991 and added Chapter 18 to Part 3 of Division 30 of the Public Resources Code. Chapter 18 is known as the California Solid Waste Reuse and Recycling Access Act of 1991. Chapter 18 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop by March 1, 1993, a model ordinance for adoption of recyclable materials in development projects. Local agencies were then required to adopt the model, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If, by that date, a local agency had not adopted its own ordinance, the model ordinance adopted by the CalRecycle took effect and shall be enforced by the local agency. The City of San Dimas did not adopt its own ordinance and utilizes the model ordinance adopted by CalRecycle. The Department of Public Works is the local enforcement agency.

In response to the letter submitted by the Golden State Water Company dated November 2, 2010 (see Comment Letter F), text revisions were made to Section 4.12.3.2, Issue 2 – New Water or Wastewater Facilities, on page 4.12-10 of the Draft EIR. These revisions were made to clarify the description of the project's proposed on-site water infrastructure.

*A new ~~eight~~-12-inch water pipeline would be constructed and connected to an existing off-site GSWC water supply pipeline near the intersection of Cataract Avenue and Dalepark Drive. The existing off-site GSWC supply line is sized adequately to serve the proposed project and would not require expansion. The new ~~eight~~-12-inch water main would extend northeasterly under proposed on-site roadways, including Brasada Lane, to the proposed 7500,000 gallon on-site water storage tank located in the eastern central portion of the project site. In order to convey the water uphill to the water tank, a water pump station would be constructed in the southwest portion of the project site, north of the project's main entry gate, near the connection with the existing GSWC supply line in Cataract Avenue. The proposed water storage tank would provide water storage for use within the project site and water supply for emergency fire service. As discussed in Section 4.1 (Aesthetics) the water tank would be set into a hillside and would be painted and landscaped to blend into the terrain. ~~Another~~The new 12 ~~eight~~-inch water main would also be constructed under the proposed project roadways from the water tank downhill to serve the proposed residences.*

## Revisions to Chapter 5, Other CEQA Considerations

The following text revisions were made to Section 5.3, Significant and Unavoidable Environmental Impacts, on page 5-8 of the Draft EIR, under the heading Hazardous Materials (Emergency Response and Evacuation Plans). These revisions were made to clarify the information related to emergency access.

*Currently, these off-site roadways do not meet LaCoFD standards, as the City of San Dimas applies those standards, which require access roads to meet a 24-foot minimum roadway width and be all weather accessible. While the proposed project provides a number of benefits to firefighting capability in the area, including the provision of emergency access points, additional water availability, and fuel modification measures, the condition of the off-site roadways presents a potential hazard associated with project site evacuation from an event such as a wildfire. Therefore, because the proposed off-site emergency evacuation routes do not meet City LaCoFD standards, they are considered to be inadequate. This would result in a significant impact.*

The following text revision was made to Section 5.3, Significant and Unavoidable Environmental Impacts, on page 5-8 of the Draft EIR, under the heading Transportation and Traffic (Emergency Access). This revision was made to clarify the information related to emergency access.

*Currently, these off-site roadways do not meet LACoFD standards, as the City of San Dimas applies those standards, which generally require access roads to meet a 24-foot minimum roadway width and be all weather accessible.*

## Revisions to Chapter 6, Alternatives

The following text was revised in Section 6.2.2, Reduced Project Alternative (38 lots), under the heading Greenhouse Gas Emissions on page 6-9 of the Draft EIR. These revisions were made to clarify the discussion related to greenhouse gas emissions.

*Although the Reduced Project Alternative would result in less GHG emissions than the proposed project, the construction and operational emissions associated with the 38 residences development of this alternative would result in the increased exposure of 38 residences to adverse climate change effects and would result in a significant climate change hazards impact.*

The following text was revised in Section 6.2.4, Improved Emergency Access Alternative, under the heading Aesthetics on page 6-18 of the Draft EIR. This revision was made to clarify the information related to this alternative's development footprint.

*When compared to the proposed project, the Improved Emergency Access Alternative would result the same significant visual character and quality and lighting and glare impacts because the development footprint would be the same as the proposed project, plus additional improvements to off-site roadways.*

The following text was revised in Section 6.2.4, Improved Emergency Access Alternative, under the heading Air Quality on page 6-19 of the Draft EIR. This revision was made to correct a typographical error that incorrectly mentioned the Development Configuration Alternative in the discussion of air quality impacts for the Improved Emergency Access Alternative.

After construction, the Improved Emergency Access Alternative ~~Development Configuration Alternative~~ would result in the same operational emissions as the proposed project because the same number of residences would be constructed.

The following text was revised in Section 6.2.4, Improved Emergency Access Alternative, under the heading Greenhouse Gas Emissions on page 6-20 of the Draft EIR. These revisions were made to clarify the discussion related to greenhouse gas emissions.

*Similar to the proposed project, this alternative's construction and operational GHG emissions development of this alternative would result in the increased exposure of 61 residences to adverse climate change effects and would result in a significant impact to climate change hazards.*

## 3.0 DRAFT EIR COMMENTS AND RESPONSES

As stated above in Section 1.0, Introduction, a total of 13 written comment letters were submitted to the City of San Dimas during the public review period for the Brasada Residential Project Draft EIR. In addition, verbal comments were received during the City of San Dimas Planning Commission Hearing on October 20, 2010. All comment letters received were individually numbered, as indicated below in the Comment Letter Index. Responses to each comment were then prepared by the City. The numbered comment letters and responses are provided below under the heading Comment Letters and Responses.

### Comment Letter Index

- A State Clearinghouse (November 4, 2010)
- B City of San Dimas Planning Commission Hearing Minutes (October 20, 2010)
- C City of Glendora (November 2, 2010)
- D County of Los Angeles Fire Department (October 18, 2010)
- E County of Los Angeles Department of Public Works (November 1, 2010)
- F Golden State Water Company (November 2, 2010)
- G South Coast Air Quality Management District (November 4, 2010)
- H Southern California Edison (November 5, 2010)
- I David Jallo (November 4, 2010)
- J Rudy and Gracie Laurretta (October 20, 2010)
- K Mrs. Petrokowitz (November 4, 2010)
- L Diana Sandgren (November 4, 2010)
- M County of Los Angeles Department of Parks and Recreation (November 9, 2010)
- N Denis Bertone (November 1, 2010)

### Volume III Attachments

Additional documentation referenced in the responses to comments is attached to the end of this section. These documents include:

- Attachment A CHJ, Inc. Responses to Comments from City of Glendora (November 12, 2010)
- Attachment B Revised Supplemental Geotechnical Investigation for NJD-owned property in Glendora, California prepared by Leighton and Associates (June 28, 2000)
- Attachment C L&L Environmental, Inc. Response to EIR Comments – Councilman Denis Bertone Letter (November 16, 2010)
- Attachment D L&L Environmental, Inc. Addendum to the Biological Assessment, Botanical Survey, and Coastal California Gnatcatcher Survey Update for the Brasada Residential Project (November 18, 2010)

Attachment E United States Fish and Wildlife Service Letter Addressing the Notice of Preparation for the Northern Foothills Program Environmental Impact Report (January 21, 1999)

Attachment F California Department of Fish and Game Letter Addressing the Notice of Preparation for the Northern Foothills Program Environmental Impact Report (January 25, 1999)

## **Comment Letters and Responses**

The written comment letters provided on the following pages were submitted to the City of San Dimas during the public review period for the Brasada Residential Project Draft EIR. All comment letters received were individually numbered and responses to each comment were then prepared by the City. As shown on the following pages, the City's response is provided on the right side of the page opposite individually numbered comments within each comment letter. Some comment letters received during the Draft EIR public review period contained comments that resulted in changes to the Final EIR text. These changes to the text are summarized above in the Revisions to the Draft EIR section.

COMMENTS



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Cathleen Cox  
Acting Director

November 4, 2010

Larry Stevens  
City of San Dimas  
245 East Bonita Avenue  
San Dimas, CA 91773

Subject: Brasada Residential Project  
SCH#: 2010051020

Dear Larry Stevens:

A-1.

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on November 3, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

State Clearinghouse (11/4/10)

A-1 This comment letter states that the Governor's Office of Planning and Research (OPR) submitted the Draft EIR to selected State agencies for review. The letter also confirms that the Draft EIR public review period closed on November 3, 2010 and no State agencies submitted comments to OPR on the Draft EIR by that date. No further response is necessary.

**COMMENTS**

**Document Details Report  
 State Clearinghouse Data Base**

**SCH#** 2010051020  
**Project Title** Brasada Residential Project  
**Lead Agency** San Dimas, City of

**Type** EIR Draft EIR

**Description** Currently, the project site is essentially undeveloped and vacant, and is located in hilly terrain that is cut by numerous canyons and drainages. The proposed 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 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 facilities); and an easement for an approximately 2.83-acre portion of property to the south for the purpose of access, drainage, 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 Tentative Map and the 2.83-acre easement area, consists of a total acreage of approximately 273 acres. 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.

