



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

ENVIRONMENTAL CHECKLIST FORM Part 2 - Initial Study

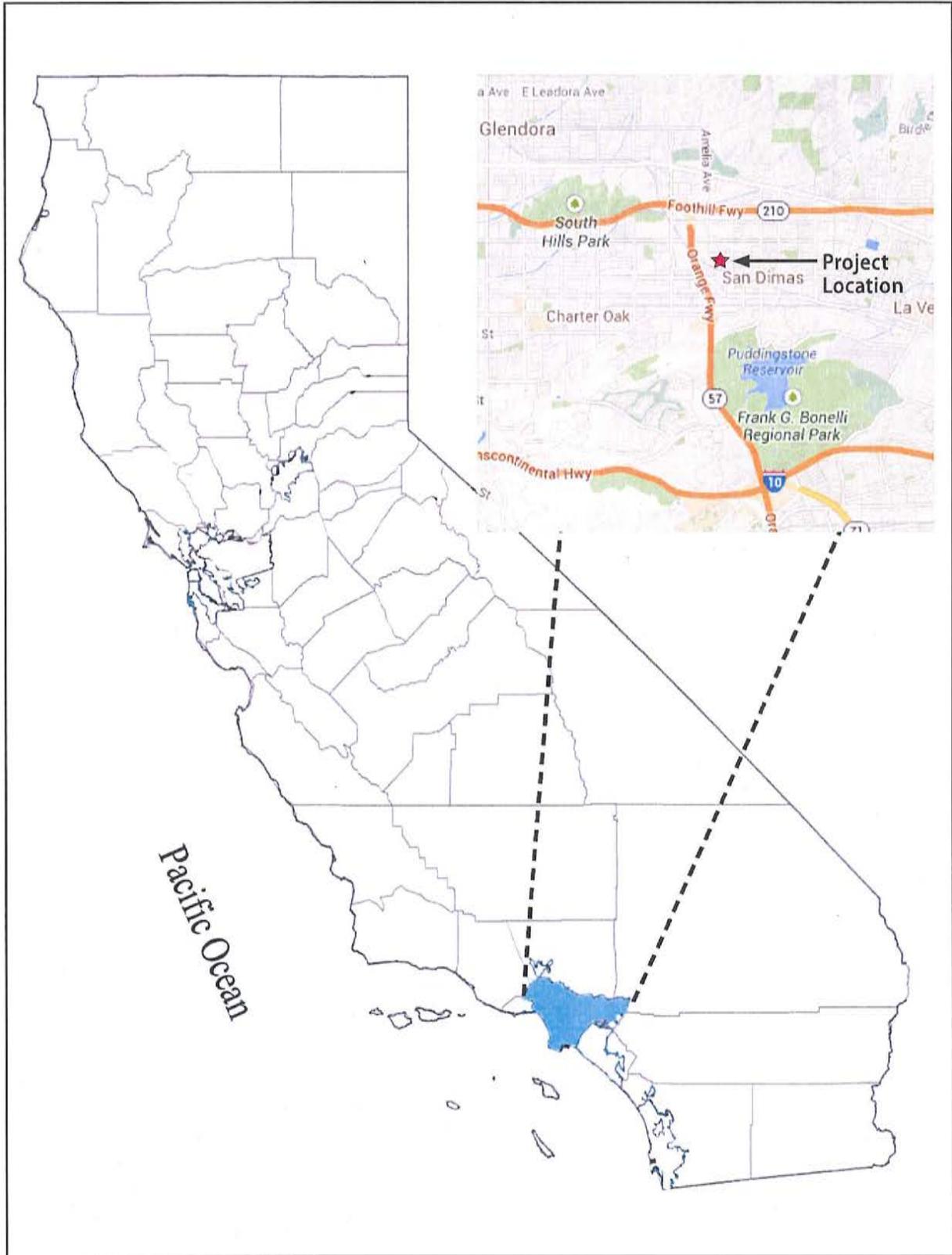
155 N. Eucla Avenue
City Ventures

BACKGROUND:

- 1. Project File:** Tentative Tract Map 72590 (TTM 13-02), General Plan Amendment (GPA 14-01), Zone Change 14-01, Municipal Code Text Amendment (MCTA 13-06), Development Plan Review Board (DPRB 13-31), Tree Removal Permit 14-05.
- 2. Related Files:** N/A
- 3. Description of Project:** The project is located in San Dimas as shown in Figure 1. Specifically, the project is located at 155 N. Eucla Avenue as shown in Figure 2. An aerial photograph of the site and surrounding properties is shown in Figure 3. As shown in Figure 4, the site is flat and the elevation on the property is approximately 925 feet above sea level.

The project includes the proposed development of 47 two- and three-story townhomes on approximately 3.65 acres in a gated community. The project proposes 144 parking spaces, including garage spaces, 52,800 square feet of open space including a community garden, green space and recreational activities, a horseshoe pit, and bocce ball court at the west side of the project. The residential units will range from 1,315 square feet to 1,838 square feet and include a combination of side by side and tandem garages. The project will have a gated entry to prevent public access. The proposed site plan is shown in Figure 5.

- 4. Project Sponsor's Name and Address:**
City Ventures
1900 Quail Street,
Newport Beach, CA 92660
- 5. General Plan Designation:** Existing – Industrial and Medium Residential - See Figure 6
Proposed – Residential High (12.1 – 16 units to the acre)
- 6. Zoning:** Existing Multiple Family (MF-15) and Specific Plan 23 – See Figure 7
Proposed – Specific Plan 23
- 7. Surrounding Land Uses and Setting (Briefly describe the project's surroundings):** The site is bounded on the west by an apartment complex, the Los Angeles County Metropolitan Transportation Authority (LACMTA)-owned rail line that extends diagonally along the south and west project boundary, an industrial use south of the rail line, an industrial use and single-family detached homes to the east, and single family detached residences to the north. Figures 8 and 9 show photographs of the project site and the land uses surrounding the site.
- 8. Lead Agency Name and Address:**
City of San Dimas
Community Development Department
245 East Bonita Avenue
San Dimas, CA 91773

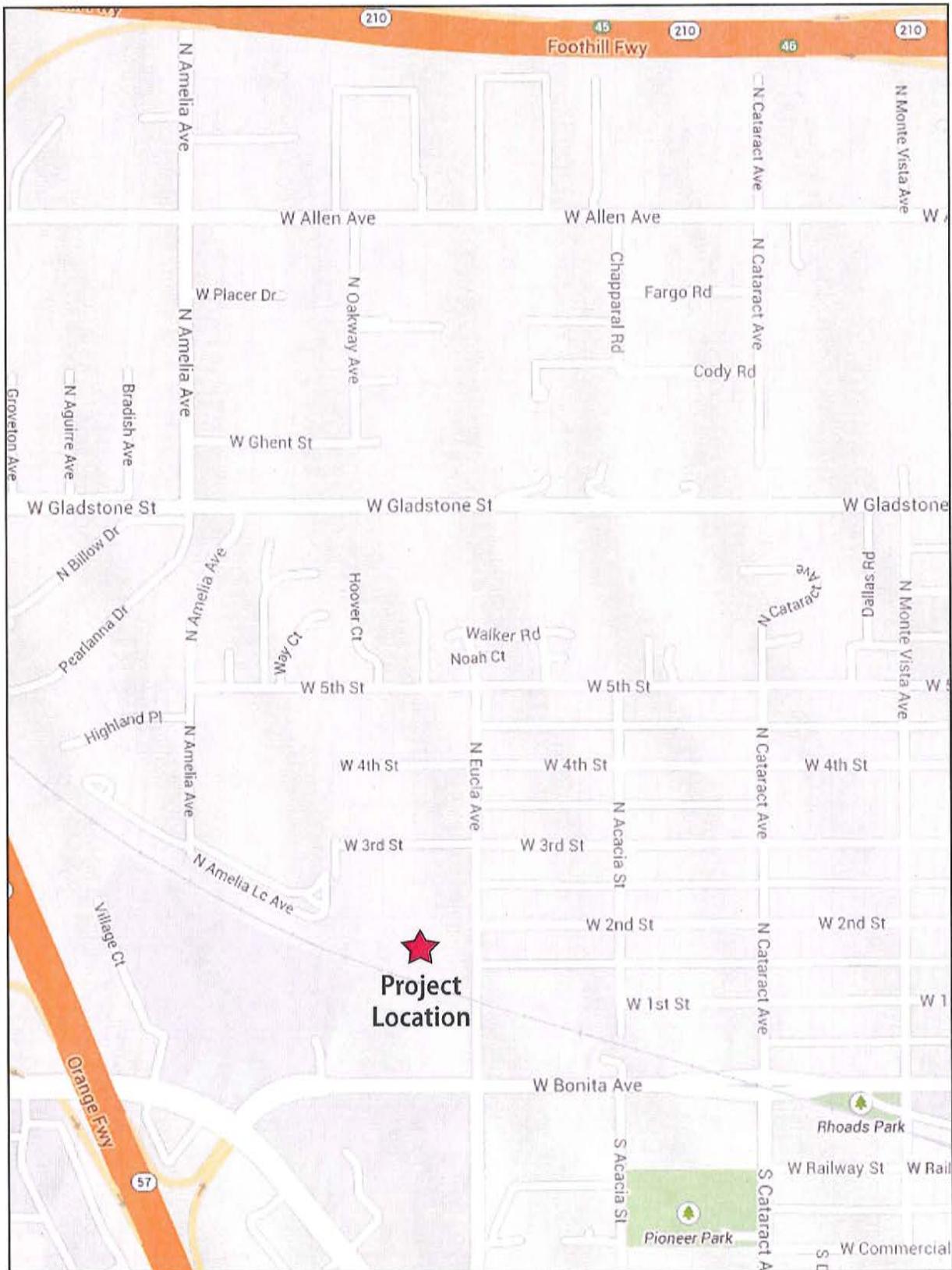


Source: Phil Martin & Associates, Inc.



Figure 1
Regional Map

EXHIBIT P



Source: Google Maps, 2014



Figure 2
Local Vicinity Map

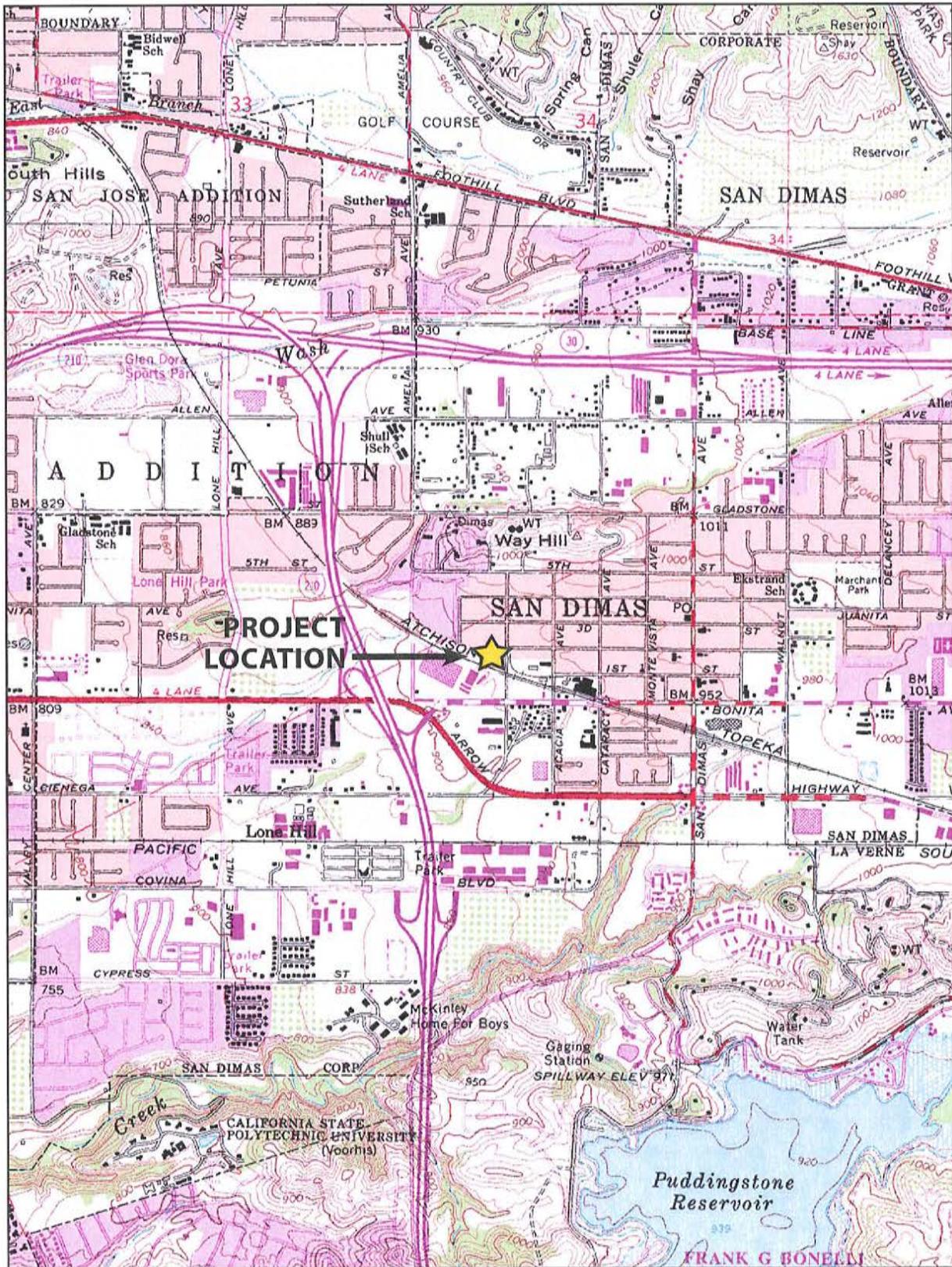


Source: Google Earth



Figure 3

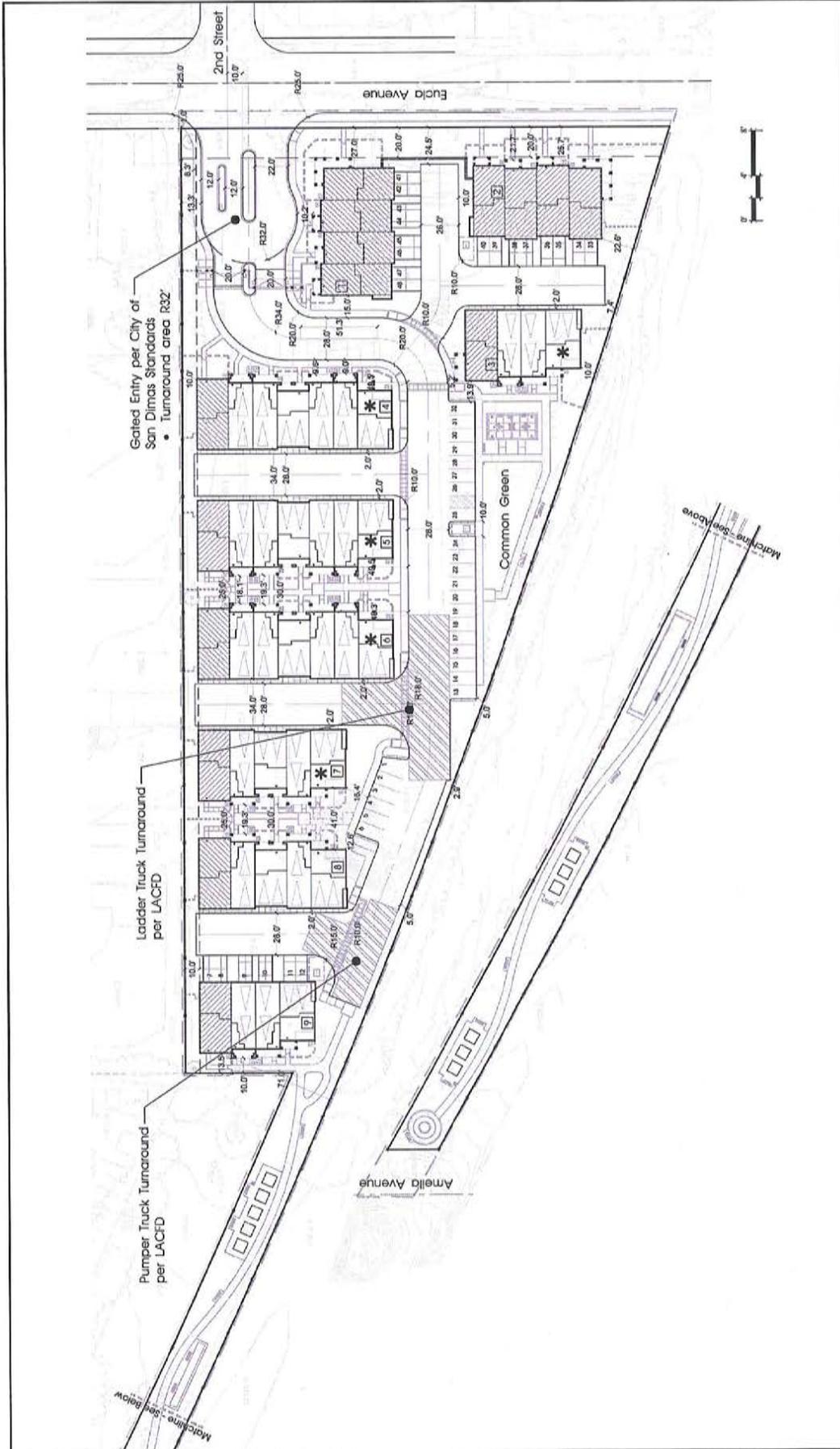
Aerial Photo



Source: U.S. Dept. of the Interior



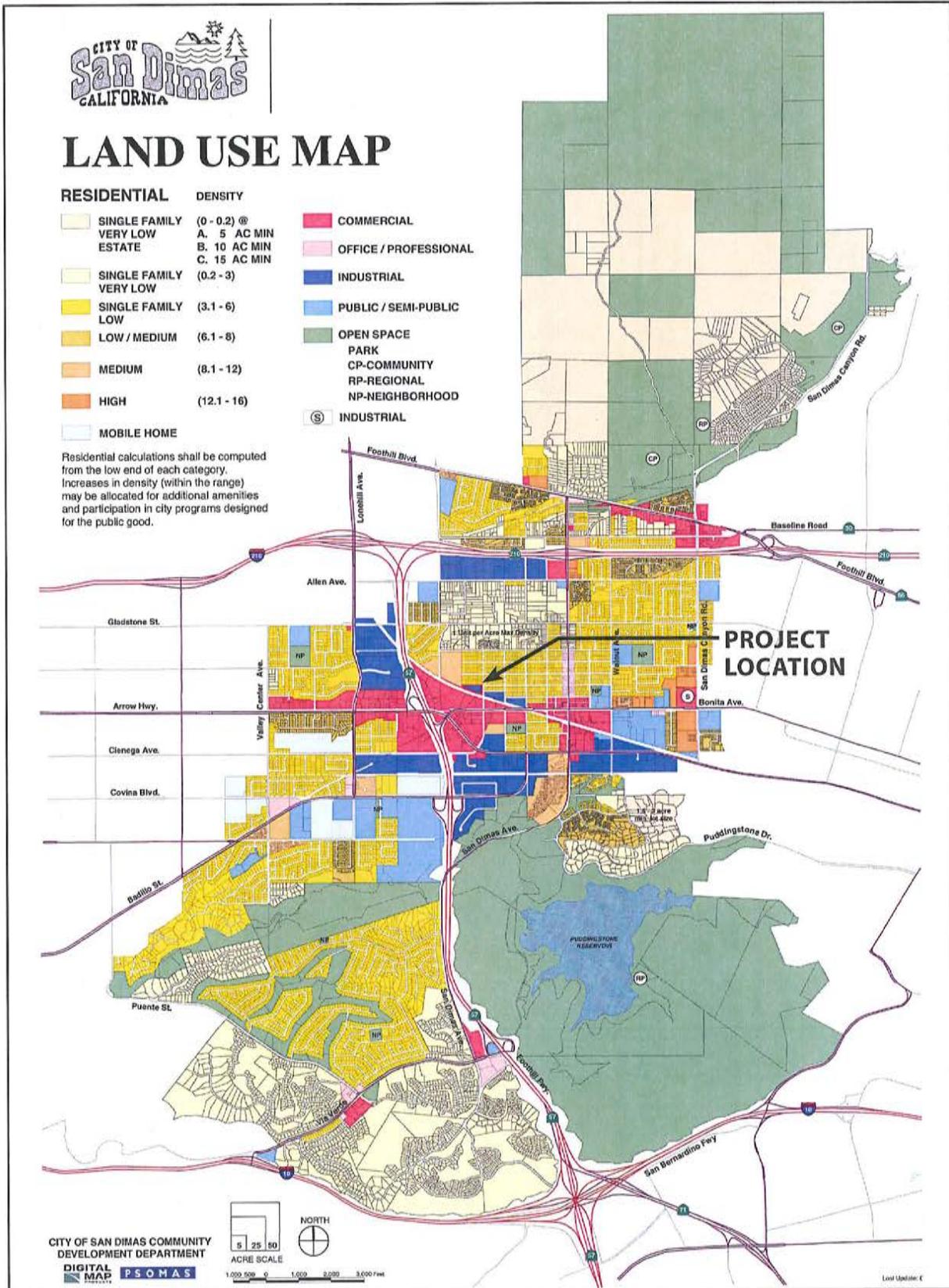
Figure 4
USGS Topo Map



Source: William Hezmalhalch Architects, Inc.