**Lead Agency Contact**

**Name** Larry Stevens  
**Agency** City of San Dimas  
**Phone** 909 394-6250 **Fax**  
**email**  
**Address** 245 East Bonita Avenue  
**City** San Dimas **State** CA **Zip** 91773

**Project Location**

**County** Los Angeles  
**City** San Dimas  
**Region**  
**Lat / Long** 34° 8' 8.63" N / 117° 48' 26.03" W  
**Cross Streets** Foothill Blvd. and Cataract Ave  
**Parcel No.**  
**Township** 1N **Range** 9W **Section** 27,34 **Base**

**Proximity to:**

**Highways** SR-66, SR-210 & SR-57  
**Airports** No  
**Railways** No  
**Waterways** Shay Canyon, Shuler Canyon, Wildwood Canyon  
**Schools** Shull Elem  
**Land Use** Undeveloped/Specific Plan No. 25/Northern Foothills

**Project Issues** Biological Resources; Archaeologic-Historic; Geologic/Seismic; Landuse; Public Services; Traffic/Circulation; Water Quality; Aesthetic/Visual; Agricultural Land; Air Quality; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Growth Inducing; Minerals; Noise; Population/Housing Balance; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Vegetation; Water Supply; Wetland/Riparian

**COMMENTS**

**RESPONSES**

**Document Details Report  
State Clearinghouse Data Base**

---

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Cal Fire; Department of Water Resources; Department of Parks and Recreation; Office of Emergency Management Agency, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; California Energy Commission; Native American Heritage Commission; Public Utilities Commission

---

**Date Received** 09/20/2010    **Start of Review** 09/20/2010    **End of Review** 11/03/2010

COMMENTS

**CITY OF SAN DIMAS  
PLANNING COMMISSION  
MINUTES**

Regularly Scheduled Meeting  
Wednesday, October 20, 2010 at 7:00 p.m.  
201 E. Bonita Avenue, Senior Citizen/Community Center Multi-Purpose  
Room

---

**Present**

Chairman Jim Schoonover  
Commissioner David Bratt  
Commissioner John Davis  
Commissioner Stephen Ensberg  
Assistant City Manager for Community Development Larry Stevens  
Assistant Planner Michael Concepcion  
Assistant Planner Marco Espinoza  
Planning Commission Secretary Jan Sutton

**Absent**

Commissioner M. Yunus Rahi

**CALL TO ORDER**

Chairman Schoonover called the regular meeting of the Planning Commission to order at 7:00 p.m. and Commissioner Bratt led the flag salute.

**CONSENT CALENDAR**

1. Approval of Minutes: October 6, 2010 (Bratt absent)

**MOTION:** Moved by Ensberg, seconded by Davis to approve the Consent Calendar. Motion carried 3-0-1-1 (Rahi absent, Bratt abstained).

**PUBLIC HEARINGS**

2. **RECEIVE PUBLIC COMMENTS ON A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE BRASADA RESIDENTIAL PROJECT (Public Review Period September 20, 2010 to November 4, 2010)** – A proposed 61 single-family residential development on 273 acres located in the western portion of the Northern Foothills of San Dimas.

**Assistant City Manager Larry Stevens** stated the public comment period for the DEIR began on September 20, 2010 and will conclude on November 4, 2010. Typically the City will hold a hearing during the public comment period to provide an opportunity for people to provide oral comments, which are treated the same as written comments under the CEQA process.

## COMMENTS

## RESPONSES

Planning Commission Minutes  
October 20, 2010

Page 2

The environmental documents are available for review at Temporary City Hall, the San Dimas Branch of the County Library, and on-line on the City's website.

There are some other aspects to the project, such as amending the General Plan and Specific Plan No. 25, approving the Tentative Tract Map to subdivide the property, and executing a Development Agreement. While the proposed project is the basis for the environmental documents, it is not the topic for the public hearing tonight and comments should be focused on the DEIR or consist of informational questions. He stated the public hearing for the other items is tentatively scheduled for November 17, 2010 and a separate hearing notice will be mailed to everyone that received a notice about tonight's hearing.

**Assistant City Manager Stevens** stated after the City received the preliminary application from the developer, it was determined based on the Initial Study that some of the environmental impacts would be significant and required a certain level of analysis. The City hired an environmental consultant to prepare the required documents under CEQA. All of the work is the product of the City, but has been paid for by the developer. He introduced Kim Howlett and Diane Catalano from PBS&J, the consultants hired by the City, who will be presenting the findings of the DEIR relative to the proposed project.

**Kim Howlett, PBS&J**, stated the proposed project is to subdivide the 273-acre project site into 61 single-family residences, seven common area lots, one 83-acre parcel for potential open space, and related infrastructure. He outlined the seven objectives of the project, including implementation of the Settlement Agreement with NJD by amending the City's General Plan and Specific Plan No. 25, adopting amendments that are sensitive to the unique character of the Northern Foothills, establishing density and development standards while keeping development in less visually intrusive areas and increasing open space.

**Diane Catalano, PBS&J**, explained the process required by CEQA and the nine Technical Studies which were prepared for the EIR. Twelve issues are addressed in the EIR and key topics will be discussed tonight, including aesthetics, air quality, biology, geology and soils, and hazards and hazardous materials. She explained how certain issues were infeasible to mitigate and would remain significant and unavoidable, and how others could be mitigated to less than significant. She also showed four potential emergency access routes on both the east and west sides since currently there is only one direct access route proposed for the project. She then discussed other impacts requiring mitigation such as Historical, Archaeological, Paleontological Resources; Hazards related to Climate Change; Parks and Trails; Transportation Hazards; and Utilities.

As part of the review, Project Alternatives exploring ways that most of the basic project objectives could be attained, while reducing or avoiding significant environmental impacts of the original proposed project, were analyzed. The No Build Alternative is required by CEQA, and would reduce all impacts, but it would not meet any of the project objectives. The Reduced Project Alternative of building only 38 lots would meet or partially meet six of the eight project objectives. The Development Configuration Alternative would have a similar site plan but would reduce the building pad size by 10 percent on each lot. While this would reduce the grading by 300-400,000 cubic yards of cut/fill, it would result in steeper roadway grades; but it would also reduce impacts to several categories and meet all project objectives. The Improved Emergency Access Alternative would maintain the same footprint as the proposed project but would improve up to four offsite emergency access routes to L.A. County Fire Department and/or City standards while still meeting all project objectives. She then explained the public review process, and how once it was concluded the Response to Comments and Final EIR would be prepared and public hearings would be held by the Planning Commission and City Council before approval was granted.

## COMMENTS

## RESPONSES

Planning Commission Minutes  
October 20, 2010

Page 3

**Assistant City Manager Stevens** showed the location of the project north of Foothill Boulevard, up Cataract Avenue along the Glendora city boundary line. The public access to the community gate will be an extension of Cataract and then into private streets. The bulk of the parcels will be in the old stable area which has had buildings in that area in the past. Possible emergency access roads would be on existing motorways. One possible route to the west would be across property the applicant owns in Glendora, while another possibility to the east would cross private property leading to Sycamore Canyon Road. The green area on the map is primarily open space or debris basins and will remain undeveloped. The 80-acre parcel proposed for dedication to the City or for open space will be deed restricted from development. Cross-hatched areas on the map, while under private ownership, would also be restricted from development. The plain yellow areas are future pad areas. He then explained about the debris catch basin systems, and where the new water tank to service the project would be located. This is just the first in a series of public hearings; tonight was to receive comments on the DEIR and then tentatively in November the Planning Commission will be holding the public hearing on the other project components, with a possible hearing before the City Council in December.

**Commissioner Ensberg** asked who actually hired the consulting firm and who determined which categories were necessary for study.

**Assistant City Manager Stevens** stated he interviewed and hired the consulting firm. The areas to study were identified in the Initial Study, and then PBS&J finalized the areas of impact to be analyzed. They have an in-house component which did a majority of the work, and the traffic study was conducted by an outside traffic consultant. There were some additional studies in the Technical Appendices which were performed by the applicant's technical consultants and then peer reviewed by PBS&J.

**Commissioner Ensberg** asked what the process is if something under the Project Alternatives is not accomplished, such as the second access route for emergencies. What happens to the project then?

**Assistant City Manager Stevens** stated they have currently reviewed the project based on a worse-case scenario, which is a single means of access. If that is the only access provided, then the environmental impact is significant and unavoidable and the process is to disclose that impact. When it comes to the decision-making portion of the process and you have an impact that is significant and unavoidable, then you can adopt over-riding findings. If they can demonstrate there is one satisfactory emergency access, then they could reduce the finding as reasonable with mitigation. He stated they are still working on getting a second means of access.

**Commissioner Ensberg** asked if the second means of access in an area within San Dimas so they have some control over that.

**Assistant City Manager Stevens** stated each of the four alternatives have different situations. The western alternative goes through property owned by the applicant but is in the City of Glendora, so it is uncertain if they can get approval from Glendora and can it be approved to meet the required standards. They have had some discussions with the City of Glendora and will have further discussions, but Glendora has been in litigation with the developer in the past similar to San Dimas, and there currently is no application pending in Glendora's boundaries. The possible access routes to the east would involve going through the County Park, and there has been no response on if that option would be available. The northeast route goes through private property and then the County Park before it arrives at a public road, so there has been no mutually satisfactory resolution to guarantee access on any of the proposed options.

## COMMENTS

## RESPONSES

Planning Commission Minutes  
October 20, 2010

Page 4

### City of San Dimas Planning Commission Hearing Minutes (10/20/10)

**Commissioner Davis** asked if the secondary access was the only significant issue after construction is completed.

**Assistant City Manager Stevens** stated that is one and the other would be aesthetics. The only way to improve aesthetics was discussed in the Alternatives.

**Commissioner Davis** wanted to clarify that the Alternative were proposed by the City, not the developer.

**Assistant City Manager Stevens** stated all four Alternatives were determined by the City and they tried to identify under CEQA reasonable and feasible alternatives. It is a way to compare the original proposal to other choices and possibilities as part of the decision making process.

**Commissioner Bratt** asked how close the homes on Lots 19 and 20 would be the houses located on Maverick. He also stated it seemed the DEIR addresses slope erosion and sliding during construction but not after completion, and that this area has been prone to landslides in the past. He asked what mitigation measures were proposed for after construction.

**Assistant City Manager Stevens** stated he did not have an exact figure but estimated lots 19 and 20 would be between 700-800 feet away, plus there is a knoll which will block the view to a large part of that area. He stated most of the soils analysis was conducted where disturbance would occur, and then as development occurs, there will be various mitigation measures put in place to control slope erosion. The developer is also avoiding landslide areas so they shouldn't be a factor. If they are properly directing water from the project to the catch basins, the canyon areas should not be exacerbated by the development. While it is a possibility to get slippage over time, it shouldn't be near any homes if the appropriate engineering and geologic practices are followed.

**Commissioner Davis** asked since the developer owns property in Glendora, will there be cumulative impacts to be considered for development in Glendora.

**Assistant City Manager Stevens** stated they don't have to consider cumulative projects until an application has been filed, so the property owned by the developer in Glendora was not analyzed at this time. There is a project that was factored in at Cataract and Foothill for a condominium development, and they looked at that for traffic impacts.

Chairman Schoonover opened the meeting for public comments. Addressing the Commission were:

B-1.

**Rene Arguelles, 1229 Hidden Creek Road, San Dimas, CA 91773**, who stated as a first responder himself with the L.A. County Sheriff's Department, he felt that having only one emergency access was inadequate. He felt if either of the two possible roads through San Dimas were chosen, then another EIR would need to be done because those routes would cross both public and private property. He felt there would be potential problems if another road was not built for emergency situations.

**Assistant City Manager Stevens** stated they are working diligently on having additional access provided. He stated depending on where it was located would determine if additional EIR analysis was required or if a Mitigated Negative Declaration could be prepared depending on how it was improved, how wide it would be and the impacts on the blue line stream.

B-2.

**Michael Mohajer, P.O. Box 3334, San Dimas, CA 91773**, stated in regards to the traffic analysis, since the developer has issues with the City of Glendora, and if we don't want to deal

B-1

The Draft EIR evaluates emergency access issues in Section 4.7, Hazards and Hazardous Materials, (Issue 2 – Emergency Response Plans and Routes) and in Section 4.11, Transportation and Traffic (Issue 3 – Emergency Access). Both of these sections disclose that emergency access to and from the proposed project site would be provided from Cataract Avenue. While the project proposes to use existing motorways, without improvement, to the east and west as secondary emergency access routes, the Draft EIR analyzed these routes and concluded that they did not meet City and Los Angeles County Fire Department (LACoFD) standards in their existing condition. Additionally, portions of these roads traverse private land and at the time of the Draft EIR it was not clear whether any private owners would consent to their use. The Draft EIR determined that the provision of one emergency access route, along Cataract Avenue, would be inadequate to serve the proposed project. Therefore, the proposed project's impacts related to emergency access were determined to be significant. Mitigation measure Tra-3A requires the project applicant to provide at least one additional emergency access route to serve the proposed project site that is improved to City standards. With implementation of this mitigation measure, the project's impacts related to emergency access would be reduced to below a level of significance. However, due to separate jurisdictional approvals and the public and private property ownership authorizations that may be required to obtain a second emergency access route, the City may find mitigation measure Tra-3A to be infeasible. If mitigation measure Tra-3A is determined to be infeasible, the proposed project would have a significant and unavoidable impact related to emergency access because only one emergency access route would be provided. If mitigation measure Tra-3A is determined feasible and implemented, additional environmental analysis or a Mitigated Negative Declaration may be required to evaluate the environmental impacts associated with the improvements to the additional off-site emergency access route. The applicant has already improved an existing road on its Glendora property adjacent to the proposed project site to 20-foot wide with an all weather surface and believes this meets the mitigation measure. There is now an all weather emergency access from the proposed project site all the way to public streets through Glendora. Prior to commencing work, the applicant informed Glendora of its intentions and provided plans to them. The City was invited to observe the improvements. No discretionary permits were required. As a result, the work was not a

## COMMENTS

## RESPONSES

Planning Commission Minutes  
October 20, 2010

Page 5

B-2.  
cont

with the potential of traffic coming from the City of Glendora, then it needs to be specified that the City of San Dimas will not allow regular traffic from the west. He was not opposed if the developer wanted to create an emergency access through their property in Glendora, but did not want to see a route through Glendora used for regular access.

**Assistant City Manager Stevens** stated the City of Glendora has included in the Circulation Element of their General Plan a prohibition of public streets crossing city boundary lines, so before regular traffic to San Dimas could ensue, they would need to amend their General Plan. If they were to propose such a change in the future, then it would be appropriately analyzed at that time.

B-3.

**John LeFave, 2640 E. Country Club Drive, P.O. Box 2329, Glendora, CA 91740**, stated his property backs up to Cataract and his biggest concern was with flooding and landslides, because there have been problems in the past with the private road that currently goes up the hill being flooded by mud, and wanted to know what would be done to correct that with this development.

**Assistant City Manager Stevens** stated that the existing driveway to the house on the San Dimas side will be altered in terms of its location, but the property owner will have a protected easement to allow access to the new road extending off of Cataract. The intent of the design is to capture all of the water that comes down the hills and control it so that there isn't any flooding from the development or any existing sources. They are studying the hydrology carefully and will also have Los Angeles County Flood Control review it before approving the final tract map. The City understands the problem and is endeavoring to address it so there will be no problems once the project is completed.

B-4.

**Charles Brown, 2778 Terrebonne Avenue, San Dimas, CA 91773**, and president of the Northern Foothills Conservancy, wanted to know how this EIR fits into the Northern Foothills Plan that was adopted several years ago allowing no more than one house per five acres, or one house per lot.

**Assistant City Manager Stevens** stated there some proposed changes to the General Plan and Specific Plan that were done in conjunction with the EIR in 1999, and those changes are identified in detail in Chapter 4.9 of the DEIR. The bulk of the changes are limited to the subject project site, but there will be a couple of minor changes that may affect all of the specific plan area.

B-5.

**Charles Brown, 2778 Terrebonne**, stated after the Northern Foothills plan was passed, even though the unpaved portion of the Sycamore Canyon Motorway is behind a locked gate, he has noticed a significant amount of traffic going across that road. He is concerned about the impacts of the traffic from 61 homes on Cataract Avenue and Foothill Boulevard. He also

B-6.

wanted to know if they are taking any steps to address what will be done to mitigate the impacts of a partially constructed project if the developer stops and never finishes the project. He also

B-7.

wanted to know if these properties were designed to be horse property and if so, have they considered how they are going to evacuate livestock during emergencies. He also wanted to

B-8.

know how many of these homes would be seen from the freeway, or San Dimas in general, because he was concerned that the hillsides would appear dotted with houses. He felt this was

B-9.

a very steep area which would require massive grading and felt this was an area that was not meant for development because of that steepness.

**Assistant City Manager Stevens** stated the DEIR does not specifically address a partially completed project. Staff is looking at provisions that can be implemented as part of the Tentative Tract Map to minimize impacts to surrounding properties if there is stoppage of the

project under CEQA. The City has not determined if this improvement satisfies TRA 3-A.

B-2

The proposed project does not propose any primary access routes to the west through the City of Glendora. As stated above in response to comment B-1, the primary access to the project site would be from Cataract Avenue in San Dimas. This route would be used by regular vehicular traffic to access the site. The project's proposed secondary emergency access routes are described in Section 3.3.3.4, Access and Circulation. As stated in this section, four existing secondary emergency access routes would potentially be utilized to provide emergency access points along the eastern and western (Glendora) boundaries of the project site. Modifications to these motorways are not proposed as part of the project. Approvals from City of San Dimas would be required to allow use of these additional access points for the proposed project. It is anticipated that each emergency access route 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 only. 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. As stated above in response to comment B-1, mitigation measure Tra-3A identified in Section 4.11, Transportation and Traffic (Issue 3 – Emergency Access) requires the project applicant to improve at least one additional emergency access route to City standards to serve the proposed project site. There are four potential routes that would provide secondary emergency access to the project site, two of which would be through the City of Glendora. However, after improvement to City standards, these routes would remain available for emergency access only. Therefore, any emergency access route through the City of Glendora would not be open to the public.

This comment appears to be referring to access associated with potential future development on property adjacent to the proposed project site within the City of Glendora owned by the applicant. With regard to traffic coming from the City of Glendora into the City of San Dimas, the City of Glendora has included in the Circulation Element of their General Plan a prohibition of new public streets in subdivisions crossing city boundary lines. Therefore, before regular traffic to San Dimas from the City of Glendora could ensue, the City of Glendora would need to amend their General Plan. If the City of Glendora were to propose such an amendment, it would be appropriately analyzed at that time. Additionally, future development of property adjacent to the project site in Glendora is speculative at this time as there is no application for development being processed on that site.