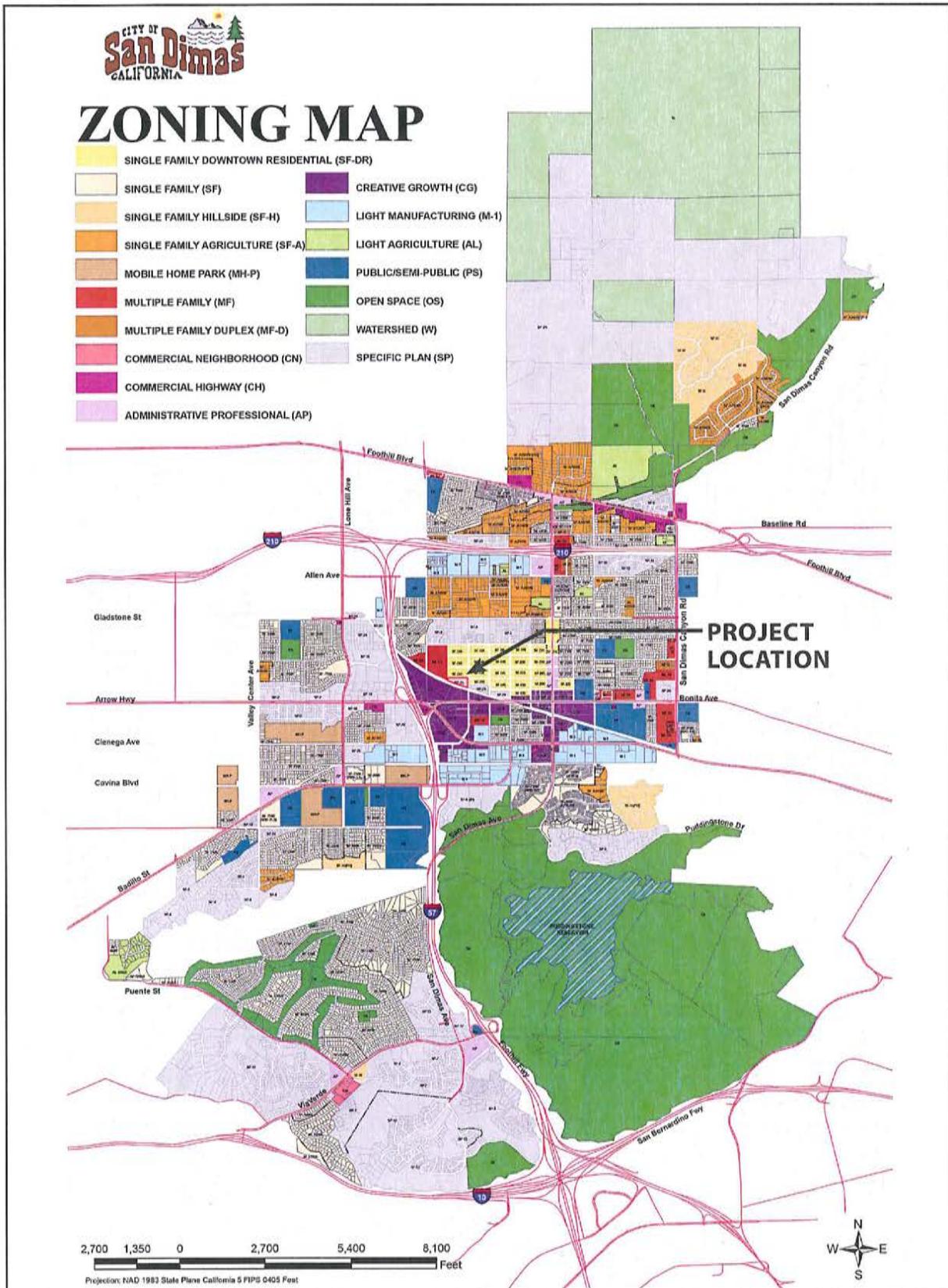


Figure 5
Site Plan



Source: City of San Dimas

Figure 6
General Plan Land Use



Source: City of San Dimas

Figure 7
Zoning



1. Looking at the site from Eucla Avenue



2. Looking northwest at the site from south of the train track



3. Looking at the site from the train tracks southeast of the site

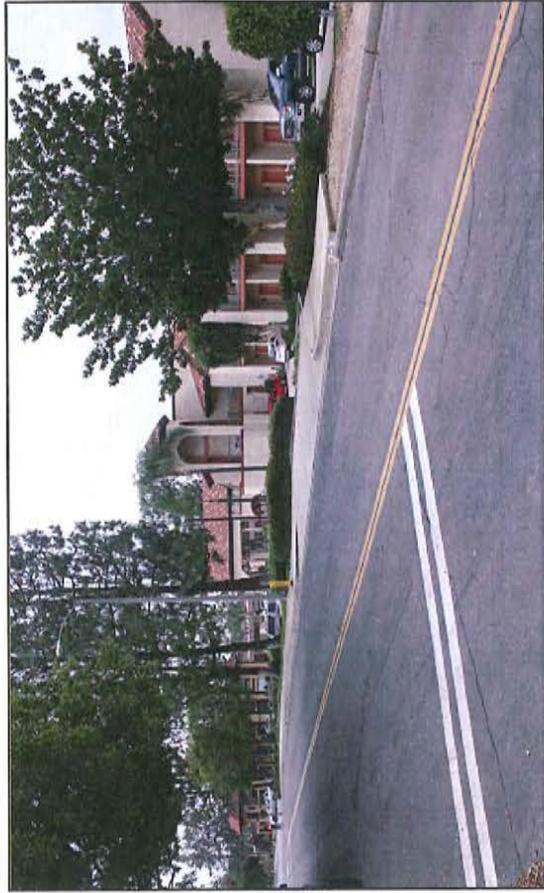


4. Looking at the site from Eucla Avenue

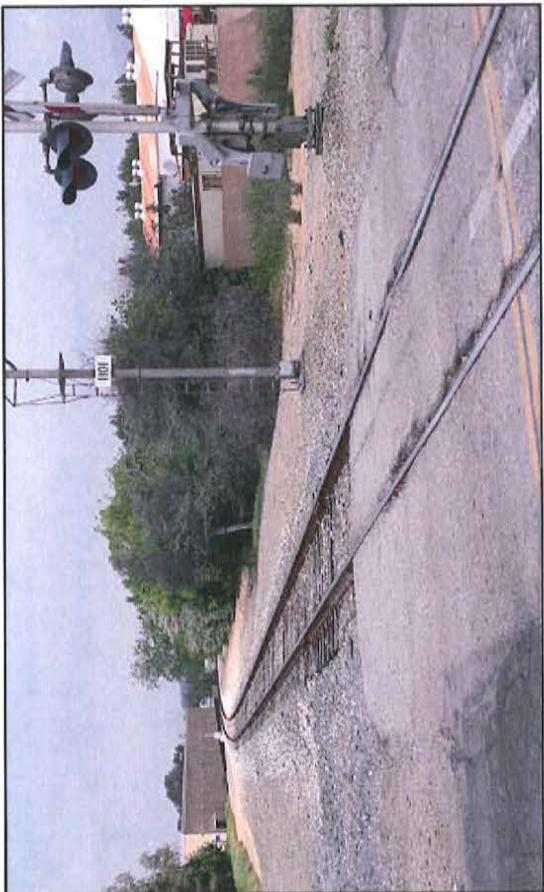
Figure 8

On-Site Land Uses

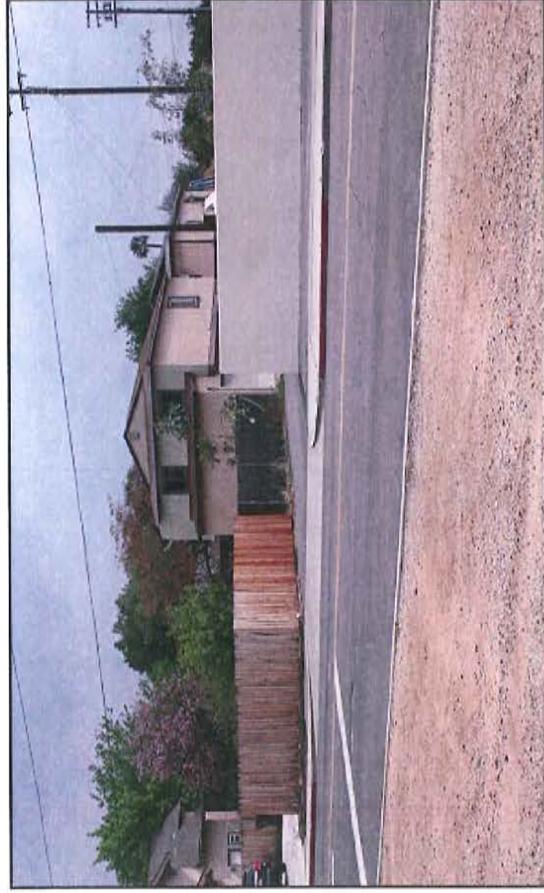
Source: *Phil Martin & Assoc.*



5. Looking at the hotel south of the site, south of the train track



6. Looking southwest at the train track and hotel south of the site



7. Looking at the single-family residences east of the site



8. Looking at the industrial use east of the site

Figure 9
Surrounding Land Uses

Source: *Phil Martin & Assoc.*

9. Contact Person and Phone Number:

Adam Lunzer, Development Manager
 City Ventures
 1900 Quail Street,
 Newport Beach, CA 92660
 949-258-7545

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement): None – other than the City of San Dimas.

GLOSSARY – The following abbreviations are used in this report:

- AB – Assembly Bill
- EIR – Environmental Impact Report
- FEIR – Final Environmental Impact Report
- GHG – Greenhouse Gases
- NPDES – National Pollutant Discharge Elimination System
- NOx – Nitrogen Oxides
- ROG – Reactive Organic Gases
- PM₁₀ – Fine Particulate Matter
- RWQCB – Regional Water Quality Control Board
- SB – Senate Bill
- SCAQMD – South Coast Air Quality Management District
- SWPPP – Storm Water Pollution Prevention Plan
- URBEMIS7G – Urban Emissions Model 7G

11. Cumulative Projects

The City of San Dimas maintains a list of active projects and shown in Table 1. The listed projects, along with the proposed project, could have cumulative project impacts.

**Table 1
 Active City Projects – Cumulative Project List**

Location	Size	Use	Case No.	
105 E Arrow Hwy	2,561 sq. ft.	Gas Station, attendant building/convenience store	DPRB 12-19, CUP 12-07	In plan check
1404 W Gladstone St	8,956 sq. ft.	Gym - Church	CUP 07-03	On hold
300 S San Dimas Ave	Varies	6 Townhomes, 8 Mixed-Use	DPRB 11-05, CUP 12-04, TTM 12-01	In plan check
309 N Lone Hill Avenue - The Estates at Lone Hill	Varies	18 - Single Family Homes	DPRB 11-38	Completed April 2014
328 W Arrow Highway	34,237 sq. ft.	Warehouse Building	DPRB 12-08	Under construction
405 W Gladstone St	Varies	4 - Single Family Homes	DPRB 11-43	In plan check

462 N Lone Hill Ave	8,416 sq. ft.	Multi-Tenant Shop - Commercial	DPRB 12-31, PP 12-06	Completed March 2014
614 & 462 N Lone Hill Ave	4,240 sq. ft.	Bank of the West/Multi-Tenant Shop	DPRB 12-20, CUP 12-08	Just completed
627 W Allen Ave.	10,176 sq. ft.	Two-story office-warehouse building to be used as a contractor storage yard	DPRB 11-27, CUP 08-03	Under construction
724 E Bonita Ave	22,493 sq. ft.	Multi-Purpose Room at Church	DPRB 13-13, CUP 11-11	In plan check
800 W. Cienega Ave	5,850 sq. ft.	Hazardous Materials Building	DPRB 10-40/ DPRB 10-08D, CUP 10-04	In plan check
845 W Arrow Highway	1,800 sq. ft. - self-service car wash	Convenience market & automatic car wash	DPRB 13-28, CUP 13-03, PP 13-02	In plan check
N/E/C Bonita Canyon & San Dimas Canyon Rd.	6.28 acres	Loma Bonita Residences - 156 apartments	DPRB 11-26, CUP 11-10, LLA 12-02	Under construction
S/W/C San Dimas Canyon Rd & Baseline Rd.	95,455 sq. ft.	Single-Story RV Storage	DPRB 12-07, CUP 12-05	Approved in Plan Check
San Dimas Avenue - Grove Station	Varies	67 townhomes/condos	DPRB 11-42, CUP 09-07, CUD 09-01, LLA 12-01, LLA 11-03	Completed Dec. 2014
299 E. Foothill Blvd.	Varies	48 Single Family Detached Residences	GPA 13-01, SP No. 27, TTM 72368, ZC 13-01, PP 13-03, DPRB 13-20, TRP 13-27, and Development Agreement with the City	Under Review

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION - On the basis of this initial evaluation:

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

Prepared By: Phil Martin – Phil Martin & Associates - Consultant

Date: June 3, 2014

Reviewed By: Marco Espinoza – City Planner

Date: June 3, 2014

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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EVALUATION OF ENVIRONMENTAL IMPACTS:

1. AESTHETICS. <i>Would the project:</i>				
a) Have a substantial affect a scenic vista?	()	()	()	(✓)
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	()	()	()	(✓)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	()	()	(✓)	()
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	()	()	(✓)	()

Comments:

- a) There are no significant vistas within or adjacent to the project site. The General Plan identifies a number of "scenic highways" as the major means in which one experiences the rural environment of the City of San Dimas. The site is not within a scenic highway according to General Plan Exhibit V-4. The project will not have any vista impacts.
- b) The project site is not located adjacent to or within close proximity to a State Scenic Highway. There are no State Scenic Highways within the City of San Dimas. The closest State Scenic Highway to the project is Highway 2, approximately 16 miles north of the site. The project will not impact a State Scenic Highway.
- c) The site is occupied by a construction company and located in an urbanized area with mixed use development surrounding the site. The project is not anticipated to substantially degrade and significantly impact the existing visual character or quality of the site and surrounding properties, but will replace an existing construction company and construction yard with two- and three-story townhomes, landscaped setbacks and recreational open space. Figures 10 and 11 show elevations of the proposed residences. The project will be required to meet and comply with all applicable City design standards, which includes planting street frontage tress pursuant to San Dimas Municipal Code (SDMC) 17.32.160. The City's Design Review Committee will review the projects architectural and landscape plans prior to the issuance of building permits to ensure the project design and architecture meets and complies with all applicable City requirements. SDMC 17.32.130 requires the developer to underground all existing and new utility lines and facilities to minimize unsightly appearance of overhead utility lines and utility enclosures. The project is not out of character with the surrounding development and must meet the design and architectural requirements of the City's Design Review Committee and comply with all applicable San Dimas Municipal Code design and construction requirements. Therefore, the project will not significantly degrade the visual characteristics of the site or surrounding development.
- d) The project would increase the amount of light on the property compared to the existing condition due to interior and exterior lighting of 47 homes along with interior project street/parking lights, safety and security lighting, car headlights, etc. The design and placement of light fixtures will be shown on site plans which require review for consistency with City standards that requires shielding, diffusing, or indirect lighting to avoid glare.



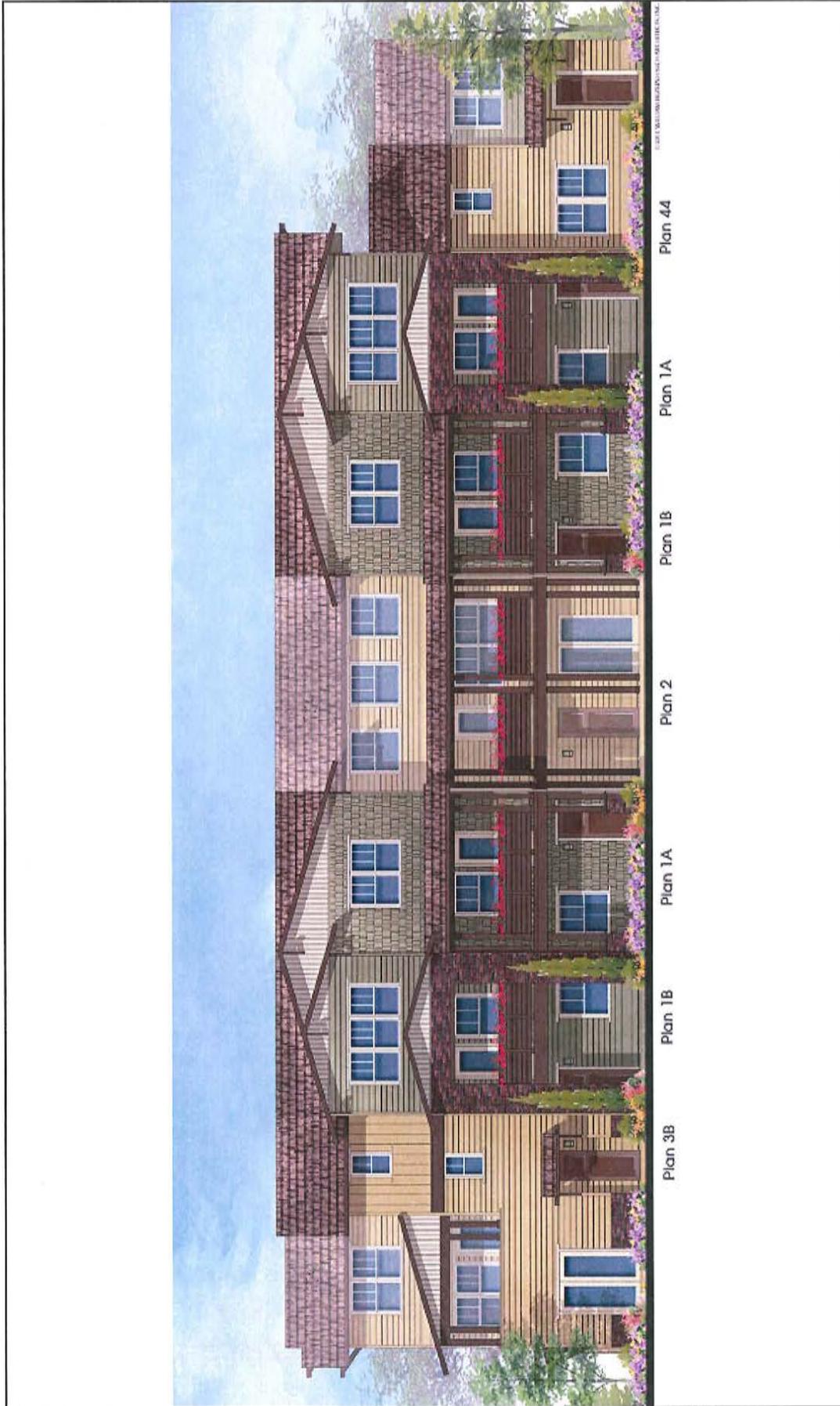
Source: *William Hezmalbach Architects, Inc.*

Figure 10
Building Elevations



Phil Martin & Associates, Inc.

NORTH EUCLA AVENUE | CITY OF SAN DIMAS



Source: William Hezmalhalch Architects, Inc.

Figure 11
Building Elevations

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Lighting will be selected and located to confine the area of illumination to within the project site to reduce light impacts to adjacent land uses. The project will generate glare from metal surfaces, building glazing, car windows, and other reflective surfaces. The glare generated by the project is not anticipated to be significant and impact area residents. The project will not have any significant light or glare impacts.

2. AGRICULTURAL AND FOREST RESOURCES. <i>Would the project:</i> a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	()	()	()	(✓)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	()	()	()	(✓)
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	()	()	()	(✓)
d) Result in the loss of forest land or conversion of forest land to non-forest use?	()	()	()	(✓)
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	()	()	()	(✓)

Comments:

- a) There is no Class I prime agricultural soil within the City of San Dimas according to the General Plan Exhibit VI-1. Further, there are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), according to maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The 1991 General Plan estimated that there were 507 undeveloped acres of Class II potential prime agricultural soils located in the northern half of the city, and areas north of Bonelli Regional Park. Of the total 507 acres, 172 acres were designated open space while the remaining 335 acres were undeveloped parcels of various sizes. The General Plan concluded that “most of these parcels are adjacent to existing residential developments, making the agricultural uses incompatible because of the use of pesticides, fertilizers and equipment noise. Therefore, the impact of the project on Class I prime soils is considered less than significant.
- b) There are seven areas of agriculturally zoned land within the City of San Dimas, mostly landscape plant nurseries of approximately 5 acres each. Neither the project site nor any of the properties adjacent to and surrounding the site are zoned for and allow agricultural uses. There are no Williamson Act contracts within the City. The project will not impact any agricultural zoned land or Williamson Act contracts.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) There are no forest lands, timberlands, or timberlands zoned Timberland Production within the City of San Dimas, except for the Angeles National Forest which is north of the project. As a result, there are no forest lands or timberlands adjacent to or within the immediate vicinity of the site. The project does not propose to change the zoning of the site to allow timberland production. The project will not impact any forest.
- d) There are no forest lands on the site. The project does not propose to change the zoning of the site to allow timberland or forest production. The project will not result in the loss of any existing forest land or convert forest land to non-forest land. Thus, the project will not have an impact to any forest.
- e) The project site is developed with a commercial use and located in an area that is completely developed and urbanized. There are no forests or agricultural uses either on or adjacent to the site. The project will not have any farmland, forest, or agricultural impacts.

3. AIR QUALITY. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	()	()	()	(✓)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	()	(✓)	()	()
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	()	()	()	(✓)
d) Expose sensitive receptors to substantial pollutant concentrations?	()	()	(✓)	()
e) Create objectionable odors affecting a substantial number of people?	()	()	()	(✓)

Comments:

An air quality and greenhouse gas analysis was prepared for the site. The analysis is attached in Appendix A.

- a) The project is located in San Dimas, which is in the eastern portion of Los Angeles County. The proposed project is located within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD), within the South Coast Air Basin (SCAB). The SCAB encompasses 6,745 square miles and includes some portions of San Bernardino, Riverside, Los Angeles, and Orange Counties. The SCAQMD stretches from the Pacific Ocean in the west, to the Angeles National Forest to the north, Orange County to the south, and Riverside and San Bernardino Counties to the east.

On June 1, 2007, the SCAQMD adopted the 2007 AQMP, which it describes as a regional and multiagency effort (the SCAQMD Governing Board, ARB, SCAG, and EPA). The 2007 AQMP also identifies emission reductions from existing sources and air pollution control measures that are necessary to comply with applicable State and federal AAQS. The 2007 AQMP also incorporates significant new scientific data, primarily in the form of updated emission inventories, ambient measurements, new meteorological episodes, and new air quality

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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modeling tools. The ARB has adopted the SCAQMD 2007 AQMP as part of the 2007 SIP and forwarded it to the EPA for review and approval.

On November 22, 2010, the EPA published its notice of proposed partial approval and partial disapproval of the 2007 AQMP PM_{2.5} Plan primarily because the attainment demonstration relied heavily on emissions reductions from several State rules that had not been finalized or submitted to the EPA for approval. The proposed revision to the PM_{2.5} and O₃ SIP addresses the critical issues of the proposed disapproval. It updates the implementation status of the AQMP control measures to meet the 2015 PM_{2.5} attainment, retains the SCAQMD's proposal for contingency measures, and also references and relies on the ARB's proposed contingency measures.

The SCAQMD has an adopted Air Quality Management Plan (AQMP) to bring a nonattainment air quality area into compliance with Federal and State air quality standards. In order for a project to be consistent with an adopted AQMP, the project pollutants should not exceed SCAQMD adopted daily air emission thresholds, cause a significant air quality impact, or be included in the AQMP projections for future development. The project will require a general plan amendment and specific plan amendment because the residential land use proposed for the site is not consistent with the General Plan and specific plan industrial use designated for the site.

The AQMP is based on regional growth projections developed by the SCAG. The proposed project is a residential development and is not defined as a regionally significant project under CEQA because it proposes less than 500 residential units.¹ Therefore, it does not meet SCAG's Intergovernmental Review (IGR) criteria. The proposed uses would not generate more traffic than allowed uses, so the proposed project is consistent with General Plan of the City, which is consistent with the SCAG RCP Guidelines and the SCAQMD AQMP. Therefore, the project is consistent with and will not significantly impact the General Plan and the regional AQMP.

- b) During the construction phases of development, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use will generate air emissions. In addition, fugitive dust will be generated during grading and construction activities. While most of the dust would settle on or near the project site, smaller particles would remain in the atmosphere, increasing particle levels within the surrounding area.

The estimated project construction emissions are shown in Table 1. The emissions include the incorporation and compliance with SCAQMD Rules 402 and 403 to control dust emissions during grading and construction. As shown, the project will not generate any air emissions during project demolition, grading, and construction that exceed adopted SCAQMD emission thresholds. The project will not have any construction emission impacts.

**Table 1
 Regional Significance - Construction Emissions (lbs./day)¹**

Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	4.72	51.00	38.87	0.04	2.87	2.41
Site Preparation	5.34	56.99	43.92	0.04	4.55	3.60

¹ CEQA Guidelines Section 15206b.2.A.

Issues and Supporting Information Sources:				Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Grading	3.90	40.50	27.75	0.03	2.93	2.42	
Building Construction	3.99	31.39	23.45	0.03	2.63	2.14	
Architectural Coating	22.96	2.42	2.53	0.00	0.29	0.22	
Paving	1.99	18.45	13.86	0.02	1.28	1.07	
Maximum ²	24.95	56.99	43.92	0.04	4.55	3.60	
SCAQMD Threshold	75.	100.	550.	150.	150.	55	
Exceeds Threshold (?)	No	No	No	No	No	No	
Notes:							
¹ Indicates emissions levels with Best Available Control Measures (BACM).							
² Construction activities are not expected to overlap except during paving and painting; therefore, the maximum emissions represent the largest of each activity alone except for painting and paving which are combined.							

SCAQMD recommends that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors, Localized Sensitive Threshold (LST). Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. In this case, there are sensitive residences adjacent to and west, north and east of the project and hotels approximately 200 feet to the south.

The construction LST air emissions are shown in Table 2. As shown, the LST construction emissions are below the SCAQMD thresholds of significance. The project will not have any significant localized significant construction emissions.

**Table 2
 Construction Localized Significance Emissions (lbs./day)**

LST Pollutants ¹	CO (lbs./day)	NOx (lbs./day)	PM ₁₀ (lbs./day)	PM _{2.5} (lbs./day)
On-site Emissions	43.92	56.99	4.5	3.60
SCAQMD Construction Threshold ²	2,158	265	36	9
Exceeds Threshold (?)	No	No	No	No
Notes:				
¹ Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 for a disturbance area of 5 acres and at a receptor distance of 50 meters.				
² Reference: Source Receptor Area 10 Thresholds.				

The long-term operational air emissions of the project are associated with stationary, area, and mobile sources. Stationary air emission sources include natural gas combustion for the on-site buildings and the generation of electricity for project lighting. Area source emissions include architectural coatings, consumer products and landscape maintenance. Mobile sources are associated with project generated traffic.

The project operational air emissions are shown in Table 3. As shown, the operational emissions will not exceed SCAQMD thresholds. Therefore, the project will not have any significant operational air emission impacts.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 3
Regional Significance – Operational Emissions (lbs./day)

Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources	1.95	0.05	4.10	0.00	0.09	0.09
Energy Sources	0.02	0.18	0.08	0.00	0.01	0.01
Mobile Sources	1.35	3.90	16.00	0.04	2.70	0.73
Total: Area Sources + Energy + Mobile	3.32	4.13	20.18	0.04	2.80	0.83
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No
Notes:						
¹ Emissions levels do not exceed the significance thresholds, therefore any additional air quality reduction measures will further reduce emissions.						

The operational LST air emissions are shown in Table 4. As shown, the LST emissions are below the SCAQMD thresholds of significance. The project will not have any significant localized significant operational emissions.