## COMMENTS

## RESPONSES

- B-3 The Draft EIR addresses onsite and offsite hazards associated with flooding in Section 4.8, Hydrology and Water Quality, and onsite and offsite hazards associated with landslides and mudflows in Section 4.5, Geology and Soils. Section 4.8.3.4, Issue 4 – Flood Hazards, states that a deficient storm drain condition currently exists at the northern terminus of Cataract Avenue, downstream from the mouth of Schuler Canyon. This condition is caused by two inadequately sized catch basins near the terminus of Cataract Avenue. Due to the lack of adequate drainage capacity in the catch basins, localized pooling occurs at this location during large storm events, often on an annual basis. Construction of a new detention basin at the mouth of Schuler Canyon is proposed as part of the project in compliance with the National Pollution Discharge Elimination System Construction General Permit, and applicable requirements of the San Dimas Municipal Code Stormwater Management and Discharge Regulations. In addition, the project must comply with the Los Angeles Flood Control District and California Division of Dam Safety, as applicable. The installation of the detention basin would substantially improve the currently deficient condition by being adequately sized to detain storm flows and not allowing them to flood downstream areas of Cataract Avenue, as they currently do. Therefore, the proposed project would improve the off-site flooding condition on Cataract Avenue.

With regard to landslides and mudslides, Draft EIR Section 4.5.3.1, Issue 1 – Exposure to Seismic-Related Hazards, identifies that multiple identified landslides and some unrecognized landslide deposits exist on the project site. Due to the existence of documented and undocumented landslides, the proposed project would have the potential to expose persons and structures to the substantial adverse effects associated with landslides. However, implementation of mitigation measure Geo-1A would reduce onsite and offsite hazards associated with landslides to a level below significant. In addition, it was determined in Section 4.5.3.3, Issue 3 – Soil and Slope Instability that the proposed project has a high potential for debris flows to occur, which would have the potential to impact the project site and surrounding area. However, implementation of mitigation measures Geo-1A, Geo-2A, Geo-3A and Geo-3B would reduce impacts related to mudflows to a level below significant. Therefore, both flooding and landslide issues have been adequately addressed in the Draft EIR.

- B-4 The proposed project's consistency with Specific Plan No. 25, the land use plan for the Northern Foothills area, is evaluated in Section 4.9, Land Use and Planning, of the Draft EIR. The proposed project includes a number of proposed amendments to the Specific Plan that will, if adopted, revise the Specific Plan's current guidelines as they apply to the proposed project and in some instances the entire

## COMMENTS

## RESPONSES

Specific Plan area. Table 4.9-2 within Section 4.9.3.1, Issue 1 – Applicable Land Use Plans, Policies, and Regulations, identifies the objectives and policies found in the various sections of Specific Plan No. 25 that are relevant to the proposed project and provides an evaluation of the proposed project’s consistency with these objectives and policies. Table 4.9-2 also identifies which Specific Plan No. 25 guidelines would be amended to achieve consistency with the proposed project. In addition to the amendments listed in Table 4.9-2, the proposed project would include revisions to the language in Section 18.52.010 of Specific Plan No. 25, Purpose and Intent. Further, the proposed project would also create a separate subarea of Specific Plan No. 25 to accommodate the project-specific attributes of the proposed project. The majority of the proposed amendments and revisions to Specific Plan No. 25 would be limited to the project site, although some changes would affect the entire Specific Plan area. With approval of the proposed amendments to Specific Plan No. 25, the proposed project would be consistent with the Specific Plan.

B-5 The comment regarding observances of traffic on an unpaved portion of Sycamore Canyon Motorway does not pertain to the adequacy or accuracy of information provided in the Draft EIR; therefore, no further response is required.

B-6 Traffic impacts on Cataract Avenue and Foothill Boulevard from implementation of the proposed project are addressed in Section 4.11, Transportation and Traffic. Section 4.11.3.1, Issue 1 – Increases in Traffic, states that implementation of the proposed project would result in the generation of approximately 584 Average Daily Traffic (ADT) trips. At the intersection of Cataract Avenue/Foothill Boulevard, the project would contribute 46 trips during the AM peak hour and 62 trips during the PM peak hour. This increase in trip generation would not cause the intersection to operate at an unacceptable Level of Service. Additionally, the increase in trip generation from implementation of the proposed project would not warrant signalization of the Cataract Avenue/Foothill Boulevard intersection and would not result in inadequate queuing during peak hours at this intersection. Therefore, implementation of the proposed project would not result in a substantial increase in traffic on Cataract Avenue or Foothill Boulevard and impacts are considered less than significant.

There is no evidence to suggest that the proposed project would not be completed, nor is that part of the project description. Therefore, non-completion of the project is speculative and is not addressed in the Draft EIR. The Draft EIR evaluates the most conservative, worst-case scenario of the proposed project,

## COMMENTS

## RESPONSES

which accounts for completed construction and operation of 61 residential homes. If the project applicant was to stop project construction prior to project completion, the applicable mitigation measures identified in the Draft EIR would still be enforced to reduce the environmental impacts of the disturbed portions of the site. Implementation of the mitigation measures identified throughout the various sections of the Draft EIR would reduce the majority of environmental impacts associated with construction and operation of the proposed project to a level below significant. However, even with mitigation, impacts related to Aesthetics (Visual Character and Quality), Air Quality (Construction-related Air Quality Emissions and Impacts to Local Sensitive Receptors), Hazardous Materials (Emergency Response and Evacuation Plans), and Transportation and Traffic (Emergency Access) would be potentially significant and unavoidable. The City will consider provisions to minimize impacts to surrounding properties if there is a stoppage of the project mid-construction that can be implemented a condition of approval of the Tentative Tract Map.

- B-7 Nine of the 61 proposed residential lots would be designated as equestrian lots; however, it would be up to the individual homeowner if horses are boarded onsite. No livestock other than horses would be permitted on the equestrian lots. Emergency access issues are addressed in Section 4.7, Hazards and Hazardous Materials, and Section 4.11, Transportation and Traffic. The evaluation of emergency access within the Draft EIR assumes that in the event of an emergency, residents would gather important belongings before evacuating, which would include horses and other domestic pets. Refer to response to comment B-1 for a discussion of the proposed project's impacts to emergency access.
- B-8 An evaluation of the potential for the proposed project to be visible from off-site areas is provided in Section 4.1, Aesthetics. The analysis in Section 4.1.3.2, Issue 2 - Scenic Vistas, determined that implementation of the proposed project would have a very limited effect on existing scenic vistas because it would not be readily visible from the majority of surrounding lower-lying areas in the City, although some development would be visible from some off-site locations. The exact number of homes that would be visible from off-site locations has not been evaluated. The EIR analysis determined that the proposed project would be relatively unobtrusive from the majority of off-site locations and specific site characteristics and project design features would limit the visual impact of the project. For these reasons, it was determined that the proposed project's direct and cumulative impacts to scenic vistas would be less than significant.

Although the proposed project would have a less than significant impact to scenic vistas, the potential for residential development to be visible from off-

## COMMENTS

## RESPONSES

site areas exists. Further, Section 4.1.3.1, Issue 1 – Visual Character and Quality, determined that implementation of the proposed project would involve grading and landform alteration that would substantially degrade the existing visual character of the site and/or its surroundings. Although mitigation measure Aes-1A would be implemented to reduce the impact, it would not be reduced to a less than significant level. Therefore, the proposed project’s direct and cumulative impacts to visual character and quality would remain significant and unavoidable.

- B-9 The hilly topography of the project site would require a substantial amount of grading, approximately 1,300,000 cubic yards. However, grading would be balanced onsite. A significant amount of the property, approximately 83 acres, consisting mostly of the northern and upland portion of the project site, is proposed for open space and natural habitat conservation. This open space area is comprised of significant steep hill areas, which would be preserved. Additionally, the majority of the proposed residential lots would be located in the relatively lower and flatter “bowl” area of the project site, not on steep hills. Chapter 3, Project Description, Section 3.3.5.1, Grading and Site Preparation, more fully describes the grading process that would be required to construct the proposed project. Impacts related to the steep topography of the project site are addressed in Section 4.5, Geology and Soils. As discussed in that section, implementation of the identified mitigation measures would enable the proposed project to be developed on the steep topography without resulting in significant impacts.

## COMMENTS

Planning Commission Minutes  
October 20, 2010

Page 6

project mid-construction. He stated only nine of the 61 parcels are designed to be equestrian lots, and the Equestrian Commission has also raised the concern about having a livestock evacuation plan, and this will be addressed further in the Specific Plan. As to how many houses will be seen from lower vantage points, that has not been determined yet. There are some natural topographic features that will obscure some of them, but possibly a third of the homes will be visible. He stated the developer is intending the bulk of homes will have view opportunities and is working to maximize that, while Staff is working on how the view will be from the exterior looking in.

- B-10.** **Sherry Breskin, 1123 Lassen Court, San Dimas, CA 91773**, stated she was concerned with how large the footprints of the houses will be and hoped that they would not be building a tract of McMansions. She was also interested to know if this project would be comprised of mixed housing prices. She was concerned about potential impacts on the habitat areas, and whether this project would be gated off with no public access for people who currently hike or ride their horses in this area. She also wanted to know why the section on Cultural Resources was not available for public viewing and who had access to that section of the DEIR. She was wondering if it was limited because the area had been used as a graveyard for early settlers.
- B-11.**
- B-12.**

**Assistant City Manager Stevens** stated it is standard in the industry relative to cultural and archeological resources to minimize specific location disclosure information for fear that those sites could be altered, disturbed or visited by people looking for resources in an uncontrolled manner. The sites are identified and recorded with the appropriate state agency, but who has access to that information is very limited to prevent disturbance of the sites. He stated he was not aware of any graveyards in that area.

**Assistant City Manager Stevens** stated the written responses to the comments received during the comment period will be made available prior to the next set of hearings, and that if anyone had additional questions or concerns, they could also come to the City Hall to discuss them with Staff.

There being no further response, the public comments were closed.

**Chairman Schoonover** reiterated the public review period was from September 20, 2010 to November 4, 2010 so if anyone had any other concerns, they can submit those to Temporary City Hall prior to the close of the review period.

### ORAL COMMUNICATION

#### 3. Director of Development Services

**Assistant City Manager Stevens** stated Director Dan Coleman would be returning to work from his leave the first week in November.

#### 4. Members of the Audience

No communications were made.

#### 5. Planning Commission

No communications were made.

## RESPONSES

- B-10** Chapter 3, Project Description, provides a description of the proposed residential development under Section 3.3.3.1, Residential Lots. The proposed project would consist of 61 residential lots ranging in size from 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. Nine of the residential lots are proposed to be designated as equestrian lots. 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. Under the California Environmental Quality Act (CEQA), the Draft EIR is not required to evaluate housing prices or the economic aspects of the project. However, it is assumed that housing prices would vary depending upon lot size and location.

- B-11** Section 4.3, Biological Resources, describes the project's potential to impact habitat areas and biological resources. The analysis provided in Section 4.3.3.1, Issue 1 - Candidate, Sensitive, or Special Status Plant Species, determined that the proposed project would result in direct and indirect impacts to special status plant species. Implementation of mitigation measures Bio-1A, Bio-1B, Bio-1C, Bio-1D, Bio-1E, and Bio-1F would reduce impacts to these plant species to a level below significant. Section 4.3.3.2, Issue 2 - Candidate, Sensitive, or Special Status Wildlife Species, determined that the proposed project would result in direct and indirect impacts through habitat modification to special status wildlife species. Implementation of mitigation measures Bio-1B, Bio-1C, Bio-1D, Bio-1F, Bio-2A, Bio-2B, and Bio-2C would reduce this impact to a level below significant. Section 4.3.3.3, Issue 3 - Riparian Habitat and Other Sensitive Natural Communities, determined that the proposed project would result in direct impacts to coastal sage scrub and California walnut woodland habitats. Implementation of mitigation measures Bio-1B, Bio-1C, Bio-1D, Bio-1E, Bio-1F, Bio-3A, Bio-3B and Bio-6A would reduce these impacts to a level below significant. Section 4.3.3.4, Issue 4 - Wetlands, determined that the proposed project would result in impacts to six acres of drainages. Implementation of mitigation measures Bio-1B, Bio-1C, Bio-1D, Bio-1E, Bio-1F, Bio-4A, Bio-4B and Bio-4C would reduce impacts to drainages to a level below significant. Section 4.3.3.6, Issue 6 - Local Policies or Ordinances and Habitat Conservation Plans, determined that the proposed project would conflict with the San Dimas Mature Tree Ordinance. Implementation of mitigation measure Bio-6A would reduce this impact to a level below significant.

**COMMENTS****RESPONSES**

Planning Commission Minutes  
October 20, 2010

Page 7

**ADJOURNMENT**

**MOTION:** Moved by Ensberg, seconded by Davis to adjourn. Motion carried 4-0-1 (Rahi absent). The meeting adjourned at 8:24 p.m. to the regular Planning Commission meeting scheduled for November 3, 2010.

\_\_\_\_\_  
Jim Schoonover, Chairman  
San Dimas Planning Commission

ATTEST:

\_\_\_\_\_  
Jan Sutton, Planning Commission Secretary

Approved:

Regarding people that currently hike or ride horses in the project area, the proposed project includes a trail easement that would provide an equestrian trail in the southeastern portion of the project site. This trail would cross a portion of Lot A, and easements across Lots 20 and 21 on the project site. This trail would be open to the public for use. Upon project implementation, access to the project site would be provided from a gated entrance at the northern terminus of Cataract Avenue. Trespassing across private properties would continue to be prohibited.

B-12 Section 4.4, Cultural Resources, provides a summary of the cultural resource issues that are relevant to the proposed project. The complete Cultural Resources Assessment prepared for the Draft EIR is not available to the public for viewing because it contains sensitive information regarding the location and nature of cultural resources. It is standard in the industry to not release detailed cultural and archeological resources information to the public because of the potential for those sites to be altered, disturbed or visited by people looking for resources in an uncontrolled and potentially unlawful manner. Qualified individuals (namely archaeologists) may view the Cultural Resources Assessment by appointment by contacting Larry Stevens, Assistant City Manager at the City of San Dimas Community Development Department.

Section 4.4.3.3, Issue 3 – Human Remains, evaluates the potential for human remains to be discovered during implementation of the proposed project. As stated in this section, even though the project site vicinity was known to be occupied during the prehistoric period and the project site was occupied during the historic era as Wildwood Ranch, there has been no past evidence of human remains found within the project site. In addition, no formal cemeteries are known to occur within the project site. If human remains were to be encountered during grading or excavation of the project site, the City would be required to comply with existing laws including California Health and Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5(e), which would ensure that impacts to the human remains would be less than significant.

COMMENTS

RESPONSES



CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741  
www.ci.glendora.ca.us

November 2, 2010

Delivered Via Electronic Mail & U.S. Mail

Mr. Larry Stevens, AICP  
City of San Dimas  
Assistant City Manager for Community Development  
245 East Bonita Avenue  
San Dimas, CA 91773

Re: Brasada DEIR Comments

Dear Larry:

Below please find comments from the City of Glendora concerning the Draft EIR and proposed subdivision map for the Brasada project proposed by NJD. Please keep the City informed of any revisions made to the project. Our staff is also available to meet and discuss the comments further if needed.

Geology & Soils

C-1.

a) The August 2009 geotechnical investigation prepared for this project identifies a number of landslide areas in the northwest portion of the site affecting Lots 49-52. One area is located directly adjacent to Lot 51 and is depicted to end approximately 100 feet from the boundary line with Glendora. A second is shown over Lots 49 & 50. Possible mitigation is identified on Page 14 which identifies a number of strategies to address landslides. Page 16 goes on to state that up to 35 feet of material in the area may need to be removed.

C-2.

A June 2000 supplemental geotechnical investigation prepared by Leighton and Associates submitted by NJD for development in the City of Glendora shows a different depiction of the landslide boundaries for the area north of Lot 51. Rather than terminating at the location identified by Test Pit 19 ("TP19") in the proposed project's geotechnical investigation, landslide boundaries are shown to continue several hundred feet to the southwest and over the Glendora/ San Dimas boundary. If this is the case, the removals recommended by the current report would result in over-excavation into Glendora, assuming the stated level of removals identified on Page 16 of the 2009 geotechnical investigation is followed. This activity has not been analyzed by the DEIR. In addition, the DEIR does not analyze any impacts of the described mitigation proposed in San Dimas to property in Glendora immediately adjacent to the project.

C-3.

City of Glendora (11/2/10)

C-1

This comment summarizes the information provided in Section 4.5, Geology and Soils, of the DEIR and information provided in Appendix E, Geotechnical Evaluation, of the DEIR. It does not pertain to the adequacy or accuracy of information provided in the Draft EIR; therefore, no further response is required.

C-2

The responses to comments regarding landslide and geotechnical issues are based on a letter prepared by CHJ, Inc. dated November 12, 2010. CHJ, Inc. prepared this letter in response to the City of Glendora's comment letter on the public review Draft EIR dated November 2, 2010. The CHJ, Inc. response letter is provided as Attachment A to the Response to Comments section of the Final EIR.

The comment is referring to a map included in a draft Geotechnical Investigation prepared by Leighton and Associates in 1999 for a property located adjacent to the proposed project site in the City of Glendora. The September 20, 1999 report depicted a landslide at the location described in the comment letter. However, the Geotechnical Investigation was revised by Leighton and Associates in June 28, 2000 and included a revised map depicting the area adjacent to proposed Lot 51 as geologic unit Qts (talus), rather than Qls (landslide). The June 28, 2000 report is the most recent report prepared for the adjacent property referenced by the commenter. A copy of the revised geotechnical report is provided as Attachment B to the Response to Comments section of the Final EIR. The removal of the landslide designation from the 1999 map was based upon data obtained from borehole CB-2, drilled in December 1999 by Leighton and Associates.