Table 4
Operational Localized Significance Emissions (lbs./day)

LST Pollutants ¹	CO (lbs./day)	NO _x (lbs./day)	PM ₁₀ (lbs./day)	PM _{2.5} (lbs./day)
On-site Emissions	20.18	4.13	2.8	0.83
SCAQMD Operation Threshold ²	2,158	265	9	3
Exceeds Threshold (?)	No	No	No	No
Notes:				
¹ Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 for a disturbance area of 5 acres and at a receptor distance of 50 meters.				
² Reference: Source Receptor Area 10 Thresholds.				

Based on the results of the project air emission modeling, the project will not have any significant construction or operational air emission impacts.

Even though there are no expected impacts for both the short-term construction and long-term operational emissions, fugitive dust and equipment emissions are required to be assessed by the South Coast Air Quality Management District (SCAQMD) on a project-specific basis. Therefore, the following mitigation measures shall be implemented to reduce impacts to less-than-significant levels;

Mitigation Measure No. 1 Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.

Mitigation Measure No. 2 Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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a result of hauling. Timing may vary depending upon time of year of construction.

Mitigation Measure No. 3 All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high volume, low-pressure spray.

Mitigation Measure No. 4 All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.

Mitigation Measure No. 5 All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:

- Re-establish ground cover on the construction site through seeding and watering.
- Pave or apply gravel to any on-site haul roads.
- Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.
- Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods.
- Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices.
- Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means.

Mitigation Measure No. 6 The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce PM₁₀ emissions, in accordance with SCAQMD Rule 403.

Mitigation Measure No. 7 Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM₁₀ emissions.

Mitigation Measure No. 8 The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.

Mitigation Measure No. 9 The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.

- c) The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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However, each project would be required to comply with the SCAQMD's standard construction measures to reduce dust and construction equipment emissions. The proposed project's short-term construction emissions would not exceed any SCAQMD construction significance thresholds. Therefore, the project will not contribute to or have a significant short-term cumulative impact.

- d) The SCAQMD defines sensitive receptor as any residence including private homes, condominiums, apartments, and living quarters, schools, preschools, daycare centers, and health facilities such as hospitals or retirement and nursing homes, long-term care hospitals, hospices, prisons, and dormitories or similar live-in housing. The existing residences that live adjacent to and west, north and east of the site meet the SCAQMD definition of sensitive receptor. Based on the air quality study that was prepared for the project, the project will not generate any emissions that will exceed SCAQMD adopted air emission thresholds. In addition, the project developer will be required by SCAQMD to implement Rules 402 and 403 during project demolition and construction to reduce dust emissions. Because the project will be required to incorporate measures to reduce fugitive dust and the project will not generate air emissions that will expose area sensitive receptors to substantial pollutant concentrations, the project will not have any sensitive receptor air emission impacts.

- f) The short-term operation of construction equipment to demolish the existing site improvements and construct the proposed development will generate odors. The operation of heavy-duty equipment would emit odors. Once construction is completed, any odors by the construction equipment will cease. SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The residential use proposed for the site will not emit any objectionable odors. The project will not have any significant odor impacts.

<p>4. BIOLOGICAL RESOURCES. <i>Would the project:</i></p> <p>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	()	()	()	(✓)
<p>b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>	()	()	()	(✓)
<p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	()	()	()	(✓)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	()	()	(✓)	()
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or State habitat conservation plan?	()	()	()	(✓)

Comments:

An arborist report was prepared for the site and attached as Appendix B.

- a) The project site is located in an urbanized area that is developed with residential, industrial, and commercial uses. The site was disturbed in the past to construct the existing buildings and site improvements. According to the General Plan, the majority of the sensitive habitat and native plant species are found in eight areas, primarily U.S. Forest Service land and several creeks and canyons, within San Dimas. The project site is not located within an area that is designated as a sensitive biological resource. The properties surrounding the site are developed and there are no rare or endangered species of plants or animals adjacent to the project. The project will not impact any candidate, sensitive, or special status plant or animal species.

- b) The project site is developed with a commercial use (construction company) and located in an urban area. There is no riparian habitat on or adjacent to the site. The project will not impact any riparian habitat.

However any vegetation removal activities should be planned outside of the nesting season for birds (generally February 1 through September 15) to ensure compliance with the Migratory Bird Treaty Act (MBTA). Nesting surveys should be performed prior to vegetation removal within the nesting season. If a nest is found, the location of the nest shall be flagged and then mapped onto an aerial photograph of the project site at a scale of no less than 1"=200' and/or recorded with the use of a GPS unit. An appropriate avoidance buffer (size of buffer depends upon the species and the proposed work activity) should be determined and demarcated by a qualified biologist. All construction personal shall be notified as to the existence of the buffer zone to avoid entering the buffer zone during the nesting season. Active nesting shall be monitored at a minimum of once per week by a qualified biologist until it has been determined that the nest is no longer being used by the young. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest.

- c) As stated in 4.b above, the site is developed with a commercial use and there is no wetland habitat on the property. In addition, there is no wetland habitat on any properties adjacent to or in close proximity to the site. The project will not impact wetland habitat.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Because the site is located in an urban area and the properties surrounding the site are developed, there are no wildlife corridors or wildlife nurseries present. The project will not impact any existing wildlife corridors or wildlife nurseries.
- e) There are 58 trees on the property and the majority located along the southern project boundary. An arborist inventoried the trees and provided information on their diameter, height, canopy spread, health and species.² Of the existing trees, three Coast Live Oaks are healthy and recommended to be preserved and incorporated into the project. The remaining 55 trees are recommended to be removed to allow development of the project, poor health, structure, and overall condition.³

The City restricts the removal of mature significant trees on developed property.⁴ Significant trees are defined as, "any tree within the city of an oak genus which measures eight inches or more in trunk diameter and/or any other species of trees which measure ten inches or more in trunk diameter and/or a multi-trunk tree(s) having a total circumference of thirty-eight inches or more; the multi-trunk tree shall include at least one trunk with a diameter of a minimum of four inches. The trunk diameter shall be measured at a point thirty-six inches above the ground at the base of the tree"⁵. Based on the arborist report, there are approximately 18 trees that are considered "significant" per SDMC Chapter 18.162.020.A.

All of the existing trees, with the exception of the three Coast Live Oak trees (numbers 11, 12, 14) will be removed. Coast Live Oak trees numbers 11, 12, and 14 will be preserved and planted in open space designated within the project.

Prior to their removal, the project developer will have to obtain a tree removal permit from the City Development Review Board and subject to conditions of approval per SDMC 18.162.060. The project developer will be required to meet the conditions imposed by the Development Review Board to remove the existing trees. Existing trees removed shall be replaced as required by Chapter 18.162 of the Municipal Code. Project compliance with SDMC 18.162.060 will reduce the impacts of removing 55 existing trees from the site to less than significant.

- f) The project site is not located within a conservation overlay area according to the General Plan Exhibit II-4.1. In addition, the Biological Resources Assessment did not identify any adopted Land Trust, Habitat Conservation Plan, or Natural Community Conservation Plan that includes the site. The project will not have any conflict with an adopted habitat conservation plan.

5. CULTURAL RESOURCES. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	()	()	()	(✓)
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	()	(✓)	()	()
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	()	(✓)	()	()

² Arbonwell, letter dated February 11, 2014 – Appendix B.

³ Ibid.

⁴ San Dimas Municipal Code, Chapter 18.162.020.D.

⁵ Ibid, 18.162.020.A.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	()	()	()	(✓)

Comments:

- a) There are 328 residential structures of cultural and historic significance identified by the San Dimas Historical Society according to the 1991 Historic Survey. There are no designated historical structures on the property and none of the existing structures are candidates as a historical resource. The project will not have any historical resource impact.
- b) There are no known archaeological sites or resources recorded on the project site; however, the San Dimas area is known to have been inhabited by the Gabrielano Indians according to the General Plan FEIR, probably in the Cienega Springs, San Dimas Canyon, Walnut Creek, and Way Hill areas. There are seven prehistoric sites identified within San Dimas according to the General Plan FEIR Technical Appendix. Construction activity, particularly grading, soil excavation and compaction, could adversely affect or eliminate existing and potential archaeological resources. The following measure is recommended to mitigate any archaeological resource that may be discovered during project grading and construction.

Mitigation Measure No. 10 An archeologist shall be retained to observe grading and construction activities and conduct salvage excavation of any archeological resources deemed necessary by the archeologist. The archeologist shall be present at a pre-grading conference, establish procedures for archeological resource surveillance during grading and construction, and establish, in cooperation with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification and evaluation of all resources as deemed necessary by the archeologist. If additional or unexpected archeological features are discovered, the archeologist shall report such findings to the San Dimas Community Development Department. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the Planning Director.

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

Mitigation Measure No. 11 If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:

- Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
 - Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.
 - Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., Los Angeles County Museum of Art (LACMA)).
 - Submit summary report to City of San Dimas. Transfer collected specimens with a copy of the report to the Los Angeles County Museum of Art (LACMA).
- d) The project site and surrounding properties are developed and located in an urbanized area. The project site was disrupted in the past with the construction of the existing buildings and other site improvements. There are no known religious or sacred sites either on or adjacent to the site. There is no evidence to suggest that the project site has been used for human burials. Should human remains be uncovered during project construction, the California Health and Safety Code (Section 7050.5) states that if human remains are discovered, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. Thus, State law will mitigate and protect any human remains uncovered during construction. The project will not impact human remains or a formal cemetery.

<p>6. GEOLOGY AND SOILS. <i>Would the project:</i></p> <p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	()	()	()	(✓)
<p>ii) Strong seismic ground shaking?</p>	()	()	(✓)	()

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	()	()	()	(✓)
iv) Landslides?	()	()	()	(✓)
b) Result in substantial soil erosion or the loss of topsoil?	()	(✓)	()	()
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	()	()	()	(✓)
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	()	()	()	(✓)
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	()	()	()	(✓)

Comments:

A geotechnical report was prepared for the site and attached as Appendix C

- a) i-iv. There are no known faults that pass through the site and the project is not located within an Earthquake Fault Zone.⁶ Like all of Southern California, the project is located in a seismically active area and will experience moderate to occasionally high ground shaking from area fault zones. There are numerous area faults, including the San Andreas Fault Zone approximately 20 miles to the north, the Sierra Madre fault zone approximately 2 miles to the north, and the Cucamonga Fault approximately 5 miles to the east as well as several inferred faults that cross the city. Each of these faults can produce strong ground shaking. As a result, ground shaking will be a hazard for structures and people on the site. As with all development in San Dimas, all buildings proposed for the project and the construction methods to construct the buildings and infrastructure are required by law to meet the current California Building Code (C.B.C.) for building design and construction. The design and construction of all structures and infrastructure in compliance with the C.B.C will reduce potential ground shaking impacts to less than significant.

Based on the project geotechnical investigation, the potential for project liquefaction impacts is considered minimal due to groundwater being 100 feet or more below the ground surface.⁷

The project site, as well as the properties surrounding the site, are relatively flat and there are no hillsides or slopes either on or adjacent to the project. Therefore, the project will not be impacted by a landslide.

- b) The excavation, stockpiling, and/or movement of dirt will be required within the site during demolition, grading and construction phases of the project. The San Dimas area is subject to strong Santa Ana wind conditions during September to April, which generates blowing sand and dust, and creates soil erosion. Construction activities during the winter months when rainfall typically occurs can also create potential soil erosion impacts. Soil erosion and the loss of topsoil can occur during both strong wind conditions and period of rainfall if exposed

⁶ San Dimas General Plan Exhibit VII-1

⁷ Geotechnical Investigation San Dimas Project, 115 North Eucla Avenue at West 2nd Street, City of San Dimas, California, October 23, 2013, page 11, Alta California Geotechnical Inc.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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soil is not properly protected. The implementation of SCAQMD Rules 402 and 403 to control dust emissions along with the implementation of required soil erosion best management practices (San Dimas Municipal Code, Chapter 14.11 Storm water Management and Discharge) during demolition, grading and construction will reduce and minimize soil erosion and the loss of topsoil impacts. Project compliance with all required rules and laws to reduce and minimize soil erosion will reduce potential soil erosion impacts. Therefore, the following mitigation measures shall be implemented to reduce impacts to less-than-significant levels:]

Mitigation Measure No. 12 The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM₁₀ emissions, in accordance with SCAQMD Rule 403 or replanted with drought resistant landscaping as soon as possible

Mitigation Measure No. 13 Frontage public streets shall be swept according to a schedule established by the City to reduce PM₁₀ emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon time of year of construction.

Mitigation Measure No. 14 Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM₁₀ emissions from the site during such episodes.

Mitigation Measure No. 15 Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM₁₀ emissions.

- c) Based on the geotechnical report, the site would not become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The project would not have any significant unstable soil or geologic impacts.
- d) Based on the geotechnical report, the majority of on-site materials are considered to have "very low" to "low" expansion potential with possible "medium" expansive soils. Should soils be uncovered near final pad grade during project grading that are considered to be expansive, measures in the city approved soils report will be implemented to the satisfaction of the city engineer to correct any soil compaction impacts. At this time, the project will not have any significant expansive soil impacts.
- e) The project will be required by the City to connect to the existing local public sewer system for wastewater disposal. No septic tanks or alternative wastewater disposal systems are proposed. The project will not have any significant wastewater disposal impacts.

<p>7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i></p> <p>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>	()	(✓)	()	()
<p>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	()	()	()	(✓)

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

- a. The CEQA Guidelines were amended, effective March 18, 2010, to address Greenhouse Gas Gases (GHG), including CO₂; however, did not provide any specific significance threshold targets. According to the amended CEQA Guidelines, Section 15064.4(a), lead agencies are to "make a good-faith effort...to describe, calculate or estimate the amount of greenhouse gas emissions associated with a project. A lead agency shall have the discretion to determine whether... to (1) use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use...; and/or (2) rely on a qualitative analysis or performance based standards."

California state law SB 375 (2008) requires the California Air Resources Board (CARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles, for 2020 and 2035. The GHG emission reduction targets being developed by the CARB are not scheduled for adoption until September 30, 2010. AB 32 (Global Warming Solutions Act of 2006) requires the State of California to reduce GHG to 1990 levels no later than year 2020. To reach the 2020 goal, SB 375 (2008), was adopted with the intent to reduce GHGs and vehicle miles of travel (VMT) by integrating transportation and land use planning. SB375 also aims to integrate the Regional Housing Needs Assessment into the Regional Transportation Plan by synchronizing their schedules and by requiring that the local government housing elements be consistent with a Sustainable Communities Strategy (SCS). The City of San Dimas is located within the San Gabriel Valley subregion of the Southern California Associated Governments (SCAG). Under SB375, SCAG is unique in that sub regions are allowed the option of developing their own SCS.

The CalEEMod model was used to estimate the onsite and offsite greenhouse gas emissions. The estimated greenhouse gas emissions from the operation of project construction equipment and worker vehicles are shown in Table 5. The total construction emissions, which are amortized over 30 years, are estimated at 15 metric tons of CO₂e per year.

**Table 5
 Construction Greenhouse Gas Emissions**

Activity	Emissions (MTCO ₂ e) ¹		
	Onsite	Offsite	Total
Demolition	38	7	45
Site Preparation	9	0	10
Grading	11	1	12
Building Construction ²	282	85	367
Paving	16	2	17
Coating	2	1	3
Total	358	96	455
Averaged over 30 years³	12	3	15
Notes:			
¹ . MTCO ₂ e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).			
² . Construction is estimated to last approximately 1 year.			
³ . The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD recommendations.			
* CalEEMod output (Appendix A)			

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The operational or long-term emissions for the project are 657 metric tons of CO₂e per year as shown in Table 6. The emissions shown include the incorporation of all applicable required regulations to reduce emissions.

**Table 6
 Project Operational Greenhouse Gas Emissions**

Emission Source	Emissions (MTCO ₂ e) with Regulation ¹
Area Source	13
Energy Source	108
Mobile Source	498
Waste	10
Water	22
<i>Subtotal (Operation)</i>	641
<i>Subtotal Construction (averaged over 30 years)</i>	15
Total Annual Emissions	657
Notes:	
¹ MTCO ₂ e = metric tons of carbon dioxide equivalents	

Table 7 compares the project emissions shown in Table 6 to the SCAQMD's greenhouse gas significance thresholds. As shown in Table 7, the project's operational GHG emissions are below SCAQMD significance thresholds. The project will not have any significant operational GHG emissions.

**Table 7
 Significance of Estimated Project Greenhouse Gas Emissions**

Item	Emissions With Regulation	Units
Total Annual Emissions ¹	657	MTCO ₂ e/year
SCAQMD Draft Tier 3 threshold	3,000	MTCO ₂ e/year
Exceed Tier 3 Threshold?	No	--
Significant impact?	No	--
Notes:		
¹ Refer to Table 6 for emissions		

To the extent feasible, and to the satisfaction of the City of San Dimas (City), the following measures shall be incorporated into the design and construction of the project (including specific building projects) to reduce GHG emissions to less-than-significant:

Mitigation Measure No. 16 The project developer shall divert at least 60 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) from the landfill.

Mitigation Measure No. 17 Prior to issuance of the first building permit, all project buildings shall be designed to exceed the California Building Code's

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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(CBC) Title 24 energy standard by 15 percent.

Mitigation Measure No. 18 Prior to the issuance of the first building permit, the project developer shall devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures deemed appropriate by the Planning Director:

- Create water-efficient landscapes within the development.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.

b. Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, set the 2020 greenhouse gas emissions reduction goal into law. The core mandate of AB 32 is to reduce statewide GHG emissions in 2020 to equal the 1990 emission levels. AB 32 is anticipated to secure emission reductions through a variety of mechanisms, such as increasing energy efficiency and introducing more renewable energy sources. As shown in Tables 5 and 7, the project greenhouse gas emissions will not exceed SCAQMD thresholds. Therefore, the project is consistent with AB 32 and will not have any significant GHG impacts.

<p>8. HAZARDS AND WASTE MATERIALS. <i>Would the project:</i></p> <p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	()	()	()	(✓)
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	()	(✓)	()	()
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?</p>	()	()	()	(✓)
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</p>	()	()	()	(✓)
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</p>	()	()	()	(✓)
<p>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</p>	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	()	()	()	(✓)
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	()	()	()	(✓)

Comments:

A Phase I Environmental Site Assessment (ESA) and a Phase II ESA were prepared for the site. The Phase I and Phase II ESA's are attached as Appendix D and E, respectively.

- a) The project does not propose and will not involve the transport, use, or disposal of hazardous materials. The only hazardous materials that will be transported and stored include standard household cleaning materials and herbicides and pesticides associated with landscape maintenance. The transportation, use and storage of these types of hazardous materials in compliance with all applicable Federal, State, and local regulations will reduce the potential for significant impacts to less than significant. The project will not have any impacts associated with the transportation, use or storage of hazardous materials.
- b) The proposed residential project does not include the use of any hazardous materials other than standard household cleaning materials. The use and storage of standard household cleaning materials will not have any significant hazardous impacts.

Based upon the results of the Phase I ESA, the site has a history of the presence of industrial operations on the property. Therefore, there is a potential for soil vapor impacts due to the use and/or storage of petroleum hydrocarbons and solvents. The Phase I ESA also identified the previous use of the site for agricultural purposes in the 1920s through 1960. In addition, a 2,000 gallon underground storage tank (UST) was removed from the site on July 7, 1989. Approximately 220 tons of soil underneath the UST were removed and disposed and a closure letter dated March 5, 1990 was issued by the County of Los Angeles Department of Public Works. Residual soil impacts were left in place at the base of the former UST. The laboratory data collected at the time did not indicate significant impacts, but the data did not include an analysis of volatile organic compounds. Based on a long history of industrial operations at the site, there is the potential for a soil vapor impact due to the past use and/or storage of petroleum hydrocarbons and solvents that typically accompany industrial practices. The past industrial uses were identified as a Recognized Environmental Condition (REC) and soil vapor sampling was recommended across the site to determine if a VOC impact exists in the soil vapor above the health risk criteria for the residential use proposed for the site.

The former UST was also identified as a REC and a soil vapor survey of the UST area was recommended. The Phase I ESA also suggested testing the existing buildings for lead based paint (LBP) and asbestos containing materials (ACM) due to the age of the buildings and the potential presence for these materials.⁸

As recommended, a Phase II ESA was completed. The Phase II ESA included soil borings, soil gas samples, soil samples, pesticide samples, lead and arsenic samples. Of the 6 soil

⁸ Phase I Environmental Site Assessment, 155 North Eucla Avenue, San Dimas, California, Stantec, June 14, 2013, page 3-4.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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vapor samples, benzene was reported above its respective California Human Health Screening Level (CHHSL) of 0.085 micrograms per liter (ug/L). Of the 8 soil samples that were analyzed for TPH and VOCs, no TPH was reported in any of the samples. VOCs were not reported in any of the samples above laboratory reporting limits, with the exception of one sample that reported tetrachloroethylene (PCE) at a level of 0.0019 milligrams per kilogram (mg/kg) and below the regulatory action level. SVOCs and pesticides were not detected above laboratory reporting limits in any samples. The 8 samples analyzed for lead and arsenic were within typical regional background levels, with the exception of one lead sample at 83 mg/kg and above the CHHSL of 80 mg/kg. The lead level of 83 mg/kg is below hazardous levels and as a result, soil from the site can be disposed as a non-hazardous material. It is recommended that the on-site soil with lead levels above 80 mg/kg be removed from the site and properly disposed.

Mitigation Measure No. 19 All on-site dirt with a CHHSL lead level greater than 80 mg/kg shall be removed from the site and properly disposed prior to the issuance of a building permit.

Because benzene was detected in the soil samples above its respective California Human Health Screening Level (CHHSL) of 0.085 micrograms per liter (ug/L), the preparation of a Human Health Risk Assessment (HHRA) was recommended. As recommended, a HHRA was prepared to address the potential health risk to develop the site with residential units.⁹

The HHRA estimates the potential health risks to project residents from volatile constituents (COPCs) that were previously detected in the soil gas samples migrating to indoor air inside homes proposed for the site.

The estimates of cancer risk and non-cancer hazard were calculated for future residents consistent with current guidance by the U.S. Environmental Protection Agency (USEPA 2009). According to EPA, an ILECR of 1E-06 is considered as the point of departure, while the ILECR range between 1E-04 to 1E-06 may be acceptable for regulatory purposes, (USEPA, 1990). Furthermore, if conservatively estimated cancer risks from vapor intrusion are 1E-04 or less, no mitigation is typically required (Cal-EPA 2011b). Under the Proposition 65 program in California, the “no significant risk levels” represent the daily intake level calculated to result in a cancer risk not exceeding one excess case of cancer in 100,000 individuals exposed over a 70-year lifetime (Cal-EPA, 2013c). Cal-EPA uses a target ILECR of 1E-05 for individual carcinogenic COPCs to warn the public of potential carcinogens in every day's products. The results of this HHRA are interpreted within the context of the regulatory and public health perspective of acceptable cancer risks and non-cancer hazards from controllable sources of exposure; however, recommendations are based on the most conservative risk estimate of 1E-06.

Based on the HHRA, the levels of petroleum hydrocarbons and PCE detected in the on-site soil gas may have the potential to migrate to indoor air at levels of concern for future residents. There are no exceedences of the acceptable cancer risk threshold of 1E-04 where vapor mitigation is necessary, and are for the most part below the “no significant risk level” of 1E-05, and below a non-cancer hazard that does not exceed 1.0 at any site location. However, all locations exceed the conservative target level of 1E-06 where further investigation or vapor mitigation may be warranted.

⁹ Human Health Risk Assessment, Industrial Property, 155 North Eucla Avenue, San Dimas, California 91773, Stantec, September 23, 2013.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The findings of the HHRA support the following conclusions:

- Because the ILECR is greater than 1E-06, but less than 1E-04, there is a need to further evaluate the site by one or more of the following methods:
 - Additional data collection
 - Continual monitoring
 - Additional Risk Characterization
 - Mitigation, and
 - Source Remediation
- Because of the limited data available, it is unknown whether there are additional hot spots in the area and if the current distribution of soil gas locations is representative of the site as a whole.
- The limited data also questions the need to further characterize temporal variability.
- Benzene is the largest contributor to the cancer risk and non-cancer hazard. Both ethylbenzene and PCE could be considered minor contributors at several locations.

It is recommended that further investigation and/or the construction of a vapor barrier be completed in order to develop the site with residential units as proposed. As such, the following measure is recommended to reduce potential petroleum hydrocarbons and PCE health risks to less than significant.

Mitigation Measure No. 20 Prior to the issuance of a demolition permit, the project developer shall conduct further investigation of the site, or construct a vapor barrier as recommended in the September 23, 2013 Human Health Risk Assessment to the satisfaction of the City Engineer.

- c) Fred Ekstrand Elementary at the northeast corner of Walnut and Juanita Avenues is approximately one mile northeast of the project and the closest public school to the site. The Arrow Montessori school at the southeast corner of Gladstone Street and the 57 Freeway is approximately ½ mile northwest of the project and the closest private school to the site. There are no uses proposed by the project that would have any potential hazards to and impact either school. The project will not have any hazardous impacts to area schools.
- d) The project site is not listed as a hazardous waste or substance materials site. Recent site inspection did not reveal the presence of discarded drums or illegal dumping of hazardous materials. No significant public hazard impacts are anticipated.
- e) The project is approximately 2 miles northwest of Brackett Field in the City of La Verne and the closest public airport to the project. The project will not expose the project residents to any safety hazards associated with any on-going operations at Brackett Field. Similarly, the project will not impact the existing operations at Brackett Field. The project will not have any safety impacts due to its location to Brackett Field.
- f) There are no private airstrips within 5 miles of the project. The project will not impact or be impacted by any private airstrips.
- g) The project is located in an urbanized area of San Dimas and there are no wildlands either on or adjacent to the site. The City's 2004 Natural Hazard Mitigation Plan includes policies and

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procedures to be administered by the Los Angeles County Fire Department, which is the City's contract fire service provider, in the event of a disaster. Because the project includes public street access (Foothill Boulevard and Walnut Avenue) for fire emergency vehicle access and required to comply with all applicable City codes, including local fire ordinances, no adverse wildfire impacts are anticipated

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

9. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	()	(✓)	()	()
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	()	()	()	(✓)
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	()	()	(✓)	()
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	()	()	(✓)	()
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	()	()	(✓)	()
f) Otherwise substantially degrade water quality?	()	(✓)	()	()
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	()	()	()	(✓)
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	()	()	()	(✓)
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	()	()	()	(✓)
j) Inundation by seiche, tsunami, or mudflow?	()	()	()	(✓)

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

A hydrology study was prepared for the project and a copy is included in Appendix F.

- a) The State of California is authorized to administer various aspects of the National Pollution Discharge Elimination System (NPDES) permit under Section 402 of the Clean Water Act. The General Construction Permit treats any construction activity over 1 acre as an industrial activity, requiring a permit under the State's General NPDES permit. The project site is 3.65 acres. The State Water Resource Control Board (SWRCB) through the Los Angeles Regional Water Quality Control Board administers these permits.

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

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

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

The project would generate runoff similar in quality to the runoff loading that is characteristic of similar urban development. Typical pollutants of concern for urban development include metals, nutrients, indicator bacteria, pesticides, and trash (California Storm water Quality Association [CASQA] 2003). Oils and grease from parking lots are also often cited as additional constituents of concern.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Storm Water Quality Best Management Practices

The project developer would be required to comply with all applicable regulations and standards pertaining to water quality during and after project construction. The regulations and standards that the developer would have to meet include those associated with the NPDES permit as administered by the City of San Dimas, County of Los Angeles and the Santa Ana Regional Water Quality Control Board. The RWQCB requires that 100% of average annual runoff be treated prior to discharge in receiving waters.

Project compliance with all applicable water quality regulations would be documented in a Water Quality Management Plan (WQMP) at the time the project is permitted for construction by the City. A WQMP describes the strategy for maintaining and/or enhancing the quality of storm water runoff, including the specific measures that will be implemented. The measures will include a framework of best management practices (BMPs) that have proven effective at numerous locations throughout the state. WQMP measures will also include site design elements that enhance efforts to limit water-quality impacts, Source Control that prevents or limits constituents of concern from being released into the environment, and Treatment Control. Designated project open space and landscaped areas would provide separation between impervious areas where, to a limited extent, infiltration and filtration of surface water runoff can occur. Source control of pollutants limits the release of pollutants into the storm water system and serves an important early role in reducing urban pollutants. A key component in this regard would be regular street sweeping. Additional measures would include landscape chemical application management plans, training for all landscape maintenance staff, and cleaning of storm drain inlets.

An approved WQMP will include non-structural, structural and design BMPs intended to reduce storm water pollutants and improve the water quality of the surface water that will be generated from the areas proposed for development prior to its discharge into the off-site storm drain system. Once approved by San Dimas staff, the implementation of the WQMP would reduce potential water quality runoff impacts of the project to less-than-significant.

Therefore, the following mitigation measures would be required to control additional storm water effluent:

Mitigation Measure No. 21 The project development shall implement the following construction activities:

- a. Storm Water Pollution Prevention Plan (SWPPP) preparation is required for all construction projects one acre or greater and shall be submitted to the City Engineer for review prior to the issuance of grading permits. This SWPPP shall identify Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practicable. If construction activity will disturb a ground surface area of 1 (one) acre or the project results in the disturbance of less than 1 (one) acre of soil but is part of a larger common plan of development or site that exceeds 1 (one) acre, then the project is subject to the requirements of the California General Permit for Storm Water Discharges Associated with Construction Activity. A Notice of Intent (NOI) is required

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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to be filed with the State Water Resources Control Board (SWRCB) and a SWPPP is required to be prepared, implemented and available at the job site for review and verification at all times for such projects.

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

Mitigation Measure No. 22 The project development shall implement the following *post-construction operational activities*:

- a. All discretionary development and redevelopment projects that fall into one of the following categories (home subdivisions with 10 or more housing units) are subject to the preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP). If the project falls under one of these categories and prior to issuance of building permits, the permit applicant shall submit to the City Engineer for approval a SUSMP based upon the design requirements as defined in the "Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP)", September 2002 as published by the Los Angeles County Department of Public Works. Evidence of on-going maintenance of post-construction BMPs will be required in the form of a signed and notarized Maintenance Covenant. A copy of this form is available at the public counter.

Mitigation Measure No. 23 Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides, landscaped areas shall be monitored and maintained by the

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Homeowners Association (HOA) to ensure adequate coverage, and stable growth, and schematic plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.

- b) San Dimas overlies three groundwater basins of varying water depth. The Los Angeles County Flood Control District is responsible for groundwater recharge along the San Dimas Canyon wash and Walnut Creek. The proposed project will not deplete groundwater supplies, nor will it interfere with recharge because it is not within an area designated as a recharge basin or spreading ground. The development of the site will require the grading of the site and excavation. However, project grading and development will not impact the existing aquifer or the existing aquifer recharge operations.

- c) Approximately half of the project site currently drains in a southerly direction towards an existing off-site catch basin between the railroad tracks and the southern project property line. The remaining half of the site drains southwest to an off-site catch basin located at the west end of the narrow strip of land at the west end of the property. The project will change the current absorption rates, drainage patterns, the rate, and amount of surface water runoff with the construction of the residences, streets, and other site hardscape improvements. The project runoff will not change or alter the course of any stream or river. The proposed on-site storm drain system will be designed to accommodate the developed 50 year storm. The first ¾ of an inch of rainfall runoff must be collected and treated prior to its discharge to the storm drain collection system. The project proposes to construct an underground infiltration system with chambers to collect and treat the first ¼ inch of rainfall. For the 50 year storm, the underground infiltration chambers will overflow into the existing City of San Dimas storm drain system that currently serves the site. The proposed underground infiltration collection and treatment system will be constructed during the rough grading of the site and have been sized to capture 100% of the 85th percentile, 24 hour rain event. The proposed project storm drain system will also reduce the peak flow leaving the site to the pre-developed condition. All project runoff will be conveyed to existing storm drain facilities at the same quantity as presently exist. As discussed in 9.a. above, the project must provide all applicable BMPs prior to the start of project demolition and construction and maintain the BMPs throughout construction to minimize and reduce erosion and siltation impacts. The incorporation of all applicable BMPs as required by law, will reduce potential soil erosion and siltation to less than significant. The project will not have any significant erosion or siltation impacts either on- or off-site.

- d) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff due to the amount of new building and hardscape proposed on a site. The project will generally maintain the existing drainage patterns, flow rates and amount of surface water runoff by the project. The proposed on-site storm drain system will be designed to accommodate the developed 50 year storm. The first ¾ inch of rainfall runoff must be collected and treated prior to its discharge to the storm drain collection system. The project proposes to construct an underground infiltration system with chambers to collect and treat the first ¼ inch of rainfall. For the 50 year storm, the underground infiltration chambers will flow into the local storm drain system that currently serves the site. The proposed underground infiltration collection and treatment system will be constructed during project grading and sized to capture and retain the required surface flows. The proposed storm drain system will reduce the peak flow leaving the site to the pre-developed condition. The project will be required, by law, to retain on-site all increased quantities of water and only discharge the quantity of water that is presently generated from the site. All project runoff will be conveyed to existing storm drain facilities, which have been designed to handle the flows. A

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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grading and drainage plan must be approved by the Building Official and City Engineer prior to issuance of grading permits. Therefore, the project will not alter the course of any stream or river downstream of the site or have any on- or off-site flooding impacts.

- e) The project will cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff due to the amount of new building and hardscape proposed on a site. As discussed in sections 9.a, 9.c, and 9.d above, the project is required by law to retain all increased surface water flows on-site and only discharge the same quantity of water that is currently discharged from the property. Thus, the project will not discharge project generated storm water to the local storm drain system and impact its' storm water capacity. Similarly, the project is also required by law to collect and pre-treat the first 3/4 inch of rainfall prior to its discharge from the site. Furthermore, the project developer is required by law to install all applicable BMPs prior to and throughout construction to minimize soil erosion and reduce off-site siltation. The compliance of the project with all applicable storm water collection, BMPs, and treatment requirements will reduce potential polluted runoff to less than significant.
- f) As discussed in sections 9.a. and 9.e. above, the project is required by law to retain all increased surface water flows on-site and only discharge the same quantity of water as currently discharged from the site. Similarly, the project is also required by law to collect and pre-treat the first 3/4 of an inch of rainfall prior to its discharge from the site. Furthermore, the project developer is required by law to install all applicable BMPs prior to and throughout construction to minimize soil erosion and reduce off-site siltation. The compliance of the project with all applicable storm water collection, BMPs, and treatment requirements will reduce potential polluted runoff to less than significant.
- g) As discussed in sections 9.a, 9.b, 9c, and 9e above, the project will be required by law to install and maintain BMPs and other storm water collection and treatment measures to treat surface water runoff prior to its discharge to reduce surface water pollution. In addition, the project will be required to comply with the National Pollutant Discharge Elimination System (NPDES) to minimize water pollution, which includes the preparation of a Water Quality Management Plan (WQMP). The WQMP will be submitted to the City for review and will require the project developer to install and maintain throughout the life of the project measures to remove pollutants and sediment from all surface water runoff from the site prior to its discharge to the local storm drain system. The compliance by the project with the NPDES, including a required SWPPP and WQMP, will reduce potential surface water runoff water quality impacts. Therefore, the following mitigation measures would be required to control additional storm water effluent:

Mitigation Measure No. 24 Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures.

Mitigation Measure No. 25 Prior to issuance of grading or paving permits, applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.

- g) The project is not in a 100-year flood hazard area according to General Plan Exhibit VII-2. The site is in Flood Zone X and outside a flood zone.¹⁰ The project will not expose future residents to a 100-year flood and will not have flooding impacts.
- h) As stated in 9g above, the project is not in a 100-year flood hazard area. The project will not have any impact by placing structures that could impede or redirect flood flows.
- i) The City of San Dimas, including the project, is protected from floods by an extensive storm drain system that is designed to convey a 100-year storm event. The existing storm drain collection system includes debris dams and levees north of the City, spreading grounds, concrete-lined channels, and underground storm drains. The existing storm water collection system upstream of the project site will protect the site from flooding should an upstream dam or levee fail. The project is not located within a 100-year flood hazard area according to General Plan Exhibit VII-2. The project will not be impacted by the failure of an upstream dam or levee.
- j) The project is approximately 40 miles inland from the Pacific Ocean and will not be impacted by a tsunami. The project site and the surrounding properties in the vicinity are generally flat, thus the project will not be impacted by a landslide. There are no bodies of water, such as a lake or water reservoir either adjacent to or in close proximity to the site that could impact the site due to a seiche. The project will not be impacted by a tsunami, landslide or seiche.

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

Comments:

- a) The project is proposed for the 3.65 acre site and does not proposed to include any other adjacent or surrounding properties. The proposed development of the site will not divide the established community that surrounds the property. The project will not divide and impact the existing established community.
- b) The land use designation for the property is Industrial and Medium Residential and the zoning is Specific Plan – 23 and Multiple Family (MF-15). Specific Plan No. 23 encompasses

¹⁰ FEMA Flood Rate Map, Map No. 06037C1725F, September 26, 2008.

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land area that totals approximately 8.84 acres. The project area is assembled into three land areas roughly resembling city blocks. Each "block" is adjacent to the railroad right-of-way which runs in a diagonal manner when compared to a traditional north, south, east, west grid street system. Each "block" has street frontage, however, visibility from Bonita Avenue is limited.¹¹ The project comprises one of the three blocks and comprises 3.65 acres of the 8.84 acre specific plan. Specific Plan – 23 is designated for industrial use. Thus, the proposed residential development for the project site is not consistent with the industrial land proposed for Specific Plan – 23 and a General Plan Amendment and Specific Plan – 23 to Multi-Family Residential will be required.

The long narrow "finger" at the southwest corner of the site and proposed for open space/recreational use is designated Medium Residential land use and zoned Multiple Family (MF-15). This narrow "finger" will require a General Plan Amendment and Zone Change to Specific Plan – 23 to be consistent with the rest of the site. This area is designated for open space and recreational space for use by the residents and no residential development is proposed. The recreational uses that are proposed for this linear area includes a Bocce Ball court with seating, raised "Kitchen Garden" planters for residents, American Disabilities Act (ADA) accessible meandering sidewalk, lighting, and bench seating. These recreational facilities will be compatible with the adjacent surrounding residential uses as well as the project itself.

The site has several inherent development challenges. The most significant is the unusual parcel size and property configuration. The proximity of the residential neighborhood, the diagonal approach of the railroad, and limited street frontage are also significant design challenges. The project area is divided into three separate blocks. Thus, development alternatives are reduced because of the divided project area.

The project is located adjacent to and within the proximity of an existing residential neighborhood to the west, north, and east. According to Specific Plan-23, the residential neighborhood is, "an influential factor on the ultimate site and architectural design of a development proposal. It is important to the city that the town core neighborhood retain its integrity. Therefore, a site design which is sensitive to the adjoining residential property is extremely important. Also, architecture which reflects a residential character is desirable. The final design consideration is the relationship the project area has with the downtown Frontier Village".¹²

The project proposes 47 townhomes at a density of 13.15 units/acre. The development of townhomes is more compatible with and sensitive to the adjacent surrounding residential neighborhood than the existing industrial use. Furthermore, the architecture of the proposed project would be more compatible and consistent with the adjacent neighborhoods than and industrial project. The project design and architecture, shown previously, is more sensitive to the adjoining residential property and reflects an obvious residential character than the current use.

Consistent with Specific Plan-23, the project will through the proposed land use and design, provide the city the opportunity for a project to incorporate the unique project characteristics of the area including visibility, street frontage, adjoining land uses and location and be more compatible with the surrounding residential neighborhood than industrial development as currently allowed by the Specific Plan.

¹¹ SDMC 18.538.030

¹² SDMC 18.538.070.B.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed residential land use would be compatible with and not have any significant land use impacts with the adjacent surrounding land uses, including the rail line to the south. The requested General Plan Amendment, Zone Change, and Specific Plan Amendment to allow multi-family and the recreational facilities would not have any significant land use impacts.

- c) According to the General Plan Exhibit II-4.1 the project site is not located within a habitat conservation or natural community plan area conservation overlay area of sensitive biological resources. The project site and area surrounding the site is urbanized and generally developed with residential and commercial uses, with the exception of San Dimas Park to the north. The development of the project will not adversely affect rare or endangered species of plants or animals due to the fact the site is not within a habitat conservation or natural community plan.

11. MINERAL RESOURCES. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	()	()	()	(✓)
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	()	()	()	(✓)

Comments:

- a) The site is not designated as a State Aggregate Resources Area according to the General Plan Exhibit VI-2. There are no mining activities on the site or on any adjacent surrounding properties. The project will not impact any mineral resources.
- b) The site is designated by the General Plan Exhibit VI-2, as being located in Mineral Resource Zone 2 (MRZ-2). Similarly, the site is in MRZ-2¹³ according to the California Department of Conservation. Although the site is located in an area where significant mineral deposits are present, the site is not used for mining purposes and there are no mining activities on any properties adjacent to or within one mile of the site. The project will not significantly result in the loss of any available locally important mineral resources.

12. NOISE. <i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	()	(✓)	()	()
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	()	()	()	(✓)
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	()	(✓)

¹³ MRZ-2 is defined as, "Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence - California Department of Conservation.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	()	(✓)	()	()
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	()	()	()	(✓)
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	()	()	()	(✓)

Comments:

An acoustical study was prepared for the project and a copy is included in Appendix G.

- a) The project is located in an urbanized area and adjacent to Eucla Avenue, which is a local road. The project is also adjacent to and north of the Los Angeles County Metropolitan Transportation Authority (LACMTA) and Burlington Northern Santa Fe (BNSF) railroad tracks. The existing noise levels on the site are due to the daily activities of the existing commercial business, traffic on Eucla Avenue, train traffic, and daily activities of residents and commercial uses in the vicinity of the site.

The existing noise levels on the site were monitored December 28, 2011 between the hours of 2:00 p.m. and 4:00 p.m. The location of the noise measurements is shown in Figure 8. Noise levels at the east side of the site are dominated by traffic on North Eucla Avenue to the east. The Gold Line Extension Light Rail Transit line will be located in the BNSF railroad south of the site. No other significant sources of noise were noted during the site visit.

The measured noise data were analyzed to determine the Day Night Equivalent Level (LDN) at the noise measurement location. The LDN is a 24 hour average noise level a 10 dB upward shift for noise levels that occur between 10 p.m. and 7 a.m. the next day. The results of the monitoring and calculations are summarized below in Table 8.

**Table 8
 Measured Ambient Noise Levels in dB**

Location	Peak Hour LEQ	LDN
East Building Line	61.4 dB	63.4 dB

Section 3501 (c) of the State Building Code states the following:

Worst-case noise levels, either existing or future, shall be used as the basis for determining compliance with this Section. Future noise levels shall be predicted for a period of at least 10 years from the time of building permit application.

The California Department of Transportation (CALTRANS), Division of Traffic Operations 2012 traffic volumes on the California State Highway System Book lists an average annual decrease of 0.4% per year in annual traffic volumes for the years 2008 through 2012. Assuming this

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

annual 0.4% decrease, it was projected that traffic volumes in the project area would decrease by a factor 1.49 by the year 2024. This traffic volume decrease over the next 10 years would result in a 1.7 dB traffic noise decrease at the site. The projected future year noise level at the site is summarized in Table 9.

**Table 9
 Year 2022 Exterior LDN Value at the Site (dB)**

Location	LDN
East Building Line	61.7 dB

With an exterior noise level of 61.7 LDN, the buildings must provide an A-weighted noise reduction value of at least 16.7 dB to achieve a city required interior noise level of 45 LDN. Standard residential construction will provide a minimum noise reduction level of 20 dB. Therefore, with standard construction and glazing, all buildings of the project will comply with the State Building Code for interior noise levels due to traffic noise.

Freight Train Noise

There are two freight trains that use the railroad line south of the site and generate noise to the site. The freight train pass-bys are usually during the daytime hours. A freight train pass-by was recorded December 28, 2011 at a distance of 49 feet from the rail line and lasted for a 44 seconds. The train pass-by duration time and the measured maximum noise level were used to calculate the LDN at building 2 of the proposed site plan. Building 2 is the closest building of the proposed project to the train tracks south of the site. The results of the train noise analysis are shown in Table 10. As shown, the noise from freight trains on the tracks south of the site are less than the City exterior noise level threshold of 65 dB and an interior noise level of 45 dB. Therefore, the project will not be significantly impacted by freight train noise on the tracks south of the site.

**Table 10
 Calculated Freight Train LDN Value in dB**

Location	LDN
Building 2	54.6 dB

Train Warning Devices at Grade Crossing

The existing noise levels from the at-grade rail crossing at Eucla Avenue south of the project were measured at Building 2, which is the closest proposed residence to the rail crossing. The distance from the rail crossing to the Building 1 is approximately 135 feet. These existing measured noise levels are summarized below:

- Noise from the crossing gate bells were measured at the site at 60 dBA at 135 feet. The bells rang a total of 15 seconds.
- Noise from the train air-horn will be 110 dBA at a distance of 100 feet. The horn will sound for 15-20 seconds. This is a Federal Railway Administration requirement.¹⁴

The crossing gate bells will generate a noise level of 50 dBA at the closest project residence, which is approximately 135 feet away. The crossing bells will generate a noise level of 22 .0 LDN at Building 1 and a noise level of 19.7 LDN at Building 3. The shielding effect of a proposed

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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6 foot block wall along the southern property line was included in the noise analysis. The noise results with a 6 foot block wall along the southern project boundary are shown in Table 11.

Table 11
Calculated Freight Train Warning Device LDN - Values in dB

Location	Bells - LDN	East Bound Horn - LDN	West Bound Horn - LDN
Building 3	22.0 d BA	61.4 d BA	60.7 dB

Total Noise Level Impacts

The total noise level impacts due to the Gold Line LRT and freight trains are summarized in Table 12.

Table 12
Calculated Gold Line LDN Values (dB)

Location	Gold Line	Freight Train	Crossing Bells	Train Horn	Total LDN
Building 3	44.8 dBA	54.6 dBA	22.0 dBA	64 .1 dBA	64.6 dBA

As shown in Table 12, Buildings 2 and 3 will have an exterior noise level of LDN 64.6 and must provide an A-weighted noise level reduction value of at least 19.6 dB to achieve the required interior LDN 45 value. Second floor elevations will not receive shielding from the property line block wall. Therefore, noise levels at the second floor of Buildings 2 and 3 will be in the LDN 74.6 range and require a noise reduction of 29.6 dB to achieve the required interior LDN 45 value.

The following measures are recommended to reduce interior noise levels to meet required LDN 45 interior noise level.

- Mitigation Measure No. 26** All rooms shall have a maximum interior noise level of LDN 45.
- Mitigation Measure No. 27** All roof ceiling construction shall include roofing on plywood, batt insulation shall be installed in joist spaces, and all ceilings shall be one layer of gypboard nailed direct.
- Mitigation Measure No. 28** All exterior walls shall be 2x4 studs 16" on center with batt insulation in the stud spaces. Exterior walls shall be exterior plaster or stucco and the interiors shall be gypboard.
- Mitigation Measure No. 29** All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top.
- Mitigation Measure No. 30** There shall be no mail slots in the entry doors in Buildings 2 and 3.
- Mitigation Measure No. 31** There shall be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.
- Mitigation Measure No. 32** Noise test reports shall be submitted to the City prior to the

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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issuance of building permits documenting the required STC ratings for all windows and glass doors. The tests shall be completed in accordance with ASTM E-90. A field noise study shall be completed and submitted to City documenting compliance with STC ratings prior to the issuance of an occupancy permit.

The interior noise levels of Buildings 2 and 3 from trains traveling on the railroad tracks south of the site are not anticipated to significantly impact project residents with the implementation of the recommended noise mitigation measures.

- b) For residential buildings that are subjected to frequent ground vibration events, the Federal Transit Administration criteria is 72 VdB and equal to a motion velocity of 0.004 inches/second. Frequent events are defined as more than 70 vibration events per day, which would include the Gold Line Extension. For infrequent events (less than 30 vibration events per day), the criteria is 80 VdB and includes the BNSF trains.

The westbound Gold Line will generate a vibration level of 63 VdB at Building 2 and the eastbound Gold Line a vibration level of 59 VdB at Building 2. The vibration levels from the freight line are calculated to be 77 VdB at Building 2. Therefore, the vibration levels at Building 2, the closest building of the project to the rail line from the operation of the Gold Line and the BNSF freight trains will generate vibration levels at all buildings within the project in compliance with FTA vibration criteria. The project will not be impacted by any significant vibration impacts. (See MM's 26-32 above).

- c) As discussed in Section 9.a above, the project will not generate any long-term operation noise impacts that will have a substantial permanent increase in the local ambient noise level.
- d) The operation of construction equipment to demolish the existing buildings and site improvements, grade, and construct the project as proposed will generate noise that could have short-term noise impacts to noise sensitive land uses adjacent to the site. The residents west, north and east of the site could be impacted by project construction noise impacts depending upon their sensitivity to the noise. The San Dimas Municipal Code (SDMC) prohibits construction from eight p.m. of one day and seven a.m. of the next day, any time on Sunday, and any time on any public holiday.¹⁵ In addition, the Municipal Code restricts construction noise in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance, unless beforehand a permit therefor has been duly obtained in accordance with the provisions of subsection B of this section.¹⁶

During construction, on-site stationary sources, heavy-duty construction vehicles, and construction equipment, will generate noise that could exceed City noise standards and impact area residents. The following measures are provided to mitigate the short-term construction noise impacts:

Mitigation Measure No. 33 Construction or grading shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or Sunday or a city observed holiday.