Appendix E to the Draft EIR provides the Geotechnical Evaluation for the proposed project, prepared by CHJ in 2009. The geologic maps provided in this report indicate the location of borehole CB-2 and identify landslide boundaries in the area of proposed Lots 49 - 52 on the project site based upon review of aerial photographs, field mapping, and observation of geologic materials in test pit exposures. The geologic maps for the Draft EIR are consistent with the geologic maps in the revised 2000 Leighton and Associates Geotechnical Investigation for the adjacent property in the City of Glendora. Therefore, the landslide referenced in the comment letter is not present and landslide deposits do not extend across the Glendora/San Dimas city limit. Therefore, no mitigation or grading is required within the City of Glendora.

COMMENTS

RESPONSES

Mr. Larry Stevens  
 Brasada DEIR Comments  
 November 2, 2010  
 Page 2

|       |  |     |  |
|-------|--|-----|--|
| C-4.  | <p>If no remediation is planned for the Glendora side, the DEIR should identify any residual impacts caused by altering only a portion of mapped landslides in San Dimas such as the potential for increased water runoff over areas susceptible to slope stability issues. Analysis of impacts mitigation may have is required by Section 15126.4 of the CEQA Guidelines.</p>   | C-3 | <p>The proposed project would not involve grading or construction within the City of Glendora. Therefore, implementation of the proposed project would not impact land within the City of Glendora and no analysis or mitigation related to land within the City of Glendora is required. Refer to response to comment C-2 for information related to mapped landslides in the project vicinity.</p>   |
| C-5.  | <p>b) Sheet 12 of the Tentative Tract Map indicates a grading limit line that crosses the Glendora/ San Dimas jurisdiction line. Given the proximity of grading to Glendora’s jurisdiction, and to avoid creating impacts not addressed by the DEIR, the Tentative Tract Map needs to be revised to pull Brasada Lane further east near the boundary with Glendora so that the grading limit line is completely contained within the City of San Dimas. The City also recommends that a mitigation measure and condition of approval be included in the project approval to establish a construction limit line in areas where work is proposed closer than 10 feet to the Glendora/ San Dimas boundary.</p> | C-4 | <p>The proposed project would be constructed in accordance with all applicable civil and grading codes and requirements and would not result in impacts to properties within the City of Glendora. No landslides that cross the Glendora/ San Dimas city boundary would be altered by the proposed project. Refer to response to comment C-2 for additional information.</p>   |
| C-6.  | <p><u>Hydrology and Water Quality</u></p> <p>c) In Appendix 11 of the SUSMP report, reference was made to percolation tests done in 1998 and again in 2008. Maps indicating where percolation tests were performed are unclear as to the location of these tests. Percolation tests should have been performed in the area of proposed water quality basins to ensure the project will comply with SUSMP requirements. The Final EIR should verify that percolation tests were conducted in the area of proposed water quality basins.</p>   | C-5 | <p>This comment is related to the Tentative Tract Map and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. The identified easement on Sheet 12 of the Tentative Tract Map, which was inadvertently shown as crossing into the City of Glendora, will be revised to clearly identify that no grading or construction activities would occur within the City of Glendora.</p>  |
| C-7.  | <p>d) Information should also be provided concerning any intended draw from wells referenced in the Brezack &amp; Associates report (Wells 4407B and 4416M). While the Main San Gabriel Basin as a whole cannot be overdrawn as a matter of law, any impacts resulting from overdrawn individual well sites should be identified, if any.</p>  | C-6 | <p>This comment is related to the conditions of approval for the Tentative Tract Map. This comment does not address the adequacy or accuracy of information provided in the Draft EIR, nor does in address an environmental issue relevant under CEQA. However, the City will consider the commenter’s request regarding a Tentative Tract Map condition of approval for construction activities near the Glendora/San Dimas City limit.</p>   |
| C-8.  | <p>e) The paragraph above the Summary section ends in an incomplete sentence and needs to be revised (Page 4.8-19)</p>   | C-7 | <p>Appendix H to the Draft EIR provides the Standard Urban Stormwater Mitigation Plan (SUSMP) for the proposed project. Appendix 11 of the SUSMP report provides confirmation of favorable percolation testing results, in the event that one or more future leach fields need to be constructed on-site. The commenter incorrectly states that maps indicating where percolation tests were performed are unclear as to the location of these tests. Page 2 of Appendix 11 of the SUSMP states the following under the heading Introduction: “Percolation tests were performed in the area of the proposed leach field to evaluate soil capacity to dispose of sewage effluent for the proposed residential project. One test trench and one percolation test pit were excavated at locations shown on Figure 2.” Figure 2 in Appendix 11 of the SUSMP provides clear labels that read “Percolation Test Pit” and “Test Trench.” These labels are located in the lower left corner of Figure 2.</p> |
| C-9.  | <p><u>Transportation and Traffic</u></p> <p>f) The Traffic Impact Analysis does not provide a complete warrant analysis per the Manual of Uniform Traffic Control Devices. The Manual lists eight warrants to analyze when considering a traffic signal and the analysis in the DEIR only provides two. The TIA report should be modified and any resulting changes in the analysis identified in the Final EIR.</p>   |     |  |
| C-10. | <p></p>  |     |  |

## COMMENTS

## RESPONSES

Further, the commenter incorrectly states that percolation tests should have been performed in the area of the proposed water quality basins. Appendix 11 of the SUSMP evaluates the potential for the project site to successfully maintain leach fields. The water quality basin proposed by the project and referred to by the commenter would not hold raw sewage, as a septic system would. Therefore, it would be inappropriate to conduct percolation tests for the proposed water quality basins in this Appendix of the SUSMP report. Further, the proposed project's water quality basins were identified in the SUSMP report as a source control Best Management Practice (BMP). Therefore, the proposed water quality basins would comply with the requirements of the SUSMP (see page 9 of Appendix H to the Draft EIR).

Section 4.8.3.3, Issue 3 – Surface Water Quality, of the Draft EIR states that the proposed project is subject to the SUSMP requirements because it meets the criteria for two project categories: single family hillside residences and housing developments of 10 or more units. The SUSMP requires projects to implement applicable site design, source control and treatment control BMPs. The construction of on-site retention facilities to increase opportunities for infiltration is one of the site design BMPs that would be incorporated into the proposed project. In addition, the project is also required to implement treatment control BMPs to treat polluted runoff prior to leaving the project site. The proposed project would construct three water quality detention basins and three off-site debris basins to treat runoff from the project site. Water quality detention basins would temporarily store excess storm water runoff during storm events and slowly drain the detained runoff water via infiltration, evaporation, and a controlled outlet. In addition, one large water quality/debris basin is proposed at the downstream portion of the project site to detain peak flows and provide additional water quality treatment prior to discharging storm water off the project site. Consistent with SUSMP requirements for treatment control BMPs, each of the basins has been sized to treat the volume produced from 0.75 inches of rainfall. All treatment control BMPs proposed for the project would meet the required minimum treatment flow rate for each of their respective drainage areas. Therefore, the proposed water quality basins would comply with SUSMP requirements, as described in both the Draft EIR and Appendix H to the Draft EIR.

- C-8 Appendix G of the Draft EIR provides the Groundwater Impact Assessment for the proposed project, prepared by Brezack and Associates (2010). Figures 3 and 4 of this report identify groundwater elevations for the two active wells (Wells 4407B and 4416M) within the proposed project vicinity. Page 4 of the Groundwater Impact Assessment states “Neither of the active wells are believed

## COMMENTS

## RESPONSES

to be community water supplies. Retail water service is supplied to the City of San Dimas and to the proposed project by the Golden State Water Company (GSWC). GSWC water supplies are derived as a blend of water from the Metropolitan Water District of Southern California (MWDSC), the Three Valleys Municipal Water District (TVMWD), the Covina Irrigating Company (CIC), and groundwater pumped from the Main San Gabriel groundwater basin. Local groundwater supplies will not be used to provide water to the proposed project.” Therefore, information concerning any intended draw from the wells referenced in Appendix G is already disclosed in this report.

Additionally, Section 4.8.3.2 of the Draft EIR, Issue 2 – Groundwater Supply and Recharge, provides an analysis of impacts related to the use of groundwater from the Main San Gabriel Basin. As stated in this section, GSWC groundwater is extracted from the adjudicated Main San Gabriel Basin under the direction of the Main San Gabriel Basin Watermaster, who regulates groundwater production within the basin. Each year, the Watermaster determines the operating safe yield (OSY) for the basin, which may be larger or smaller than the total prescriptive right of 197,634 acre-feet per year (GSWC 2005). Through this process, the OSY regulates the safe yield of the Main San Gabriel Basin to avoid the depletion of groundwater supplies by GSWC and other water users. The proposed project would receive water from GSWC, and because the OSY must be observed based on allocation from the Watermaster, the project would not contribute to the depletion of ground water supplies in the Main San Gabriel Basin.

- C-9 Page 4.8-19 of the Draft EIR has been revised to remove the incomplete sentence identified by the commenter. This revision corrects a typo in the text of the Draft EIR. It does not constitute significant new information pursuant to Section 15088.5 of the CEQA Guidelines that would require recirculation of the Draft EIR. As stated in Section 15088.5(a) of the CEQA Guidelines, significant new information includes a new significant environmental impact that would result from the proposed project or a new mitigation measure; a substantial increase in the severity of an environmental impact, unless mitigated to a less than significant level; a feasible project alternative or mitigation measure considerably different from others previously identified that would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it; or the draft EIR was so fundamentally and basically inadequate and conclusionary in nature that meaningful public review and comment were precluded. The requested revision does not meet any of these criteria.