¹⁵ San Dimas Municipal Code 8.36.100A.

¹⁶ Ibid.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measure No. 34 Construction or grading noise levels shall not exceed the standards specified in Municipal Code Chapter 8.36. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with Municipal Code Chapter 8.36, or halted.

Mitigation Measure No. 35 The project perimeter block wall shall be constructed as early as possible in the first phase.

The preceding mitigation measures will reduce the disturbance created by on-site construction equipment. The following measure is recommended to address potential noise impacts due to the transport of materials and debris to and from the site during project grading and construction.

Mitigation Measure No. 36 All haul truck deliveries shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or any time on Sunday or a city observed holiday. Additionally, if heavy trucks used for hauling exceed 100 daily trips (counting both to and from the construction site), the developer shall prepare a noise mitigation plan for approval by the Planning Director denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

The incorporation of the recommended noise mitigation measures will reduce construction noise impacts to less than significant.

- e) The site is located approximately 2 miles northwest of Brackett Field, a public airport. The project is not within the land use plan and is northwest of the flight path of the airport. The project will not be impacted by operations at Brackett Field airport.
- f) There are no private airstrips within 5 miles of the City limits. The project will not be impacted by or impact a private airport.

<p>13. POPULATION AND HOUSING. <i>Would the project:</i></p> <p>a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</p>	()	()	()	(✓)
<p>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</p>	()	()	()	(✓)
<p>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</p>	()	()	()	(✓)

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

- a) The population of San Dimas is estimated to be approximately 33,737¹⁷ people. The project is estimated to generate approximately 135 residents based on 2.8 residents per unit.¹⁸ The project proposes to replace the existing commercial buildings with 47 residential units. Based on the type of units proposed, it is anticipated, at this time, that many of the future project residents are existing San Dimas residents and their moving to the project will not increase the city's population because they are already residents of San Dimas. For those project residents that live outside San Dimas and move to the site, the city's population will increase. However, at this time, it is not anticipated that a significant number of the project residents currently live outside San Dimas and when they move to the site will significantly increase its population. As a result, the project is not anticipated to substantially increase, or induce a population growth in San Dimas. The project will have a less-than-significant impact to the population of San Dimas.
- b) The site is developed with a commercial use and there are no housing units on the property. The project will not displace any existing housing and no replacement housing will be required. The project will not impact any existing housing.
- c) As discussed in 13.a above, there are no houses on the site. Therefore, the project will not displace any existing residents or require the construction of replacement housing. The project will not displace and impact any residents.

<p>14. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i></p>				
<p>a) Fire protection?</p>	()	()	(✓)	()
<p>b) Police protection?</p>	()	()	(✓)	()
<p>c) Schools?</p>	()	()	(✓)	()
<p>d) Parks?</p>	()	()	(✓)	()
<p>e) Other public facilities?</p>	()	()	()	(✓)

Comments:

- a) Fire protection is provided in the City of San Dimas by the Los Angeles County Fire Department. The project will be served by fire station #64 located at 164 S. Walnut Avenue and located approximately 1 mile east of the project. While the project will incrementally increase the demand for fire protection services with the construction of 47 residences, the construction of the units in compliance with current building and fire codes will minimize and not significantly increase the demand for fire services. As such, the project will not require the construction of new fire facilities or alterations to existing facilities to serve the project. The project is not anticipated to increase the demand for fire protection services and cause a

¹⁷ U.S. Census Bureau, 2012

¹⁸ Ibid.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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decline in the existing levels of fire protection services and cause a need to construct new facilities. The project will not have any significant fire protection impacts.

- b) Police protection is provided in the City of San Dimas by the Los Angeles County Sheriff Department. The project will be served by the sheriff station located at 270 S. Walnut Avenue and located approximately 1 mile east of the project. While the project will incrementally increase the demand for police protection services with the construction of 47 residences, the project is not anticipated to significantly increase the need for increased police protection and service calls and cause a decline in the existing levels of police protection services. The project will not have any significant police protection impacts.
- c) The project will be served by the Bonita Unified School District. The project is estimated to generate approximately 34 students¹⁹ to area elementary, middle, and high schools. In compliance with State law, the project developer will be required to pay the District a fee to mitigate the impacts of the estimated 35 students generated by the project. The current fee is \$2.63 per square foot for residential development. The project developer will be required to pay the required fee prior to the issuance of a building permit by the City. The payment of the required school impact fee will reduce potential student impacts to less than significant.
- d) The project is located in an urbanized area with existing city parks. The city park closest to the project is Pioneer Park that is less than a quarter mile to the southeast and Rhoades Park that is approximately one-third of a mile to the east. The project proposes a community pocket park with two BBQ's, handicap picnic table, and bench seating at the southern-central area of the site. A landscaped finger will extend west along the southern project boundary and provide a Bocce Ball court with seating, raised "Kitchen Garden" planters for residents, American Disabilities Act (ADA) accessible meandering sidewalk, lighting, and bench seating. The project will not require the construction of any new park or recreational facilities or the alteration of any existing park facilities. Some parkland for the residents will be provided on-site and as a result, the project is not anticipated to significantly impact existing city park facilities. The project will be required to pay city park development and a Quimby fee that will be used to provide additional park and recreational facilities in San Dimas. The project will not have any significant park impacts.
- e) The project is not anticipated to require any public facilities that will be significantly impacted. Any public facilities, including libraries, city services, etc. required by project residents are not anticipated to be significantly impacted the project residents. The project will not have any significant public facility impacts.

15. RECREATION. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	()	()	()	(✓)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	()	()	()	(✓)

¹⁹ Based on District student generation rates of 0.4(K-6), 0.1(7-8), 0.2(9-12). Bonita Unified School District, April 10, 2014.

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

- a) As discussed in Section 14.a above, the project is not anticipated to have any significant impacts to existing park or recreational facilities. Pioneer and Rhoads parks will continue to serve the community without any significant impacts. The project proposes to provide passive on-site open space and Bocce Ball to serve the residents. Project residents are not anticipated to increase the use of existing city parks or recreational facilities and significantly impact the facilities. The project will not have any significant park or recreational facility impacts. As stated above, the project developer will be required to pay park development and a Quimby fees that will be used to provide additional or upgraded park facilities to reduce any project impact to less than significant.
- b) See response to 15.a above.

<p>16. TRANSPORTATION/TRAFFIC. <i>Would the project:</i></p> <p>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Examples of conflict include, but are not limited to, an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).</p>	()	()	(✓)	()
<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	()	()	()	(✓)
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p>	()	()	()	(✓)
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	()	()	()	(✓)
<p>e) Result in inadequate emergency access?</p>	()	()	()	(✓)
<p>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</p>	()	()	()	(✓)

Comments:

A traffic analysis was prepared for the project. A copy is included in Appendix H.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a) The project is forecast to generate approximately 29 AM peak hour trips, 33 PM peak hour trips and 346 daily trips. When taking into account the traffic generated by the existing commercial use on the site, the project is forecast to generate a net increase of 18 AM peak hour trips, 27 PM peak hour trips, and 284 daily trips. All study area intersections currently operate at Level of Service D (LOS) or better during the AM and PM peak hours and a City acceptable level of service. The study area intersections are forecast to continue to operate at LOS D, or better with the project. The net traffic generated by the project will not have any significant traffic impacts to any study area intersections.

The traffic analysis studied two area intersections in the project vicinity for both the AM and PM peak hours with and without the project for the General Plan Build out year 2020. The two studied intersections include Bonita Avenue-SR-57 Northbound Ramps (NS) at Arrow Highway (EW) (signalized) and Eucla Avenue (NS) at 2nd Street (EW) (unsignalized). Without the project, both area intersections will operate at LOS D or better, except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection. This intersection is forecast to operate at LOS E without the project during the AM peak hour using the Intersection capacity Utilization (ICU) methodology. The study intersections are forecast to continue to operate at LOS D or better with the project for General Plan Build out year 2020 during both the AM and PM peak hours, except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection. This intersection is forecast to operate at LOS E with the project during the AM peak hour using the ICU methodology.

Based on the City's threshold of significance criteria, the net project trips are not forecast to result in significant traffic or circulation impacts to any study intersections for the General Plan Build out year 2020. The net project traffic adds less than 1 percent (.01) to the volume-to capacity ratio at the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection using the ICU methodology. Based on the Caltrans Highway Capacity Manual (HCM) methodology for unsignalized intersections, this intersection is forecast to operate at an acceptable level of service.

Based on the San Dimas Municipal Code, the project requires 143 parking spaces, including guest parking. The project proposes a total of 143 parking spaces, including resident and guest parking spaces. The project parking will meet the City's parking requirements.

Based on the traffic report, the net estimated project traffic will not exceed any roadway or intersection capacities or have significant traffic impacts.

- b) According to the Congestion Management Plan (CMP)²⁰, projects that meet the following criteria, shall be evaluated for CMP impacts:
- All CMP arterial monitoring intersections, including monitored freeway on or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
 - Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

No CMP monitored intersections are forecast to receive 50 or more project-generated trips during either the AM peak hour or the PM peak hour. The project is forecast to generate approximately 18 net AM peak hour trips and 27 net PM peak hour trips. As a result, no CMP mainline freeway monitoring location is forecast to receive 150 or more project-generated

²⁰ Los Angeles County Metropolitan Transportation Authority, July 2010

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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trips during either the AM peak hour or the PM peak hour. Therefore, the project will not impact a CMP roadway or intersection.

The City has a Transportation Development fee that must be paid by the project developer prior to the issuance of building permits. Transportation Demand fees are used by the city to fund necessary roadway improvements to support adequate traffic circulation. The project developer will be required to pay the required TDM fee as required.

- c) The proposed development will not result in a change in air traffic patterns from Brackett Field, a public airport, and will not change air traffic patterns. No impacts are anticipated.
- d) The project will be required to provide site access, including driveways, and other street improvements, such as curb, gutter and sidewalk along Eucla Avenue to meet City requirements. The project street and site access design does not include any sharp curves or dangerous intersections that would significantly impact site access. The project will not have any significant hazards due to a design feature.
- e) The project will be required to provide suitable access to the site for all emergency vehicles. The City engineer will review and approve all street plans for compliance with city driveway and street standards prior to the issuance of building permits. Therefore, the project will not have any significant emergency site access impacts.
- f) There are no striped bicycle lanes in Eucla Avenue adjacent to the project or the study area. Bonita Avenue south of the site is a bicycle route. Sidewalks exist along all roadways, except for the west side of Eucla Avenue between 2nd Street and the BNSF Railroad tracks (adjacent the project side) and the east side of Eucla Avenue at the railroad tracks.

The City of San Dimas is served by Foothill Transit bus lines. Foothill Transit Route 492 travels along Bonita Avenue south of the site with a stop at the Eucla Avenue/Bonita Avenue intersection approximately one-tenth of a mile south of the project site. The project is approximately one-half mile west from the San Dimas Park and Ride that is located at San Dimas Avenue and the railroad tracks. There are no transit routes along Eucla Avenue adjacent to the site.

The project is not required to provide any forms of alternative transportation and vehicle trip reduction due to the small scale of the project and its location away from the main public transportation routes. The project will be required to construct street improvements to the project frontage along the west side of Eucla Avenue, including a sidewalk. The new sidewalk will provide continuous pedestrian access from north of the site to the south side of the railroad tracks to the south. The project will not have any public transportation or pedestrian facility impacts.

17. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i> a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	()	()	()	(✓)
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	()	()	()	(✓)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.?	()	()	()	(✓)
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	()	()	()	(✓)
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	()	()	()	(✓)
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	()	()	()	(✓)
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	()	()	()	(✓)

Comments:

- a) The wastewater that will be generated by the proposed residential project will not cause the San Jose Creek Water Reclamation Plant in the City of Industry that serves the project to exceed any applicable Los Angeles Regional Water Quality Control Board wastewater requirements. The project will not generate any wastewater that will cause the San Jose Creek Water Reclamation Plant to exceed Water Quality Control Board requirements.
- b) The Los Angeles County Sanitation Districts San Jose Creek Water Reclamation Plant in the City of Industry has a design capacity of 100 million gallons per day (mgd) and currently processes an average flow of 73.7 mgd. The project is estimated to generate approximately 9,360 gallons per day of wastewater.²¹ The San Jose Creek Water Reclamation Plant has currently capacity to treat the wastewater from the project without the need to expand the existing facility or construct a new wastewater treatment plant. The development of the cumulative projects will increase the quantity of wastewater that will be treated at the treatment plant. However, the plant has adequate capacity to serve the cumulative projects without the need to expand existing or construct new wastewater treatment facilities. The project will not have any cumulative wastewater impacts.
- c) Project runoff will be conveyed to the existing storm drain facilities that serve the site. By law, the project is required to contain on-site any increased storm water flow greater than the existing flow that is generated from the site. As a result, the project will not be allowed to generate runoff that will impact existing downstream storm drain facilities and require the construction of new or expanded storm water improvements. Similarly, all cumulative projects are also required to retain on-site any increased storm water flows. Therefore, the cumulative projects will not require the construction of expanded or new storm drain facilities. The project, as well as the cumulative projects, will not have any significant storm drain facility impacts.

²¹ 195 gallons/unit/day - Los Angeles County Sanitation District No. 22, July 1, 2013-July 1, 2014.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) The project is served by the Golden State Water Company water system. There is currently a sufficient water supply available to the City of San Dimas to serve this project. No impacts are anticipated.
- e) The Los Angeles County Sanitation Districts has adequate capacity to treat the wastewater generated by the project at its San Jose Creek Water Reclamation Plant in the City of Industry and has capacity to treat the wastewater generated by the cumulative projects. The project, along with the cumulative projects, will not have any significant treatment capacity impacts to the treatment plant. The project will not have any significant wastewater treatment plant capacity impacts.
- f) Solid waste collection and disposal is currently provided in San Dimas by Waste Management. Solid waste is collected and sorted for recyclables and the solid waste that is not recycled is hauled to a permitted landfill. The solid waste generated by the project is not anticipated to significantly impact the life expectancy of the landfill that serves the city. While the solid waste generated by the project and the cumulative projects will incrementally reduce the life expectancy of the landfill, they will not significantly impact its life capacity.
- g) This project will be required to comply with and meet all applicable with Federal, State, and local statutes and regulations regarding solid waste collection and disposal. The City of San Dimas continues to implement waste reduction procedures consistent with AB 939. Therefore, the project will not have any solid waste regulation impacts.

18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	()	()	(✓)	()
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	()	()	()	(✓)
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	()	()	()	(✓)

Comments:

- a) The site is not located in a conservation overlay area of sensitive biological resources as identified on the City of San Dimas General Plan Exhibit II-4.1. Additionally, the area surrounding the site is developed. Based on existing on-site development and existing development surrounding the site, it is unlikely that any endangered or rare animal species would inhabit the site. Some significant trees will have to be removed to allow development as proposed and a tree removal permit from the City will be required. None of the significant trees to be removed are considered to be rare or endangered. The removal of the significant

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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trees will have an insignificant impact. The project area is known to have cultural resources, which could be present on the site and uncovered during grading and construction. Measures are provided to reduce potential cultural resource impacts if discovered during construction. The incorporation of the recommended cultural resource mitigation measures will reduce cultural resource impacts to less than significant. The site is not located in a conservation overlay area of sensitive biological resources as identified on the City of San Dimas General Plan Exhibit II-4.1. The project will not have any significant impacts to biological, cultural, or historical resources.

- b) The project will have cumulative impacts, including increased noise, traffic, consumption of and increased demand for public services and utilities, etc. However, none of the cumulative impacts will be cumulatively considerable. The project will not have any significant cumulative impacts.
- c) The development of the site as proposed would not cause substantial adverse effects on human beings, either directly or indirectly.

EARLIER ANALYSES:

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

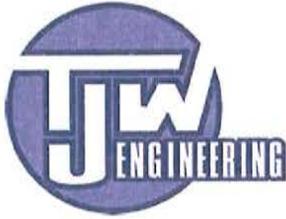
- City of San Dimas General Plan
- General Plan FEIR - (SCH#91011017)

APPLICATION CERTIFICATION:

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

Applicant's Signature: _____ Date: _____

Print Name and Title: _____



July 7, 2014

Mr. Adam Lunzer
Development Manager
City Ventures
1900 Quail Street
Newport Beach, CA 92660

Subject: Eucla Avenue/2nd Street All Way Stop Control Suitability

Dear Mr. Lunzer,

The California Manual on Uniform Traffic Control Devices (CA MUTCD), dated January 2012 has set forth standards for all-way stop warrant analysis. The all-way stop warrant analysis includes a review of the following information:

- Three (3) year accident history at the intersection;
- 24-hour traffic volume counts on each leg of the intersection; and
- Pedestrian and bicycle volume counts for the highest eight (8) hours of the day.

To meet the minimum volumes requirement, the vehicular volume entering the intersection from the major street approaches must average 300 vehicles per hour for any eight (8) hours of an average day and the combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches must average at least 200 units per hour for the same eight (8) hours with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the peak hour.

Based on the traffic data collected at the Eucla Avenue/2nd Street intersection for the 155 N. Eucla Townhome Project Traffic Impact Analysis, volumes entering the intersection from Eucla Avenue are less than 300 vehicles for every hour of the day; therefore satisfaction of an all-way stop warrant based on existing traffic volumes is unlikely.

Mr. Adam Lunzer
July 7, 2014

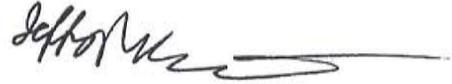
Eucla Ave/2nd St
All Way Stop Discussion

Please feel free to call us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,



Thomas Wheat, PE, TE
Principal
TJW Engineering, Inc.



Jeffrey Weckstein
Transportation Planner
TJW Engineering, Inc.

Registered Civil Engineer #69467
Registered Traffic Engineer #2565



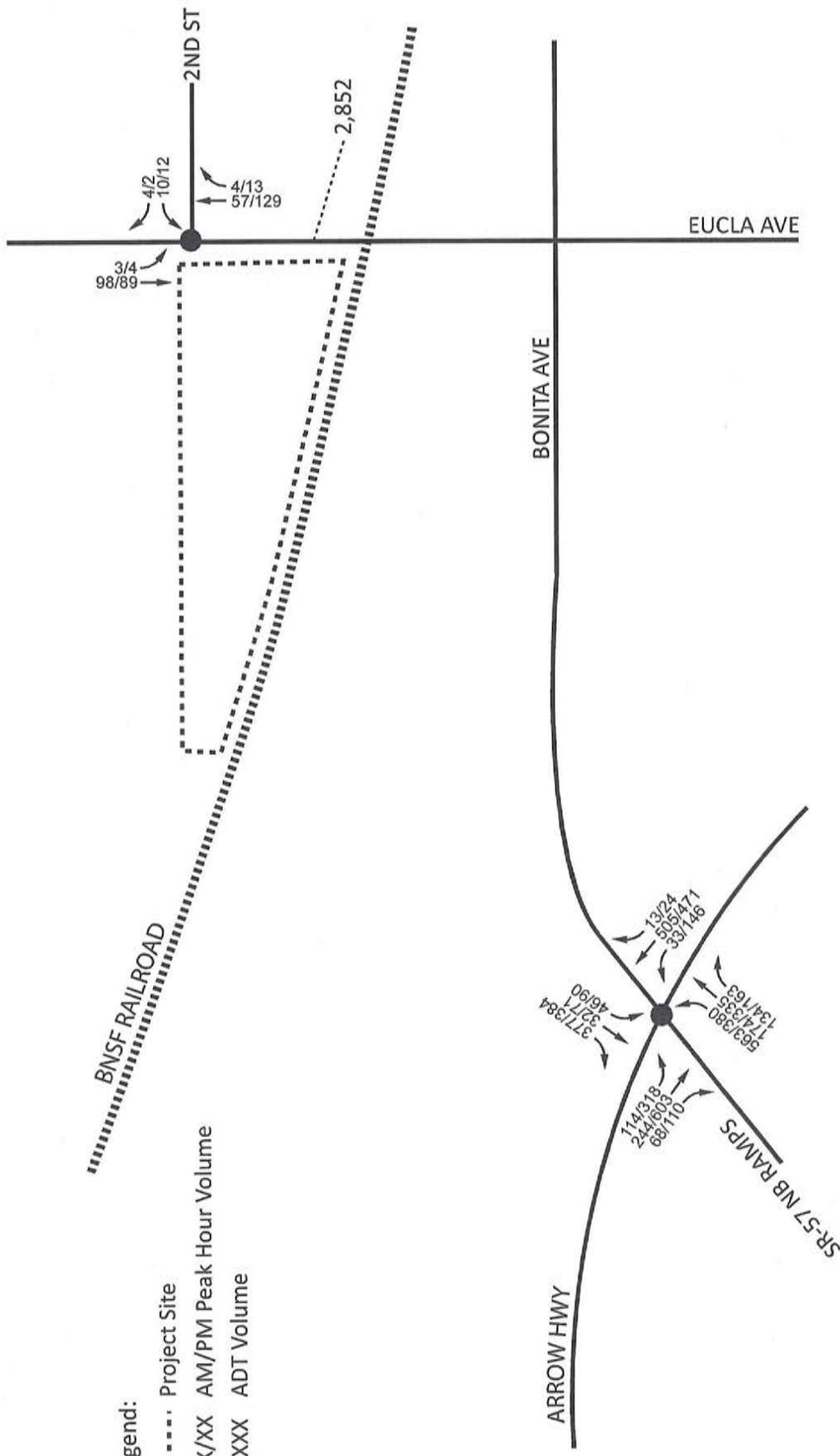


EXHIBIT Q



Exhibit 2: Existing AM/PM Peak Hour Intersection Volumes

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

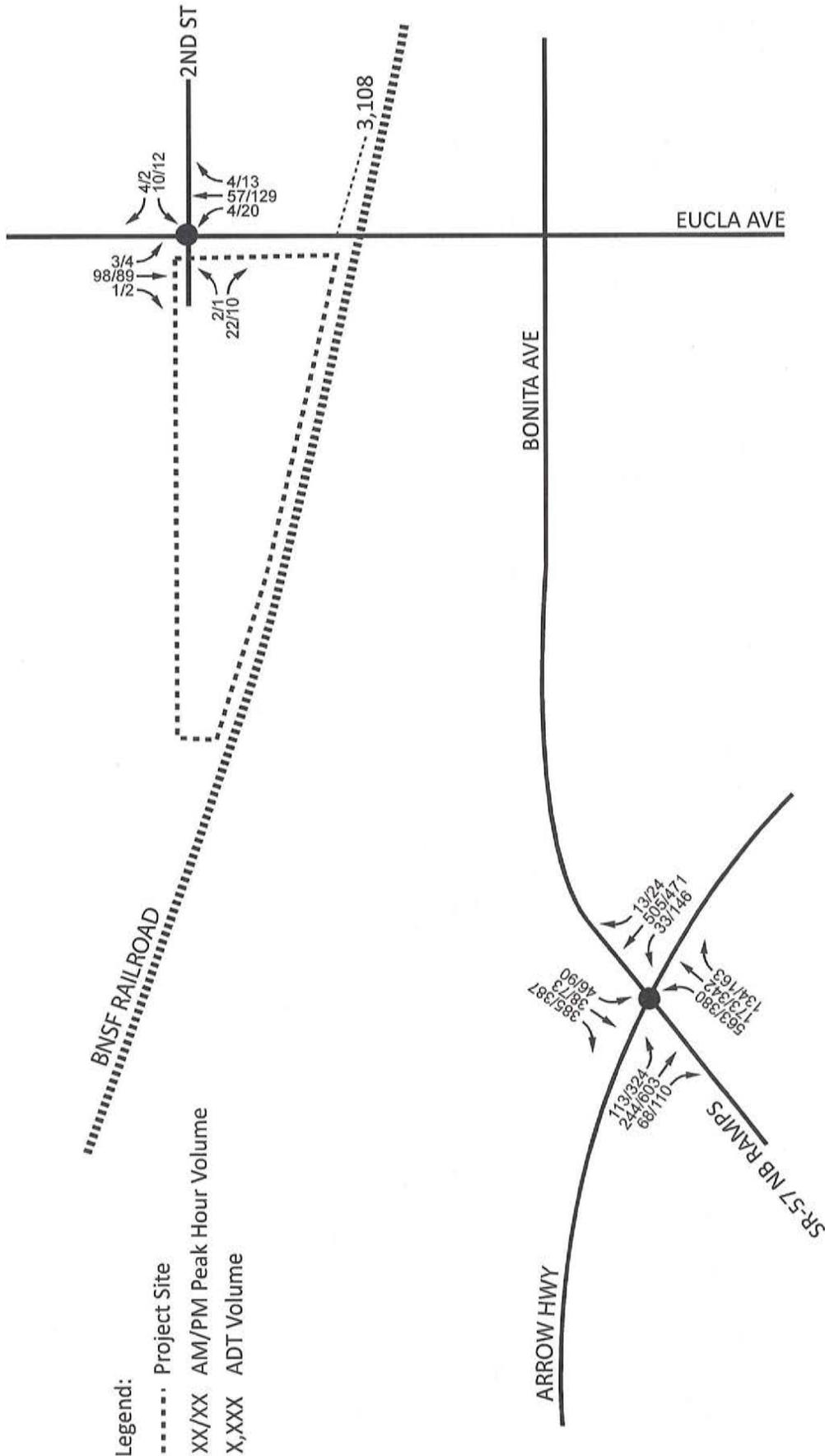


EXHIBIT Q

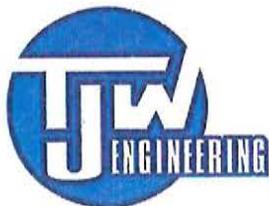


Exhibit 7: Existing Plus Project AM/PM Peak Hour Intersection Volumes

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

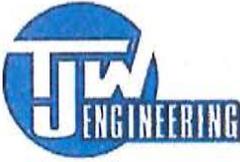


**155 N. Eucla Townhomes
Traffic Impact Analysis
City of San Dimas, California**

**Prepared for:
City Ventures
1900 Quail Street
Newport Beach, CA 92660**

**Prepared by:
TJW ENGINEERING, INC.
540 N. Golden Circle Dr. #104
Santa Ana, CA 92705**

February 3, 2014



February 3, 2014

Mr. Adam Lunzer
Development Manager
City Ventures
1900 Quail Street
Newport Beach, CA 92660

Subject: Traffic Impact Analysis: 155 N. Eucla Townhome Project, City of San Dimas

Dear Mr. Lunzer:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this traffic impact analysis for the proposed **155 N. Eucla Townhome** project in the City of San Dimas. The proposed project is located at approximately 155 N. Eucla Avenue, and is a triangle-shaped property generally bound by existing residential development to the west and north, Eucla Avenue to the east and Burlington Northern Santa Fe (BNSF) Railroad tracks to the south. The proposed project would consist of 49 residential town-home dwelling units on the 3.65 acre parcel.

This traffic study has been prepared to meet the traffic study requirements for the City of San Dimas and Caltrans, and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to the City of San Dimas.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President

Jeff Weckstein
Transportation Planner

Registered Civil Engineer #69467
Registered Traffic Engineer #2565

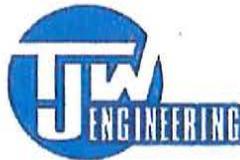


**155 N. EUCLA TOWNHOMES
TRAFFIC IMPACT ANALYSIS**
San Dimas, California

Prepared for:

CITY VENTURES
1900 Quail Street
Newport Beach, CA 92660

Prepared by:



540 N. Golden Circle Dr. #104
Santa Ana, California 92705
Thomas Wheat, PE, TE
Jeffrey Weckstein

February 3, 2014
JN: CVR-14-001

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Project Conditions**

**Appendix G: Intersection Analysis Worksheets – General Plan Buildout (2020) With Project
Conditions**

Appendix H: Transit Information

1.0 EXECUTIVE SUMMARY

This traffic study analyzes the forecast traffic operations associated with the proposed **155 N. Eucla Townhome** project in the City of San Dimas. The proposed project is located at approximately 155 N. Eucla Avenue, and is a triangle-shaped property generally bound by existing residential development to the west and north, Eucla Avenue to the east and Burlington Northern Santa Fe (BNSF) Railroad tracks to the south. The proposed project would consist of 49 residential town-home dwelling units on the 3.65 acre parcel. The proposed project would take access at one location on Eucla Avenue aligned with 2nd Street. The project site currently consists of a 25,000 square foot light industrial building that is currently occupied.

Before accounting for existing land uses on the site, the proposed project is forecast to generate approximately 29 AM peak hour trips, 33 PM peak hour trips and 346 daily trips. After accounting for displacement of existing land uses, the proposed project is forecast to generate approximately 18 net new AM peak hour trips, 27 net new PM peak hour trips and 284 net new daily trips.

The study intersections are currently operating at an acceptable LOS (LOS D or better) during both the AM and PM peak hours. The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *existing plus project* conditions during both the AM and PM peak hours.

Based on agency thresholds of significance, the addition of project generated trips is forecast to result in no significant impacts at the study intersection for *existing plus project* conditions.

The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *project opening year (2016) without project* conditions during both the AM and PM peak hours. The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *project opening year (2016) with project* conditions during both the AM and PM peak hours.

Based on the agency thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for *project opening year (2016) with project* conditions.

The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *General Plan Buildout (2020) without project* conditions during both the AM and PM peak hours except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection which is forecast to operate at LOS E during the AM peak hour under the ICU methodology. The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *General Plan Buildout (2020) with project* conditions during both the AM and PM peak hours except for the Bonita

Avenue-SR57 Northbound Ramps/Arrow Highway intersection which is forecast to operate at LOS E during the AM peak hour under the ICU methodology.

Based on the agency thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for *General Plan Buildout (2020) with project* conditions. The proposed project adds less than 1 percent (.01) to the volume-to capacity ratio at the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection based on the ICU methodology, and based on the Highway Capacity Manual methodology, the intersection is forecast to operate at an acceptable level of service at this Caltrans maintained intersection.

The proposed project is forecast to have no significant CMP traffic impacts.

Based on the City of San Dimas Municipal Code parking requirement for the townhome land use, the proposed project is required to provide 98 garage parking spaces and a total of 154 parking spaces. The proposed project is providing 98 garage spaces and 154 total parking spaces, satisfying City code.

2.0 INTRODUCTION

The proposed **155 N. Eucla Townhome** project is located at approximately 155 N. Eucla Avenue, and is a triangle-shaped property generally bound by existing residential development to the west and north, Eucla Avenue to the east and Burlington Northern Santa Fe (BNSF) Railroad tracks to the south. The proposed project would consist of 49 residential town-home dwelling units on the 3.65 acre parcel. The proposed project would take access at one location on Eucla Avenue, aligned with 2nd Street. The project site currently consists of a 25,000 square foot light industrial building that is currently occupied.

The project site's current General Plan Land Use designation is industrial; therefore the proposed project's residential land use requires a General Plan Amendment.

Figure 1 shows the project site location.

Figure 1 – Project Location



2.1 STUDY AREA

The following two (2) intersections in the vicinity of the project site have been included in the level of service (LOS) analysis at the request of City staff:

- Bonita Avenue-SR-57 Northbound Ramps (NS) at Arrow Highway (EW); and
- Eucla Avenue (NS) at 2nd Street (EW).

Additionally, the project's site access on Eucla Avenue is analyzed for with project conditions.

The study intersections are all located in the City of San Dimas.

This traffic analysis follows applicable City of San Dimas and Los Angeles Congestion Management Program (LA CMP) traffic study guidelines. Additionally, Caltrans intersections are analyzed consistent with the *Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002)* in addition to the City of San Dimas/LACMP guidelines.

Exhibit 1 shows the location of the study intersections which are analyzed for the following study scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Project Opening Year (2016) Without Project Conditions;
- Project Opening Year (2016) With Project Conditions;
- General Plan Buildout (2020) Without Project Conditions; and
- General Plan Buildout (2020) With Project Conditions.

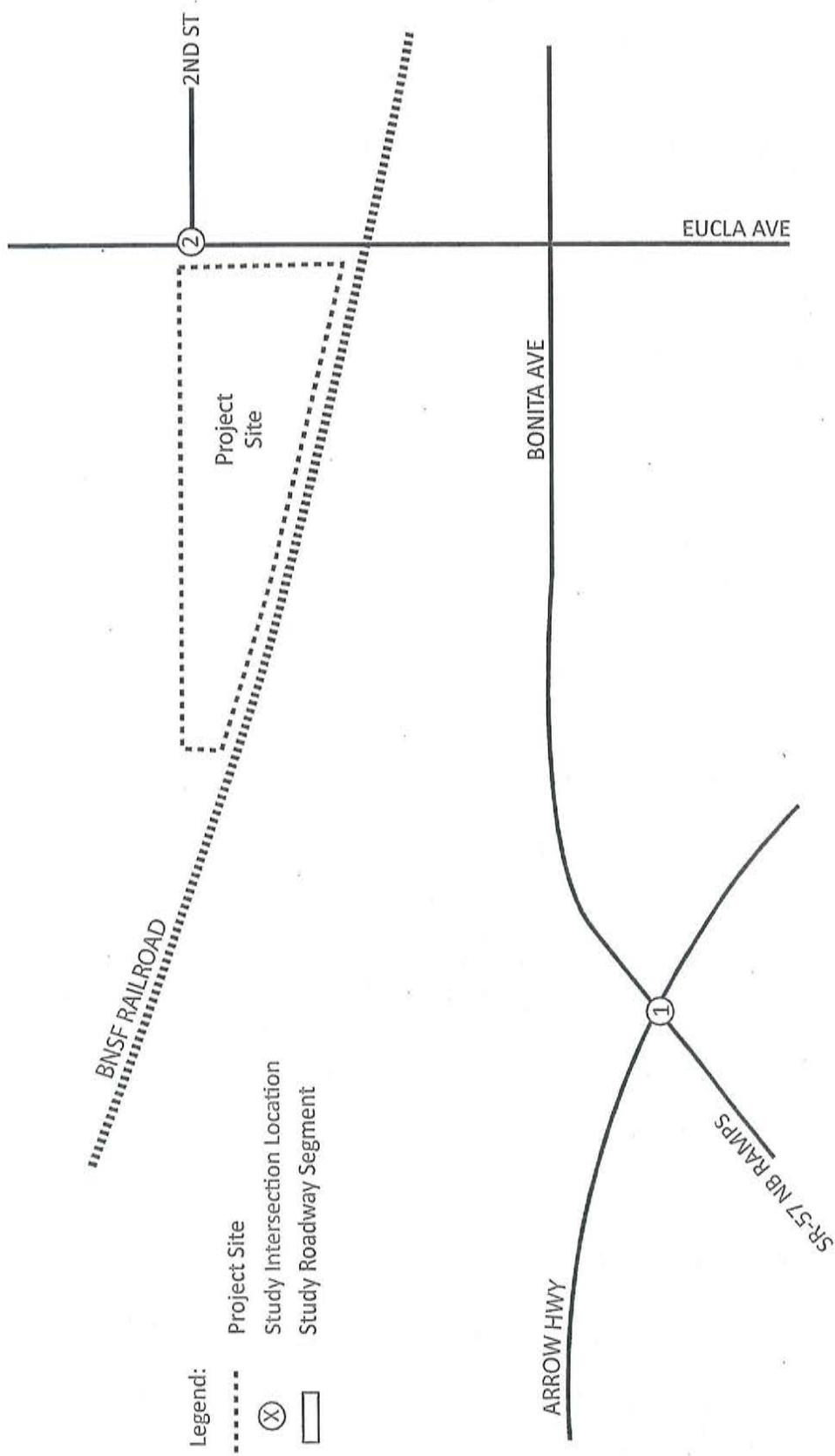
Long-range analysis is required since the proposed project requires a General Plan Amendment.

Traffic operations are evaluated for the following time periods:

- Weekday AM Peak Hour occurring between 7:00 AM and 9:00 AM; and
- Weekday PM Peak Hour occurring between 4:00 PM and 6:00 PM.

2.2 ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The City of San Dimas/LACMP utilizes the *Intersection Capacity Utilization (ICU)* analysis methodology to calculate LOS at signalized intersections. ICU is usually expressed as a percent. The percent represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The resulting volume to capacity (V/C) ratio is converted to a Level of Service (LOS) as shown in **Table 1** below.



- Legend:
- Project Site
 - ⊗ Study Intersection Location
 - ▭ Study Roadway Segment



Exhibit 1: Project Location & Study Area

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

Table 1
ICU - LOS & V/C Ranges

LEVEL OF SERVICE	CRITICAL VOLUME TO CAPACITY RATIO
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	>1.000

The 2000 *Highway Capacity Manual (HCM)* methodology is used to determine intersection level of service at unsignalized study intersections. Under the HCM methodology for unsignalized intersections, the calculation of level of service is dependent on the number of gaps occurring in the traffic flow of the main (uncontrolled) street. The level of service criteria for this type of intersection analysis is based on average total delay per vehicle for the worst minor street movement(s).

Caltrans utilizes the 2000 *HCM* analysis methodology for *Signalized Intersections* to determine the operating LOS of Caltrans maintained intersections. Level of service at signalized intersections is based on the average stopped delay per vehicle for all movements at the intersection. The 2000 *HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding average stopped delay per vehicle for signalized and unsignalized intersections shown in *Table 2*.

Table 2
HCM – LOS & Delay Ranges

LEVEL OF SERVICE	Signalized Intersections	Unsignalized Intersections
	DELAY (in seconds)	DELAY (in seconds)
A	0 – 10.00	0 - 10.00
B	10.01 – 20.00	10.01 - 15.00
C	20.01 – 35.00	15.01 - 25.00
D	35.01 – 55.00	25.01 - 35.00
E	55.01 – 80.00	35.01 - 50.00
F	> 80.01	>50.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM2000 Edition (Washington D.C., 2000).

2.3 PERFORMANCE CRITERIA & THRESHOLDS OF SIGNIFICANCE

The City of San Dimas’s current LOS standard for intersections is LOS D for peak hour intersection operation. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D.

Within the study area, the Bonita Avenue-SR-57 Northbound Ramps/Arrow Highway intersection is a Caltrans maintained intersection.

The City of San Dimas has established the following threshold of significance to determine whether the addition of project-generated trips at a signalized study intersection results in a significant impact:

- A significant impact occurs if the addition of project trips causes an intersection operating at an acceptable LOS (LOS D or better) to deteriorate to an unacceptable LOS (LOS E or F).

For Caltrans maintained intersections, a significant impact occurs if a project adds traffic to a Caltrans facility that would be operating at LOS E or F in the baseline condition utilizing HCM methodology.

3.0 Existing Conditions

3.1 EXISTING STUDY AREA CONDITIONS

The characteristics of the roadway system in the vicinity of the proposed project site are described below:

2nd Street, in the project vicinity, is an east-west, two-lane undivided residential street. 2nd Street terminates to the west at Eucla Avenue. The posted speed limit on 2nd Street is 25 miles per hour and on-street parking is permitted.

Eucla Avenue, in the project vicinity, is a north-south, two-lane undivided roadway with a painted double yellow centerline. The posted speed limit on Eucla Avenue is 25 miles per hour. On-street parking is prohibited on Eucla Avenue between Bonita Avenue and 2nd Street, and permitted north of 2nd Street.

Bonita Avenue, in the project vicinity, is an east-west, four-lane divided roadway with a continuous left-turn lane. Bonita Avenue terminates to the west at Arrow Highway. The posted speed limit on Bonita Avenue is 35 miles per hour, and on-street parking is permitted on both sides of the street.

Arrow Highway, in the project vicinity, is an east-west six-lane divided roadway with a raised median. The posted speed limit on Arrow Highway is 40 miles per hour, and on-street parking is prohibited.

Existing Bicycle and Pedestrian Facilities:

There are no striped bicycle lanes in the study area. Bonita Avenue is signed as a bicycle route. Sidewalks are present on all roadways except for the west side of Eucla Avenue between 2nd Street and the BNSF Railroad tracks (adjacent the project side), and on the east side of Eucla Avenue at the Railroad tracks.

Existing Public Transit Services:

The City of San Dimas is served by Foothill Transit bus lines.

Foothill Transit Route 492 runs between the City of El Monte and the City of Montclair with headways of 30 minutes throughout the day on weekdays from 5:00 AM until 10:00 PM and with headways of approximately 30 minutes from 6:00 AM until 9:00 PM on weekends and holidays. Foothill Transit Route 492 travels along Bonita Avenue in the vicinity of the project site with a stop at the Eucla Avenue/Bonita Avenue intersection approximately one-tenth of a mile south of the project site.

The proposed project is also approximately one-half mile from the San Dimas Park and Ride as the crow flies. **Foothill Transit Routes 494 and 499** depart from the San Dimas Park and Ride. Route 494 offers 4 westbound buses in the AM and 3 eastbound buses in the PM, between the San Dimas Park and Ride and the El Monte Transit Center. Route 499 provides peak period service with headways of 10-30 minutes between the Park and Ride and Downtown Los Angeles.

3.2 EXISTING TRAFFIC VOLUMES

To determine the existing operation of the study intersections, AM and PM peak period traffic counts were collected at the study intersections on Thursday January 16, 2014. The traffic volumes used in the peak hour analysis are from the highest hour within the peak period counted. Detailed traffic count data is provided in *Appendix A*.

Exhibit 2 shows existing AM and PM peak hour volumes at the study intersections. *Exhibit 3* shows existing conditions study area intersection geometry.

3.3 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing conditions AM and PM peak hour intersection analysis is shown in *Table 3*. Calculations are based on the existing geometrics at the study area intersections as shown in *Exhibit 3*. Detailed analysis sheets are provided in *Appendix B*.

Table 3
Intersection Analysis – Existing Conditions

Intersection	AM Peak Hour V/C – LOS (Delay) - LOS	PM Peak Hour V/C – LOS (Delay) - LOS
Bonita Avenue-SR57 Northbound Ramps/Arrow Highway	0.832 – D (40.6) – D	0.770 – C (38.4) – D
2 nd Street/Eucla Avenue	(9.3) – A	(10.0) – B

Note: Delay shown in seconds, V/C = volume-to-capacity

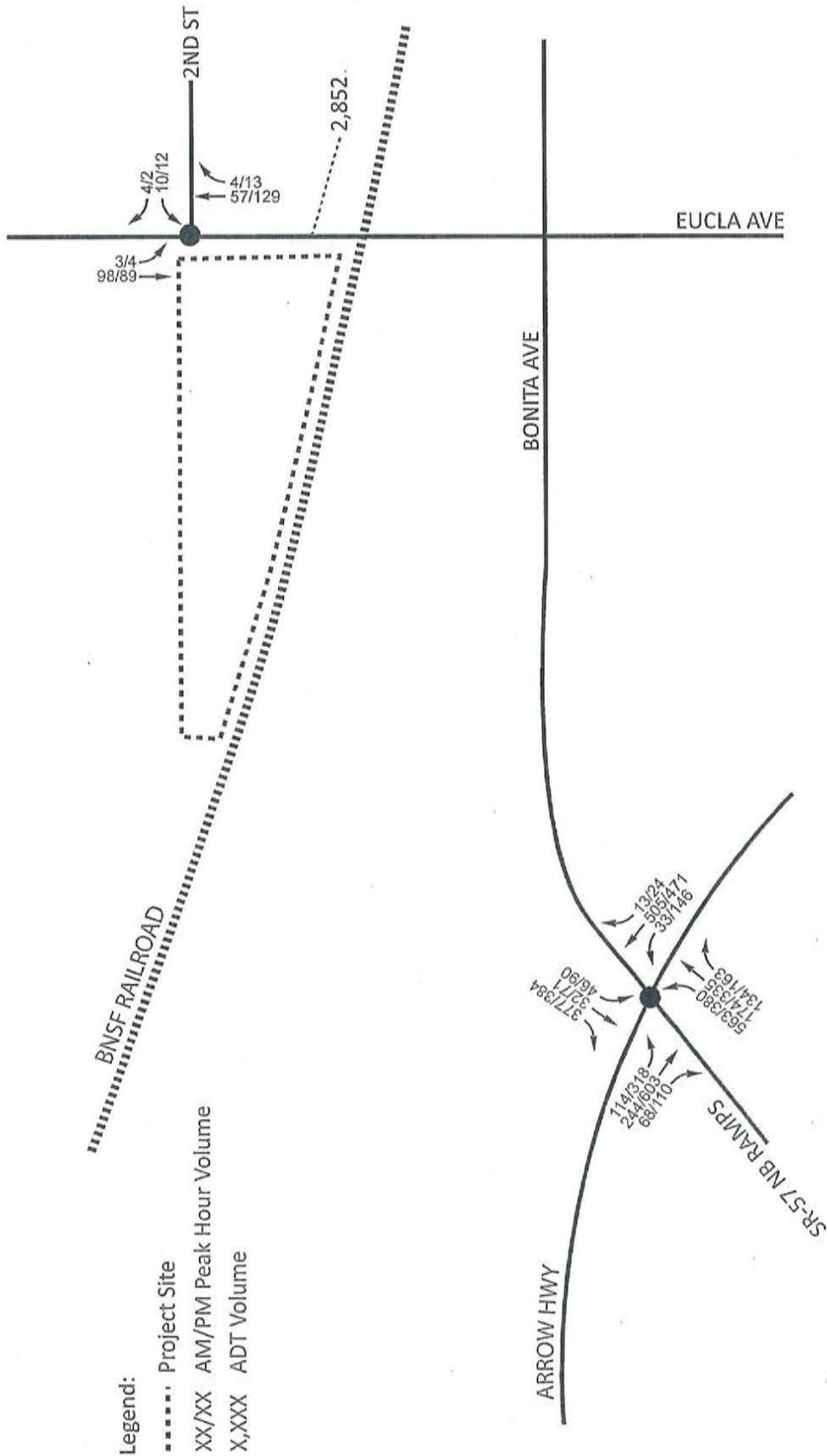


EXHIBIT Q

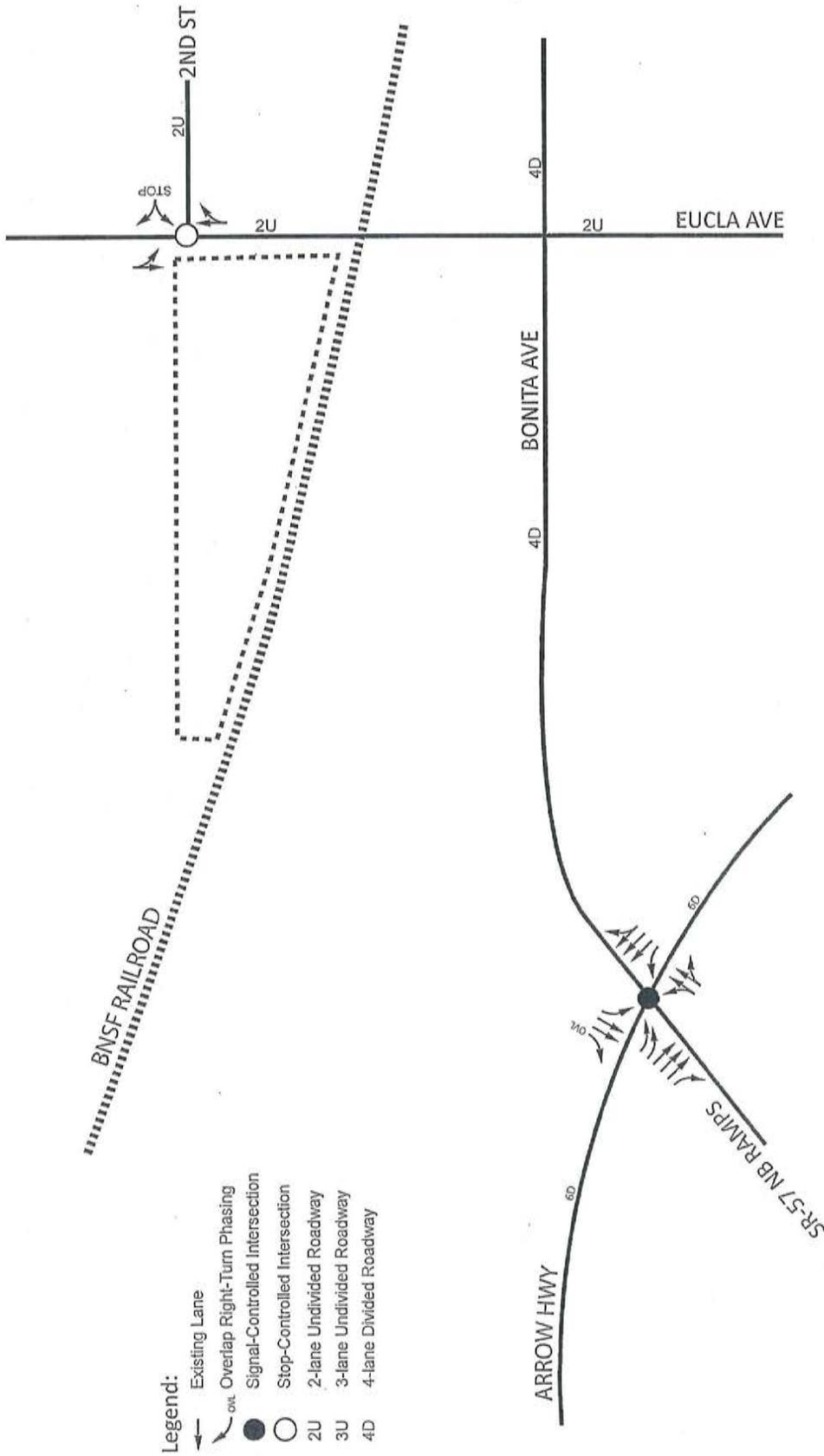


Exhibit 2: Existing AM/PM Peak Hour Intersection Volumes

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale



- Legend:**
- Existing Lane
 - Overlap Right-Turn Phasing
 - Signal-Controlled Intersection
 - Stop-Controlled Intersection
 - 2U 2-lane Undivided Roadway
 - 3U 3-lane Undivided Roadway
 - 4D 4-lane Divided Roadway



Exhibit 3: Existing Lane Geometry & Intersection Control

CVR-14-001.155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

As shown in *Table 3*, the study intersections are currently operating at an acceptable LOS (LOS D or better) during both the AM and PM peak hours.