## COMMENTS

## RESPONSES

- C-10 Appendix I to the Draft EIR provides the Traffic Impact Analysis (Urban Crossroads 2010) for the proposed project. This report was conducted in accordance with industry standards and included a peak hour warrant analysis for existing conditions and a planning-level warrant analysis for future conditions. These are the only two warrants identified in the Manual of Uniform Control Devices that are applicable to the proposed project. Typically, the peak hour warrant reflects the minimum criteria in meeting traffic signal warrants when evaluating existing traffic volumes. The evaluation within the report indicated that the current traffic volumes at the intersection of Cataract Avenue/Foothill Boulevard were considerably lower than the minimum values needed to meet the warrants. For future conditions (where traffic cannot be counted and must be estimated) the planning level warrant is the appropriate measure in determining if a traffic signal is warranted. This warrant is based on the forecasted future daily traffic volumes. Again, the estimated traffic on Cataract Avenue was determined to be considerably lower than the minimum value needed to meet the traffic signal warrant. It is important to note that in addition to meeting traffic signal warrants, sound engineering judgment must be used in determining if a traffic signal should be installed. The other six warrants listed in the Manual of Uniform Control Devices were not conducted for the following reasons: 1) the peak hour warrant was not met; 2) there was a lack of observed heavy pedestrian traffic; 3) Cataract Avenue is not a major route through the City; and 4) no schools were identified in close proximity to the study area intersection. As stated in Section 4.11.3.1, Issue 1 – Increases in Traffic, the increase in trip generation from implementation of the proposed project would not warrant signalization of the Cataract Avenue/Foothill Boulevard intersection and would not result in inadequate queuing during peak hours at this intersection. Therefore, the City considers the warrant analysis conducted for the proposed project to be adequate and no revisions to the Draft EIR or Traffic Impact Analysis are required.

**COMMENTS**

**RESPONSES**

Mr. Larry Stevens  
 Brasada DEIR Comments  
 November 2, 2010  
 Page 3

**C-11.**

Utilities, Service Systems and Energy

g) The sewer study calculations list the average persons per household at 2.78. Table DP-1 to the left of the calculations page lists the average household size of owner occupied units as 2.87. Calculations need to be corrected and any change in the level of project impact should be updated in the Final EIR.

**C-12.**

Recommended Tentative Map Conditions

The City respectfully requests that the City of San Dimas consider incorporating language into the Tract Map conditions of approval that address the following:

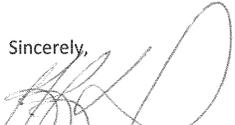
Emergency Access: Approval of the Final Map shall not include emergency access through Glendora unless the subdivider has obtained any zoning approvals, environmental approvals, and property owner consent required to alter existing roads located in Glendora.

**C-13.**

Drainage: Approval of the Final Map shall be subject to a final hydrology study which verifies that the proposed development will not increase discharge to downstream properties that exceed current conditions in a "clearflow" scenario.

Should you have any questions, please feel free to contact me at (626) 914-8217.

Sincerely,



Jeff Kugel, Director  
 Planning & Redevelopment

**C-11**

This comment refers to Appendix K of the Draft EIR, Sewer Area Study, prepared by Fuscoe Engineering (2010). Table DP-1 within this Appendix identifies the average household size within the City of San Dimas as 2.78. This number was used to determine the sewer calculations for the proposed project. Table DP-1 identifies 2.87 as the average household size for owner-occupied units, and 2.51 as the average household size for renter-occupied units. Since it is too speculative to determine how many of the proposed project residences would be owner vs. renter occupied, the average household size of 2.78 was used for the sewer demand calculations. Therefore, no revisions to the sewer study calculations or the Draft EIR are warranted.

**C-12**

This comment is related to the Tentative Tract Map and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. Therefore, no response is required. However, the City will consider the commenter's request regarding a Tentative Tract Map condition of approval for emergency access through Glendora.

**C-13**

This comment is related to the Tentative Tract Map and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. Therefore, no response is required. However, the City will consider the commenter's request regarding a Tentative Tract Map condition of approval for drainage to downstream properties.

COMMENTS



COUNTY OF LOS ANGELES

FIRE DEPARTMENT  
1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294  
(323) 890-4330

P. MICHAEL FREEMAN  
FIRE CHIEF  
FORESTER & FIRE WARDEN

October 18, 2010

Larry Stevens, Assistant City Manager  
City of San Dimas  
Community Development Department  
245 East Bonita Avenue  
San Dimas, CA 91773

Dear Mr. Stevens:

**NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)  
FOR THE BRASADA RESIDENTIAL PROJECT, SCH #2010051020, SAN DIMAS  
(FFER #201000182)**

The Notice of Availability has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

**PLANNING DIVISION:**

1. We have no comments at this time.

**LAND DEVELOPMENT UNIT:**

1. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of, and to comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for fire fighting operations and local/regional access issues. However, we review all projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within contract cities (cities that contract with the County of Los Angeles Fire Department for fire protection services).

D-1.

We are responsible for all County facilities, located within non-contract cities. The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

**County of Los Angeles Fire Department (10/18/10)**

- D-1 This comment discusses the responsibilities of the Land Development Unit of the County of Los Angeles Fire Department and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. Therefore, no response is required.

**COMMENTS**

**RESPONSES**

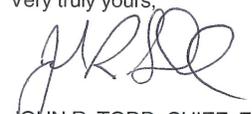
Larry Stevens, Assistant City Manager  
 October 18, 2010  
 Page 2

- D-2. 2. The Land Development Unit has reviewed the EIR and the proposed Tentative Tract Map. Refer to the attached document for specific conditions of approval.
  - D-3. 3. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit, Inspector Claudia Soiza at (323) 890-4243.
- FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**
- D-4. 1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division includes erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.
  - D-5. 2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.
- HEALTH HAZARDOUS MATERIALS DIVISION:**
- D-6. 1. Based on the submitted information, the Health Hazardous Materials Division has no objection to the proposed project.

- D-2 This comment refers to conditions of approval for the proposed project’s Tentative Tract Map and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. Therefore, no response is required.
- D-3 This comment provides contact information for the Land Development Unit of the County Los Angeles Fire Department and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. Therefore, no response is required.
- D-4 This comment identifies the responsibilities of the Forestry Division of the County of Los Angeles Fire Department and does not pertain to the adequacy or accuracy of information provided in the Draft EIR. Therefore, no response is required.
- D-5 This comment states that the Draft EIR has addressed all areas germane to the responsibilities of the Forestry Division of the County of Los Angeles Fire Department. Therefore, no response is required.
- D-6 This comment states that the Health and Hazardous Materials Division of the County of Los Angeles Fire Department has no objection to the proposed project. Therefore, no response is required.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



JOHN R. TODD, CHIEF, FORESTRY DIVISION  
 PREVENTION SERVICES BUREAU

JRT:ss

COMMENTS

COUNTY OF LOS ANGELES  
FIRE DEPARTMENT

58 23 Rickenbacker Road  
Commercel, California 90040



SUBDIVISION, WATER AND ACCESS REQUIREMENTS

ADDITIONAL PAGE

SUBDIVISION NO.

PAGE NO. **1**

- 1 Single family detached homes shall require a minimum fire flow of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. When there are five or more units taking access on a single driveway, the minimum fire flow shall be increased to 1,500 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration. Homes which are in excess of 5,000 square feet shall provide fire flows as determined by Los Angeles County Fire Department, Regulation #8, Table 1. Fire hydrant spacing shall be 600 feet and shall meet the following requirements:  
  - \* No portion of lot frontage shall be more than 450 feet via vehicular access from a public fire hydrant for lots less than one acre.
  - \* Lots which are larger than one acre shall have no portion of a structure placed on a lot where it exceeds 750 feet via vehicular access from a properly spaced public fire hydrant.
  - \* When cul-de-sac depth exceeds 450 feet on a residential street, hydrants shall be required at the corner and mid-block.
  - \* Additional hydrants will be required if hydrant spacing exceeds specified distances.
- 2 Road profiles shall be submitted for review and comment prior to the clearance of the tentative. Gated entries shall be provided with approved emergency opening devices in compliance with Los Angeles County Fire Department Regulation #5 and shall be applied to both sides of the proposed gated entries as shown on the tentative map. Divided entries and gated entries shall provide for a minimum width of 20' for both ingress and egress.
- 3 It is the recommendation of the Fire Department to maintain the proposed tap street connections to the easterly and westerly property boundaries for secondary access. The tentative map indicates as easement listed as C-12, provide additional clarification on its use and if it is above or below. The proposed water tank locations shall be provided with 15' of paved access and a turnaround area at the tank location
- 4 The proposed Chimney Ridge shall be increased to 24' in width and provide an approved Fire Department turnaround in accordance with all applicable codes. Hidden Ridge Lane shall be increased in width to provide a minimum access width of 24'.
- 5 Lot 48 shall provide a Fire Department turnaround onto the tentative map in compliance with all applicable codes. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de sacs. Cud-de-sac designs shall provide a minimum turning radius of 32' while the cross gradient shall not exceed 3%.
- 6 Clearly indicate the on-site access for Lot 47. On-site access shall be a minimum width of 20'. Lots which provide two buildable pads at separate elevations shall provide for 20' of all weather access for emergency purposes.