4.0 Proposed Project

4.1 Project Description

The proposed *155 N. Eucla Townhome* project is located at approximately 155 N. Eucla Avenue and is a triangle-shaped property generally bound by existing residential development to the west and north, Eucla Avenue to the east and Burlington Northern Santa Fe (BNSF) Railroad tracks to the south. The proposed project would consist of 49 residential town-home dwelling units on the 3.65 acre parcel. The proposed project would take access at one location on Eucla Avenue, aligned with 2nd Street. The project site currently consists of a 25,000 square foot light industrial building that is currently occupied.

The project site's current General Plan Land Use designation is industrial; therefore the proposed project's residential land use requires a General Plan Amendment.

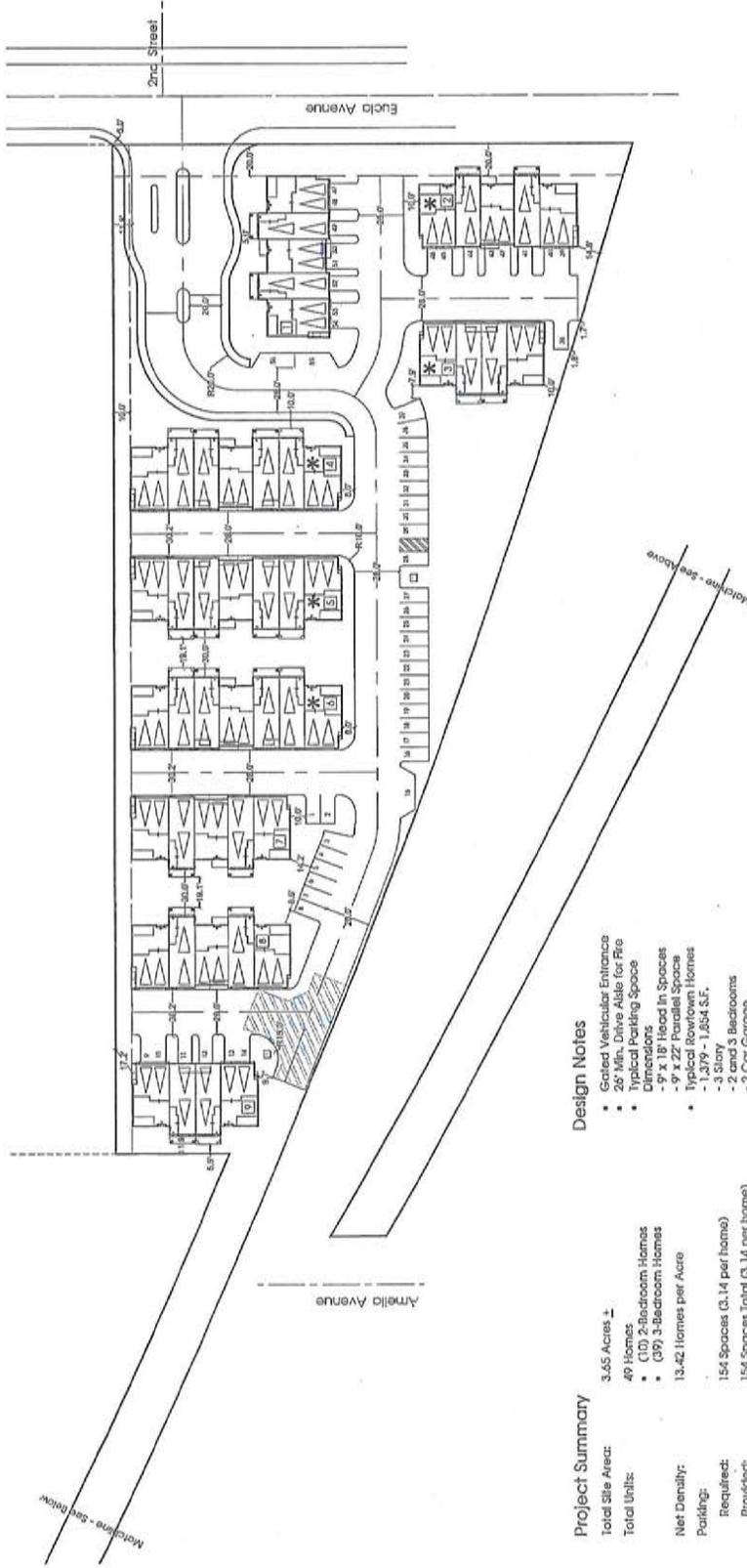
Exhibit 4 shows the proposed project site plan.

4.2 Project Trip Generation

Industry Standard *Institute of Transportation Engineers (ITE)* 9th Edition trip generation rates were used to determine trip generation of the proposed project. *Table 4* shows the ITE rates used to calculate forecast trip generation of the proposed project.

Trip Generation Credits for Existing Land Use Displaced by the Proposed Project

There is currently a 25,000 square foot light industrial building on the project site that was occupied and generating trips at the time the traffic counts occurred. Therefore the forecast trip generation of these displaced land uses will be subtracted from the proposed project's total trip generation. It should be noted that the project's full ITE trip generation is still accounted for at the project access point.



Project Summary

- Total Site Area: 3.45 Acres ±
- Total Units: 49 Homes
 - (10) 2-Bedroom Homes
 - (39) 3-Bedroom Homes
- Net Density: 13.42 Homes per Acre
- Parking: 154 Spaces (3.14 per home)
 - Required: 99
 - Provided: 22
 - Head In: 31
 - Parcellet: 3
- ADA Units: *

Design Notes

- Graded Vehicular Entrances
- 26' Min. Drive Aisle for Fire
- Typical Parking Space Dimensions:
 - 9' x 18' Head In Spaces
 - 9' x 22' Parallel Spaces
- Typical Rowtown Homes
 - 1,279 - 1,254 S.F.
 - 3 Story
 - 2 and 3 Bedrooms
 - 2 Car Garages

- Notes:**
1. Site plan is for conceptual purposes only.
 2. All dimensions are approximate.
 3. All elevations are approximate.
 4. All engineering is subject to change due to the nature of the site.
 5. All engineering is subject to change due to the nature of the site.
 6. All engineering is subject to change due to the nature of the site.
 7. All engineering is subject to change due to the nature of the site.
 8. All engineering is subject to change due to the nature of the site.
 9. All engineering is subject to change due to the nature of the site.
 10. All engineering is subject to change due to the nature of the site.

Conceptual Site Plan
North Eucla Avenue Site
 San Dimas, CA
 City Ventures

WILLIAM HEZVALALICH
 ARCHITECT
 2011325
 January 23, 2014



Exhibit 4: Proposed Project Site Plan

CVR-14-001.155 N Eucla Townhome Project Traffic Impact Analysis - February 2014

Not to Scale

Table 4
Trip Generation Rates for Proposed Project Land Uses & Existing Land Uses to be Removed

Land Use (ITE Code)	Unit	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
Trip Generation Rates (ITE 9th Edition)								
General Light Industrial (110)	TSF	0.81	0.11	0.92	0.85	0.12	0.97	6.97
Residential Condo/ Townhouse (230)	DU	LN(T)=0.80*LN(X)+0.26 17%in/83%out			LN(T)=0.82*LN(X)+0.32 67%in/33%out			LN(T)=0.87* LN(X)+2.46

Note: DU = dwelling unit, TSF = thousand square feet
 Source: ITE Trip Generation, 9th Edition (2012)

Table 5 shows the gross trip generation of the proposed project before accounting for pass-by discounts. Gross trip generation will be reflected at the project driveways in the traffic impact analysis.

Table 5
Gross Trip Generation of Proposed Project – Vehicle Trips at Project Driveways

Land Use	Quantity	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Townhomes	49	5	24	29	22	11	33	346

Note: TSF = thousand square feet

As shown in *Table 5*, before accounting for existing land uses on the site, the proposed project is forecast to generate approximately 29 AM peak hour trips, 33 PM peak hour trips and 346 daily trips. Gross trip generation will be reflected at the project driveway in the traffic impact analysis.

To get an accurate representation of the trips being generated by the existing land use on the site, video trip generation was collected at the existing active driveway on Thursday January 16, 2014 during the AM/PM peak periods at the same time that intersection turning movement data was collected at the study intersections. The collected data was compared to the expected trip generation for the existing site based on the ITE rates for general light industrial in *Table 4*. The existing land use generated trips at only 36% of ITE rates for the AM and PM peak hours. Therefore this study conservatively utilizes the collected AM/PM data as a credit for the existing land use instead of the expected trip generation based on ITE rates. Collected driveway trip generation data is contained in *Appendix A*.

Table 6 shows the net new trip generation of the proposed project after accounting for the existing land use on the site. Net new trip generation will be distributed to the study intersections/study area in the traffic impact analysis.

Table 6

Net New Trip Generation of Proposed Project – Vehicle Trips Distributed to Study Intersections

		AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Displaced Light Industrial	-25.0 TSF	-8	-3	-11	-2	-4	-6	-62
Townhomes	49 DU	5	24	29	22	11	33	346
Total Net New Project Trip Generation		-3	21	18	20	7	27	284

Note: DU = Dwelling Unit; TSF = Thousand Square Feet

As shown in *Table 6*, the proposed project is forecast to generate approximately 18 net new AM peak hour trips, 27 net new PM peak hour trips and 284 net new daily trips.

4.3 Project Trip Distribution and Assignment

The forecast trip distribution for this project is based on the existing traffic patterns of the surrounding streets and intersections as well as potential interactions between the proposed project land use and surrounding land uses, the location of employment and recreational opportunities, and proximity to the regional freeway system.

Exhibit 5 shows the forecast trip distribution of proposed project trips. *Exhibit 6* shows the corresponding forecast AM/PM peak hour trip assignment of project trips.

5.0 Existing Plus Project Conditions

This section analyzes the impact of the addition of project generated trips to existing conditions traffic volumes.

5.1 EXISTING PLUS PROJECT TRAFFIC VOLUMES

Existing plus project traffic volumes were derived by adding forecast project generated trips to *existing* traffic volumes. *Exhibit 7* shows *existing plus project* AM and PM peak hour volumes at the study intersections.

5.2 EXISTING PLUS PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing plus project conditions AM and PM peak hour intersection analysis is shown in *Table 7*. Detailed analysis sheets are provided in *Appendix C*.

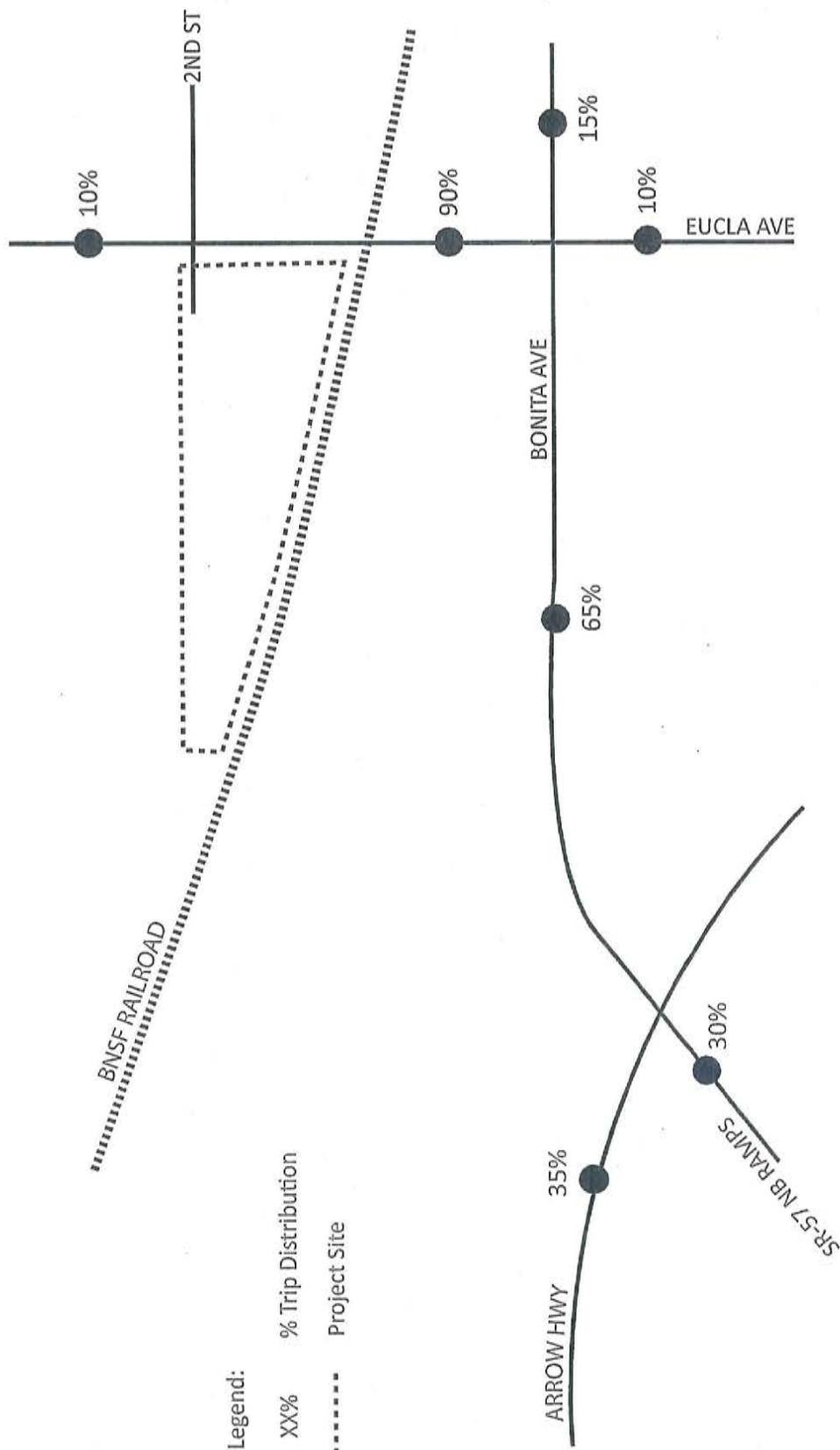


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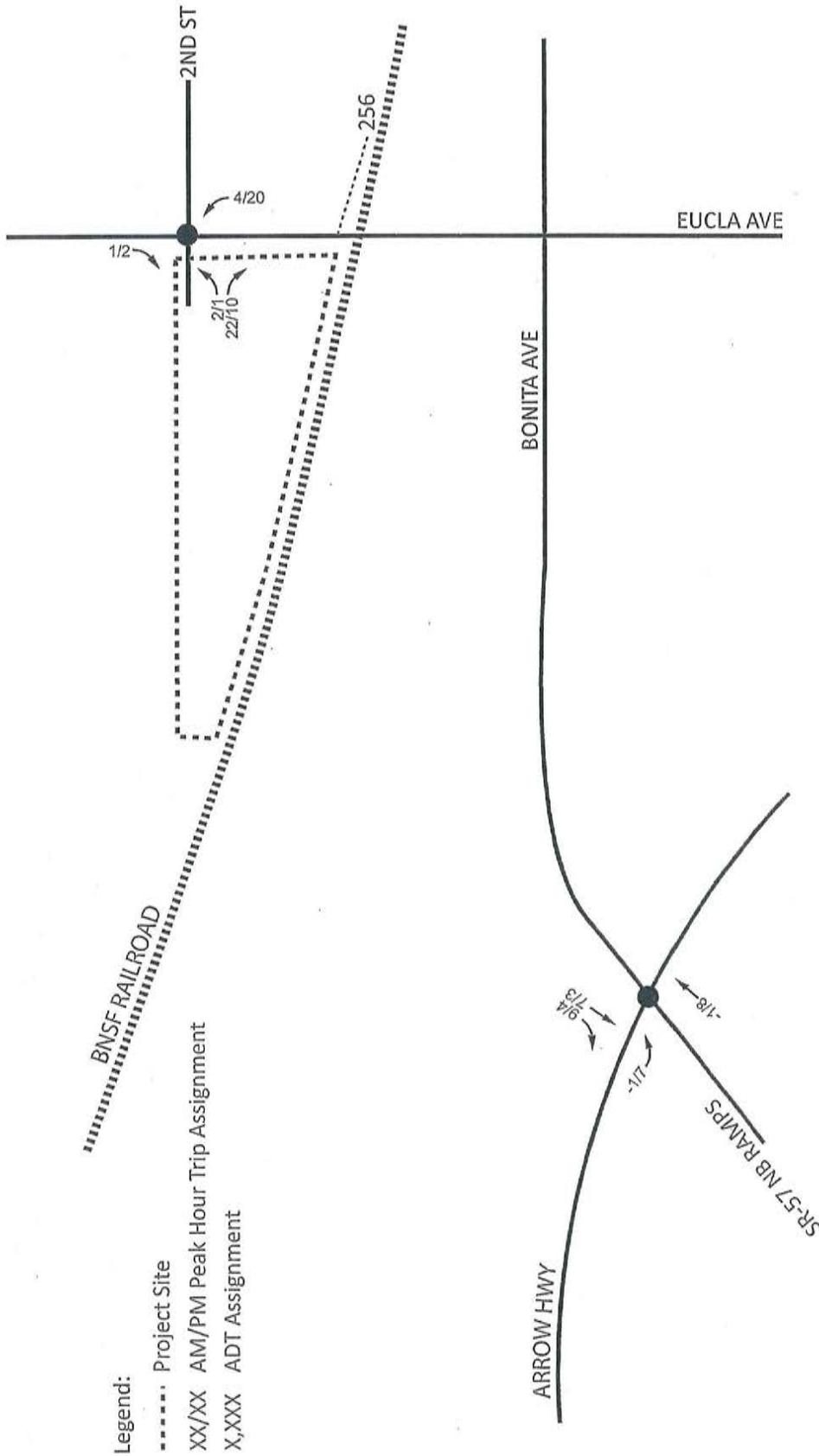


Exhibit 5: Forecast Trip Distribution of Proposed Project Trips

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale



Legend:

- - - - - Project Site
- XX/XX AM/PM Peak Hour Trip Assignment
- X,XXX ADT Assignment



Exhibit 6: Forecast Proposed Project AM/PM Peak Hour Trip Assignment

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

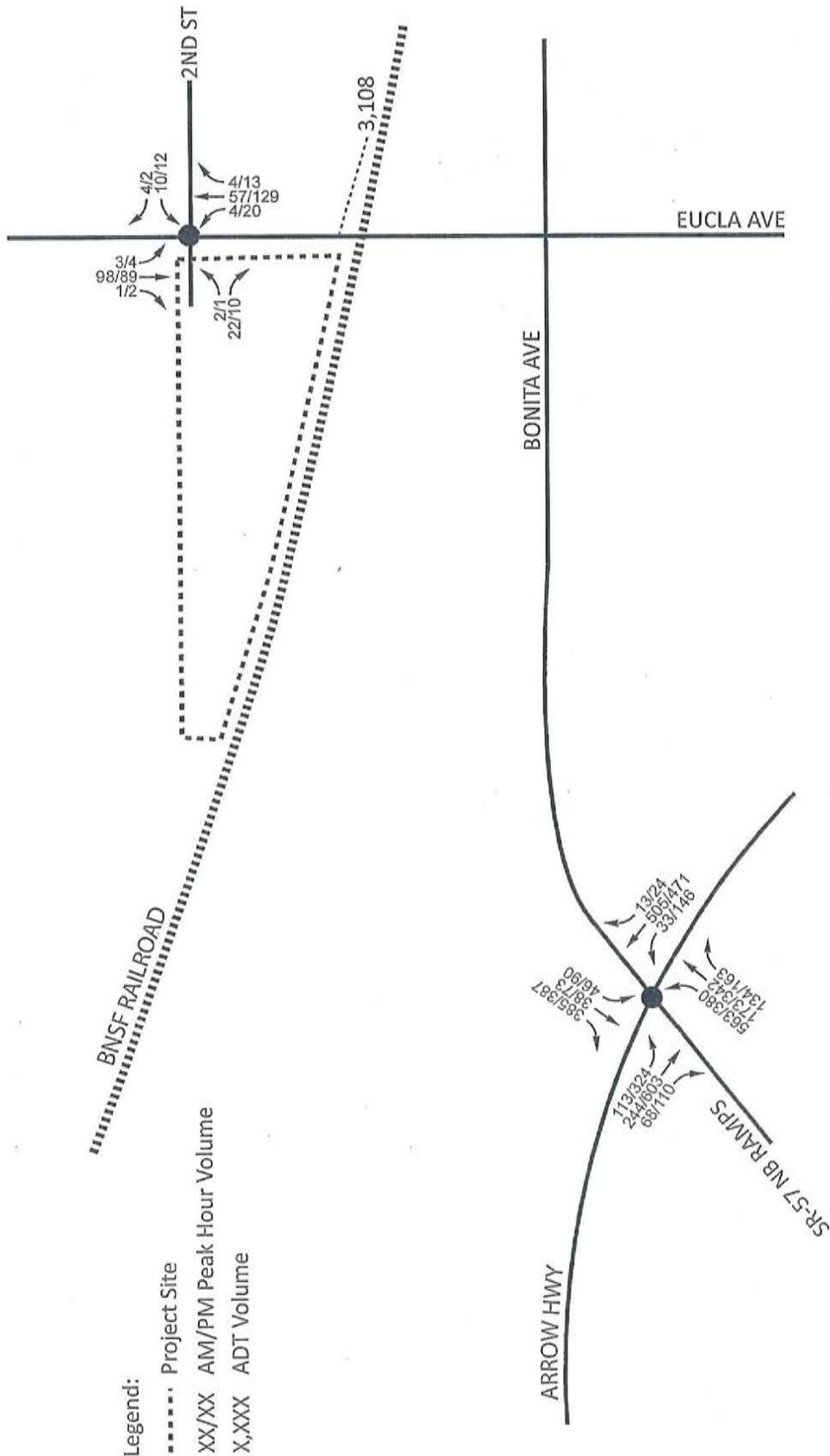


Exhibit 7: Existing Plus Project AM/PM Peak Hour Intersection Volumes

CVR-14-001.155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

Table 7
Intersection Analysis – Existing Plus Project Conditions

Intersection	Existing Conditions		Existing Plus Project Conditions				Significant Impact?
	AM Peak Hour v/c - LOS (Delay) - LOS	PM Peak Hour v/c - LOS (Delay) - LOS	AM Peak Hour v/c - LOS (Delay) - LOS	Change in V/C (Delay)	PM Peak Hour v/c - LOS (Delay) - LOS	Change in V/C (Delay)	
Bonita Avenue-SR57 Northbound Ramps/Arrow Highway	0.832 - D (40.6) - D	0.770 - C (38.4) - D	0.837 - D (41.0) - D	0.005 0.4	0.772 - C (38.6) - D	0.002 0.2	No
2 nd Street/Eucla Avenue	(9.3) - A	(10.0) - B	(9.7) - A	0.4	(10.8) - B	0.8	No

Note: Delay shown in seconds, V/C – volume-to-capacity

As shown in *Table 7*, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *existing plus project* conditions during both the AM and PM peak hours.

As also shown in *Table 7*, based on agency thresholds of significance, the addition of project generated trips is forecast to result in no significant impacts at the study intersection for *existing plus project* conditions.

6.0 Project Opening Year (2016) Without Project Conditions

This section analyzes *project opening year (2016) without project traffic* conditions. The proposed project is expected to be built and generating trips in 2016.