D-7

This comment identifies conditions of approval for the Tentative Tract Map proposed by the County of Los Angeles Fire Department. The comment does not pertain to the adequacy or accuracy of information provided in the Draft EIR; therefore, no response is required. However, the City will consider including these requirements in the conditions of approval for the Tentative Tract Map.

D-7.

By Inspector: Claudia Soiza Date: 07-07-2010

Land Development Unit – Fire Prevention Division – (323) 890-4243, Fax (323) 890-4169

**COMMENTS**



**COUNTY OF LOS ANGELES  
FIRE DEPARTMENT**

5823 Rickenbacker Road  
Commerce, California 90040

**CONDITIONS OF APPROVAL FOR SUBDIVISIONS - INCORPORATED**

Subdivision No: Tract 70583

Map Date 07-07-2010

C.U.P. \_\_\_\_\_ City San Dimas

- FIRE DEPARTMENT HOLD** on the tentative map shall remain until verification from the Los Angeles County Fire Dept. Planning Section is received, stating adequacy of service. Contact (323) 881-2404.
- Access shall comply with Section 503 of the Fire Code, which requires all weather access. All weather access may require paving.
- Fire Department Access shall be extended to within 150 feet distance of any exterior portion of all structures.
- Where driveways extend further than 150 feet and are of single access design, turnarounds suitable for fire protection equipment use shall be provided and shown on the final map. Turnarounds shall be designed, constructed and maintained to insure there integrity for Fire Department use. Where topography dictates, turnarounds shall be provided for driveways that extend over 150 feet in length.

COMMENTS

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

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

INSPECTOR Claudio Saiz DATE 07-07-10

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

Form 266 9/01



**COUNTY OF LOS ANGELES  
FIRE DEPARTMENT**

5823 Rickenbacker Road  
Commerce, California 90040

**WATER SYSTEM REQUIREMENTS – INCORPORATED**

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

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

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

COMMENTS

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

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

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

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

By Inspector Claudia Seiza Date 07-07-2010

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

COMMENTS

RESPONSES



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE  
REFER TO FILE: LD-1

GAIL FARBER, Director

November 1, 2010

Mr. Larry Stevens, AICP  
Assistant City Manager for Community Development  
City of San Dimas  
245 East Bonita Avenue  
San Dimas, CA 91773

Dear Mr. Stevens:

**DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)  
BRASADA RESIDENTIAL PROJECT  
TENTATIVE TRACT NO. 70583  
CITY OF SAN DIMAS**

Thank you for the opportunity to review the DEIR for the Brasada Residential project. The project is an application for a General plan Amendment, Specific Plan Amendment, and Tentative Tract and Development Agreement to seek approval to develop approximately 280 acres within the northern foothills of San Dimas into 61 single-family residential lots, and 7 common area lots including private roadways.

The following comments are for your consideration and relate to the environmental document only:

**Other-Environmental Safety**

- E-1. 1. The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.
- E-2. 2. Should any operation within the proposed project include the construction, installation, modification, or removal of underground storage tanks, to the County of Los Angeles Department of Public Works' Environmental Programs Division must be contacted for required approvals and operating permits.

**County of Los Angeles Department of Public Works (11/1/10)**

E-1 Solid waste issues are addressed in Section 4.12, Utilities, Service Systems, and Energy, of the Draft EIR. In response to this comment, a description of the California Solid Waste Reuse and Recycling Access Act of 1991 was added to Section 4.12.2.2, State Regulatory Framework, of the Draft EIR. The information added to the Draft EIR does not constitute significant new information pursuant to Section 15088.5 of the CEQA Guidelines that would require recirculation of the Draft EIR. As stated in Section 15088.5 of the CEQA Guidelines, significant new information includes: a new significant environmental impact that would result from the proposed project or a new mitigation measure; a substantial increase in the severity of an environmental impact, unless mitigated to a less than significant level; a feasible project alternative or mitigation measure considerably different from others previously identified that would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it; or the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. The Draft EIR revision does not meet any of these criteria.

Section 4.12.3.5, Issue 5 – Landfill Capacity, of the Draft EIR evaluates if the proposed project would be served by a landfill with insufficient permitted capacity to accommodate the proposed project's solid waste disposal needs. The California Solid Waste Reuse and Recycling Access Act identifies standards to provide adequate recyclable storage areas for the collection/storage of recyclable and green waste materials. The proposed project would be required by law to adhere to existing solid waste regulations, including the California Solid Waste Reuse and Recycling Access Act and California Integrated Waste Management Act. A list of standards related to the provision of recyclable storage areas for collections/storage of recyclable and green waste materials is not required in the Draft EIR because these standards are identified in the California Solid Waste Reuse and Recycling Access Act, which the proposed project is required by law to adhere to. Further, the proposed project would comply with the City's "One Bin Recycling Program" which includes household recycling of paper, plastic, aluminum and glass products.

E-2 The proposed project does not include the construction, installation, modification or removal of underground storage tanks. Section 4.7.3.1, Issue 1 – Impacts Related to Hazardous Materials, evaluates the proposed project's potential to disturb existing hazardous materials sites, including

**COMMENTS**

**RESPONSES**

Mr. Larry Stevens  
November 1, 2010  
Page 2

If you have any questions regarding the environmental safety comments, please contact Mr. Corey Mayne at (626) 458-3524 or by e-mail at [cmayne@dpw.lacounty.gov](mailto:cmayne@dpw.lacounty.gov).

**Utilities-Sewer**

- E-3. 1. The Environmental Impact Report should discuss the collection and disposal of the additional wastewater that would be generated by the proposed project, especially its potential impact on the available capacity in the existing local sewer lines for both peak-dry and wet-weather flows pursuant with the Statewide General Waste Discharge Requirements (Order No. 2006-0003).
- E-4. 2. Public Works' Consolidated Sewer Maintenance District is responsible for the maintenance of local sewers within the project area. Therefore, the proposed sewer system within the project area will be required to comply with Public Works' sewer design standards. We will also require that the entire development, upon completion, be annexed to the Consolidated Sewer Maintenance District.
- E-5. 3. Please refer to Section 4.12.1.1, Wastewater, of the Environmental Report. Consolidated Sewer Maintenance District is not responsible for the maintenance of the trunk sewer (see enclosed changes).

If you have any questions regarding sewer comments, please contact Ms. May Hong at (626) 300-3388 or by e-mail at [mahong@dpw.lacounty.gov](mailto:mahong@dpw.lacounty.gov).

**Hazards-Flood/Water Quality**

- E-6. If proposed drainage improvements are to be transferred to the Los Angeles County Flood Control District for maintenance, submit a hydrology study and storm drain improvement plans to Public Works, Land Development Division for review and approval. The study and plans will be reviewed to ensure that the proposed drainage system meets all applicable Los Angeles County Flood Control District standards, which include, but are not limited to, hydrologic, hydraulic, and structural standards. The plans will also be reviewed to ensure that there are no impacts to off-site property owners.

If you have any questions regarding the flood/water quality comments, please contact Mr. Christopher Sheppard at (626) 458-4921 or by e-mail at [csheppard@dpw.lacounty.gov](mailto:csheppard@dpw.lacounty.gov).

known and unknown underground storage tanks. As described in this section, multiple Phase I Environmental Site Assessments (ESAs) were prepared for the proposed project site and none of these reports identified known or unknown underground storage tanks on the site or the inclusion of the project site on any hazardous materials database list. Additionally, the historical uses of the project site do not appear to have included underground storage tanks. However, as required by law, if an unidentified underground storage tank is encountered during project construction, the County of Los Angeles Department of Public Works' Environmental Programs Division will be notified prior to removal.

E-3 Section 4.12, Utilities, Service Systems and Energy, discusses the collection and disposal of additional wastewater that would be generated by the proposed project. As described in Section 4.12.3.1, Issue 1 – Wastewater Treatment, wastewater generated by the proposed project would be transported, via local County of Los Angeles Consolidated Sewer Maintenance District (CSMD) sewer lines, to County Sanitation Districts of Los Angeles County (CSD) sewer lines and ultimately to the San Jose Creek Water Reclamation Plant for treatment. Based on a CSD evaluation of the project's expected average wastewater flow, the Draft EIR determined that the San Jose Creek Water Reclamation Plant has adequate capacity to serve the wastewater flow from the project site and would not generate waste types that would violate the wastewater treatment standards of the Los Angeles Regional Water Quality Control Board during peak-dry or wet-weather flows.

With regard to the adequacy of the capacity of the local sewer lines, a Sewer Area Study was prepared for the proposed project by Fuscoe Engineering (2010) and is included as Appendix K to the EIR. The study determined that since all areas tributary to the existing sewer line serving the project site are fully developed and the proposed project is limited to 61 estate type homes, there is sufficient capacity in the sewer system to accommodate the proposed development. Therefore, no upgrade of the sewer system is required to serve the proposed project. This study was used as the basis for the analysis provided in Section 4.12.3.2, Issue 2 – New Water or Wastewater Facilities. As described in this section, the proposed project would require the construction of new on-site wastewater infrastructure, but off-site wastewater facilities would have adequate capacity to serve the proposed project. Applicable mitigation measures in other sections of the Draft EIR (aesthetics, air quality, biological resources, cultural resources and greenhouse gas emissions) would