6.1 PROJECT OPENING YEAR (2016) WITHOUT PROJECT TRAFFIC VOLUMES

Since the proposed project is expected to be generating trips in 2016, *project opening year (2016) without project* traffic volumes were derived by applying an annual growth rate of two percent per year, for two years, to existing (2014) traffic volumes.

Additionally, *project opening year (2016) without project* conditions includes trips associated with the following 14 cumulative projects, assumed to be constructed by the year 2016, which are not yet built, and thus not currently generating any trips in the existing traffic counts. Cumulative development projects to be included in the analysis were provided by the City of San Dimas Planning Department.

- DPRB 12-19, CUP 12-07: 105 E. Arrow Highway - Gas Station/Convenience Store
- CUP 07-03: 1404 W Gladstone Street – Gym/Church
- DPRB 11-05, CUP 12-04, TTM 12-01: 300 S San Dimas Ave – Townhomes/Live-Work
- DPRB 11-38: 309 N Lone Hill Avenue – Single Family Homes
- DPRB 12-08: 328 W Arrow Highway – Warehouse

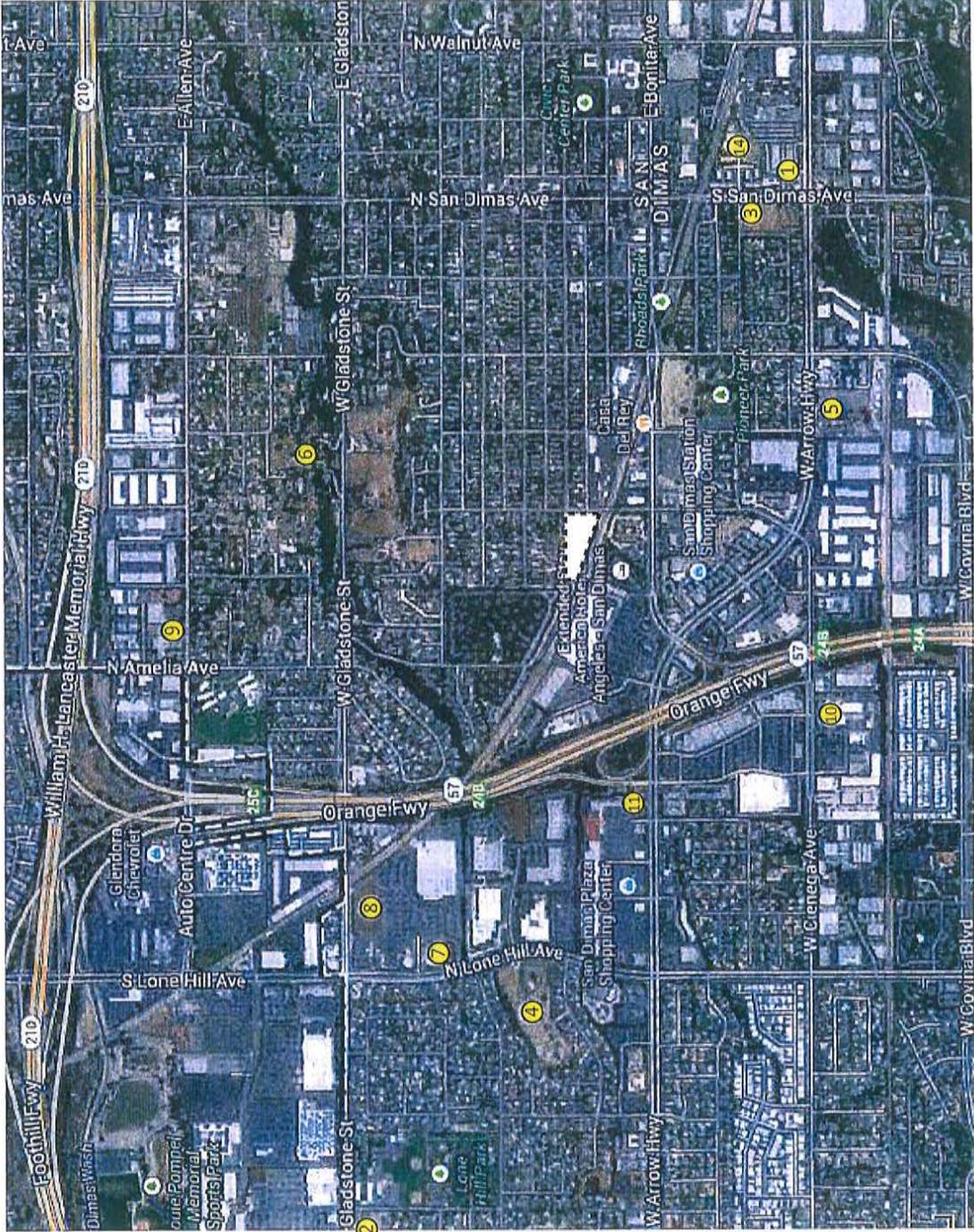
- DPRB 11-43: 405 W Gladstone Street – Single Family Homes
- DPRB 12-31, PP 12-06: 462 N Lone Hill Ave – Retail
- DPRB 12-20, CUP 12-08: 614 & 462 N Lone Hill Ave – Bank
- DPRB 11-27, CUP 08-03: 627 W Allen Ave – Office/Warehouse
- DPRB 10-40/10-80D, CUP 10-04: 800 W Cienega Ave – Warehouse
- DPRB 13-28, CUP 13-03, PP 13-02: 845 W Arrow Highway – Car Wash
- DPR 11-26, CUP 11-10, LLA 12-02: Loma Bonita Residences
- DPRB 12-07, CUP 12-05: San Dimas Canyon Road/Baseline Road – Storage
- DPRB 11-42, CUP 09-07, CUD 09-01, LLA 12-01/11-03: Grove Station

Cumulative projects represent projects that have either already been built but are not yet fully occupied or are in some stage of the planning and approvals process and are being included as part of the cumulative background setting. It should be noted that the inclusion of an ambient growth factor and cumulative projects represents all known projects in the development area and reflects steady growth in the City of San Dimas not associated with any known projects. As such, the analysis represents a conservative analysis of future background traffic levels. Additionally, traffic mitigation that may be required for the related projects and other development associated with the ambient growth is conservatively not assumed in this analysis. *Exhibit 8* shows the approximate location of the four cumulative projects.

6.1.1 Cumulative Projects Trip Generation

Cumulative project trip generation is based on *ITE* 9th Edition trip generation rates for the cumulative project land uses.

Table 8 summarizes forecast trip generation of the cumulative projects.



Legend:



Project Site

- ① 105 E. Arrow Hwy
- ② 1404 W Gladstone St
- ③ 300 S San Dimas Ave
- ④ Estates at Lone Hill
- ⑤ 328 W Arrow Hwy
- ⑥ 405 W Gladstone St
- ⑦ 462 N Lone Hill
- ⑧ 462/614 N Lone Hill
- ⑨ 627 W Allen Ave
- ⑩ 800 W Cienega Ave
- ⑪ 845 W Arrow Hwy
- ⑫ Loma Bonita
- ⑬ San Dimas Cnryn/Baseline
- ⑭ Grove Station

EXHIBIT Q



Exhibit 8: Cumulative Projects Location Map

CVR-14-001 155 N Eucla Townhome Project Traffic Impact Analysis - February 2014



Not to Scale

**Table 8
Forecast Cumulative Projects Trip Generation**

Location/Name	Land Use/Quantity	AM In	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
105 E Arrow Hwy	2,561 TSF Gas Station/Convenience Store	53	52	105	65	65	130	2166
1404 W Gladstone St	8,956 TSF Church/Gym	7	6	13	17	13	30	295
300 S San Dimas Ave	6 Townhome DU, 8 Mixed-Use/Live-Work DU	1	5	6	5	2	7	81
The Estates at Lone Hill	18 Single-Family DU	4	10	14	11	7	18	171
328 W Arrow Hwy	34,237 TSF Warehouse	8	2	10	3	8	11	122
405 W Gladstone ST	4 Single-Family DU	1	2	3	3	1	4	38
462 N Lone Hill Ave	8,416 TSF Retail	21	13	34	55	59	114	1359
614&462 N Lone Hill	4,24 TSF Bank	29	22	51	52	51	103	628
627 W Allen Ave	10,176 TSF Office/Warehouse	14	2	16	3	12	15	112
800 W Cienega Ave	5,85 TSF Hazardous Materials Building	2	0	2	1	1	2	21
845 W Arrow Hwy	1,845 TSF Carwash/Convenience Store	11	10	21	13	12	25	275
Loma Bonita	156 Apartment DU	16	64	80	63	34	97	1037
San Dimas Canyon Rd/Baseline Rd	95,455 TSF RV Storage	7	6	13	13	12	25	239
Grove Station	67 Townhome DU	5	24	29	23	12	35	389
Total		179	218	397	327	289	616	6933

Note: TSF = Thousand Square Feet, DU = Dwelling Unit
Source: ITE Trip Generation, 9th Edition (2012)

As shown in *Table 8*, the cumulative projects are forecast to generate approximately 397 AM peak hour trips, 616 PM peak hour trips and 6,933 daily trips. *Exhibit 9* shows AM and PM peak hour trip assignment of cumulative project trips in the study area. It should be noted that some of the cumulative projects listed above are not anticipated to add traffic to the study intersections due to their proximity to the study area.

Exhibit 10 shows project opening year (2016) without project AM and PM peak hour volumes at the study intersections.

6.2 PROJECT OPENING YEAR (2016) WITHOUT PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Project opening year (2016) without project conditions AM and PM peak hour intersection analysis is shown in *Table 9*. Detailed analysis sheets are provided in *Appendix D*.

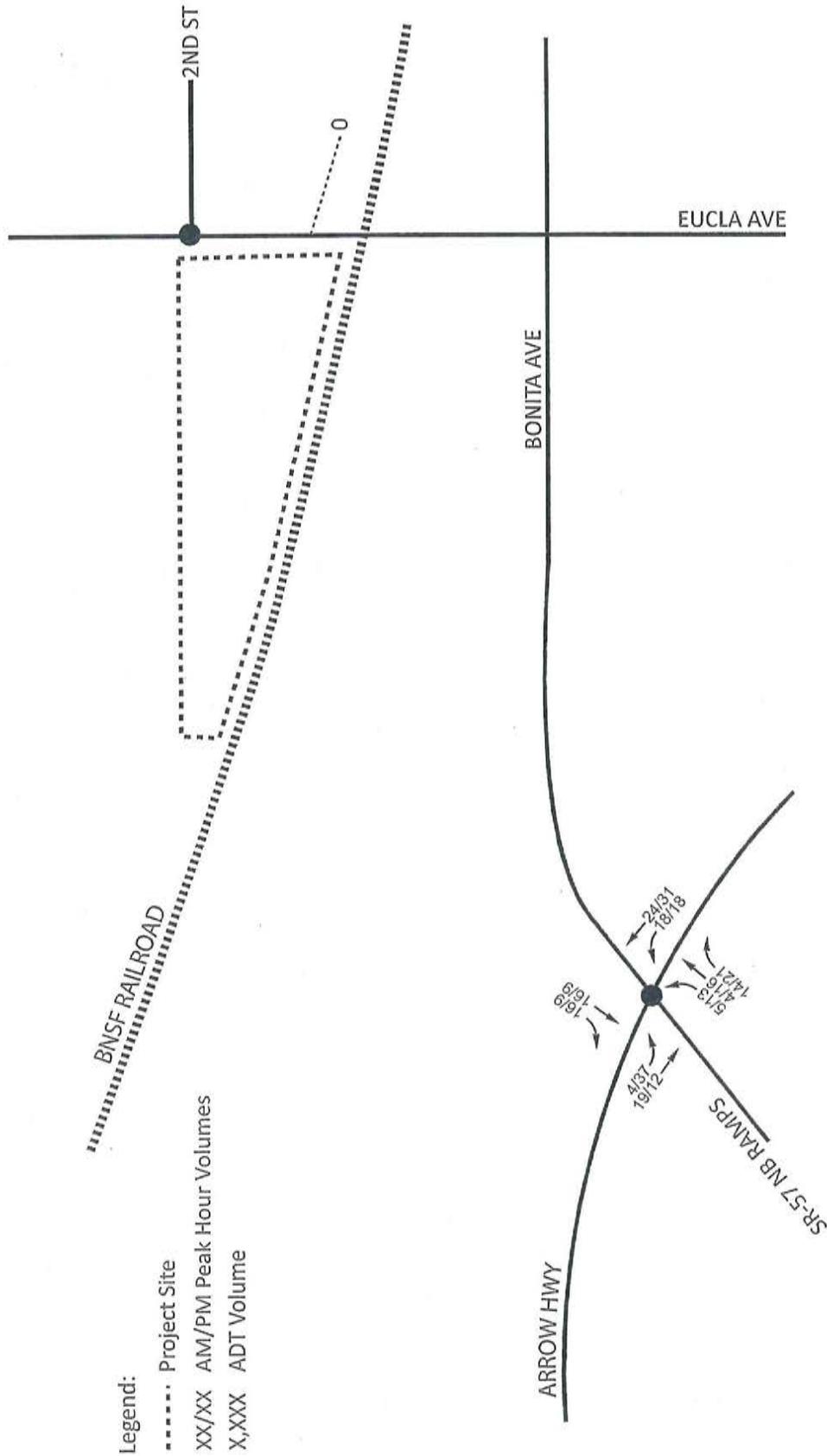


EXHIBIT Q



Exhibit 9: Cumulative Projects AM/PM Peak Hour Intersection Volumes

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

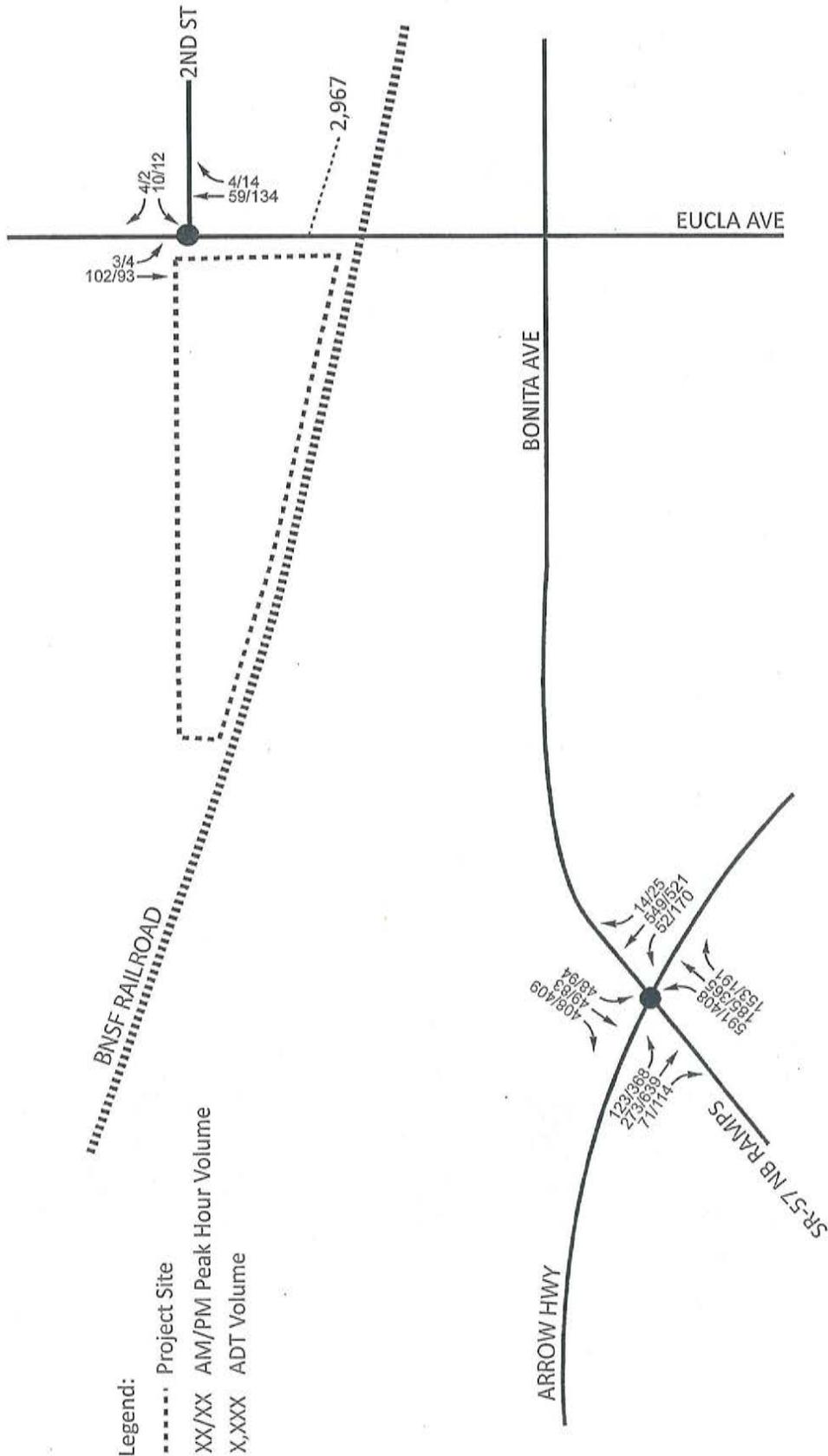


EXHIBIT Q



Exhibit 10: Project Opening Year (2016) Without Project AM/PM Peak Hour Intersection Volumes

CVR-14-001.155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

Table 9
Intersection Analysis - Project Opening Year (2016) Without Project Conditions

Intersection	AM Peak Hour V/C – LOS (Delay) - LOS	PM Peak Hour V/C – LOS (Delay) - LOS
Bonita Avenue-SR57 Northbound Ramps/Arrow Highway	0.881 – D (45.1) – D	0.821 – D (41.0) – D
2 nd Street/Eucla Avenue	(9.4) – A	(10.1) – B

Note: Delay shown in seconds, V/C = volume-to-capacity

As shown in *Table 9*, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *project opening year (2016) without project conditions* during both the AM and PM peak hours.

7.0 Project Opening Year (2016) With Project Conditions

This section analyzes the impact of the addition of project generated trips to *project opening year (2016) without project conditions* traffic volumes.

7.1 PROJECT OPENING YEAR (2016) WITH PROJECT TRAFFIC VOLUMES

Project opening year (2016) with project traffic volumes were derived by adding forecast project generated trips to *project opening year (2016) without project* volumes. *Exhibit 11* shows *project opening year (2016) with project* AM and PM peak hour volumes at the study intersections.

7.2 PROJECT OPENING YEAR (2016) WITH PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Project opening year (2016) with project conditions AM and PM peak hour intersection analysis is shown in *Table 10*. Detailed analysis sheets are provided in *Appendix E*.

Table 10
Intersection Analysis - Project Opening Year (2016) With Project Conditions

Intersection	Project Opening Year Without Project		Project Opening Year With Project				Significant Impact?
	AM Peak Hour V/C – LOS (Delay) - LOS	PM Peak Hour V/C – LOS (Delay) - LOS	AM Peak Hour V/C – LOS (Delay) - LOS	Change in V/C (Delay)	PM Peak Hour V/C – LOS (Delay) - LOS	Change in V/C (Delay)	
Bonita Avenue-SR57 Northbound Ramps/Arrow Highway	0.881 – D (45.1) – D	0.821 – D (41.0) – D	0.886 – D (45.7) – D	0.005 0.6	0.823 – D (41.2) – D	0.002 0.2	No
2 nd Street/Eucla Avenue	(9.4) – A	(10.1) – B	(9.7) – A	0.3	(10.9) – B	0.8	No

Note: Delay shown in seconds, V/C – volume-to-capacity

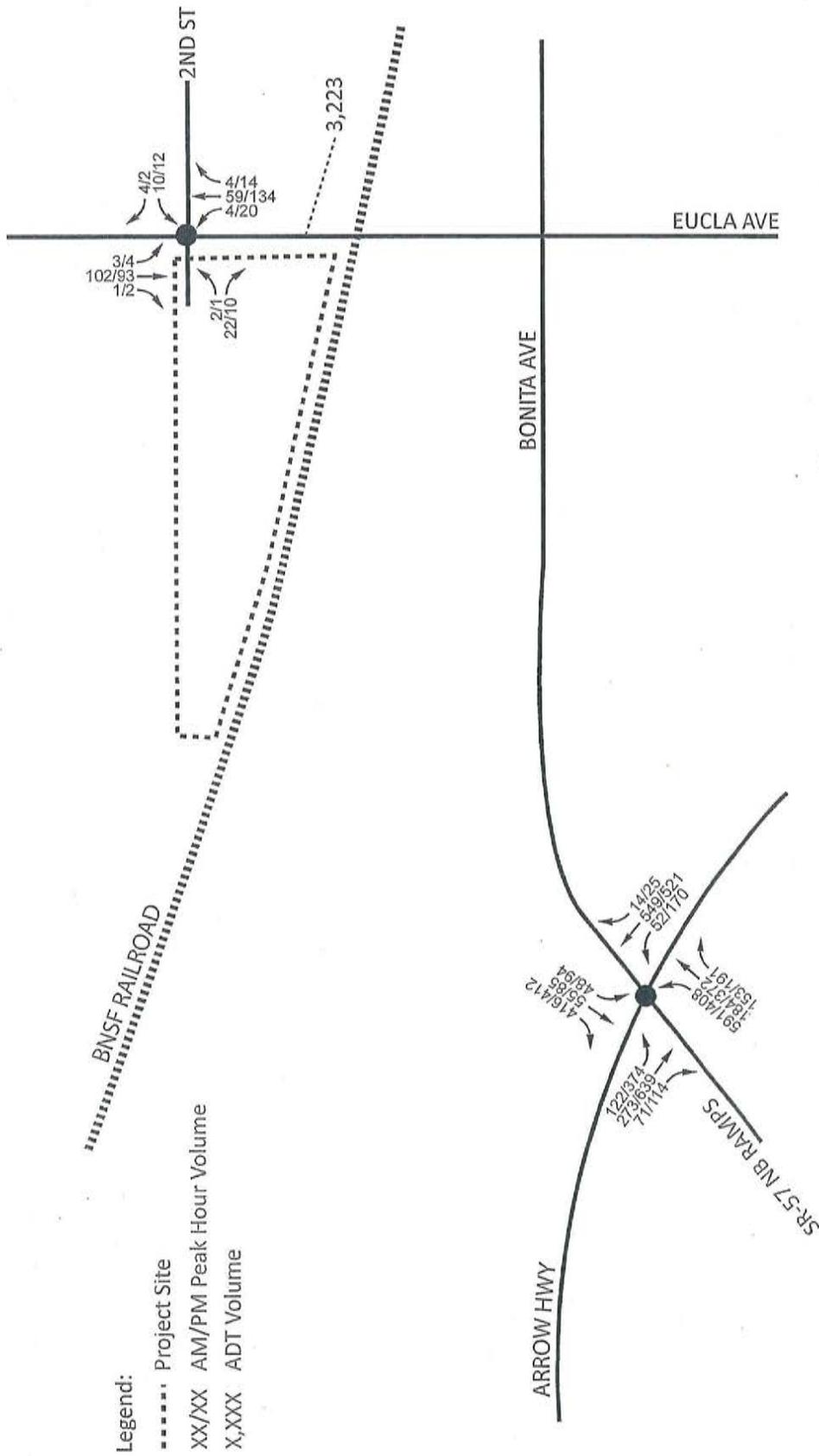


EXHIBIT Q



**Exhibit 11: Project Opening Year (2016)
With Project AM/PM Peak Hour Intersection Volumes**

CVR-14-001 155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

As shown in *Table 10*, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *project opening year (2016) with project conditions* during both the AM and PM peak hours.

As also shown in *Table 10*, based on the agency thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for *project opening year (2016) with project conditions*.

8.0 General Plan Buildout (2020) Without Project Conditions

Since the proposed project requires a General Plan Amendment, this traffic analyzes forecast General Plan Buildout (2020) with and without project conditions. This section analyzes *General Plan Buildout (2020) without project traffic conditions*.

8.1 GENERAL PLAN BUILDOUT (2020) WITHOUT PROJECT TRAFFIC VOLUMES

General Plan Buildout (2020) without project traffic volumes were derived by applying an annual growth rate of two percent per year, for six years, to existing (2014) traffic volumes.

Additionally, *General Plan Buildout (2020) without project conditions* includes trips associated with the 14 cumulative projects included in the project opening year scenarios.

Exhibit 12 shows *General Plan Buildout (2020) without project* AM and PM peak hour volumes at the study intersections.

8.2 GENERAL PLAN BUILDOUT (2020) WITHOUT PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

General Plan Buildout (2020) without project conditions AM and PM peak hour intersection analysis is shown in *Table 11*. Detailed analysis sheets are provided in *Appendix F*.

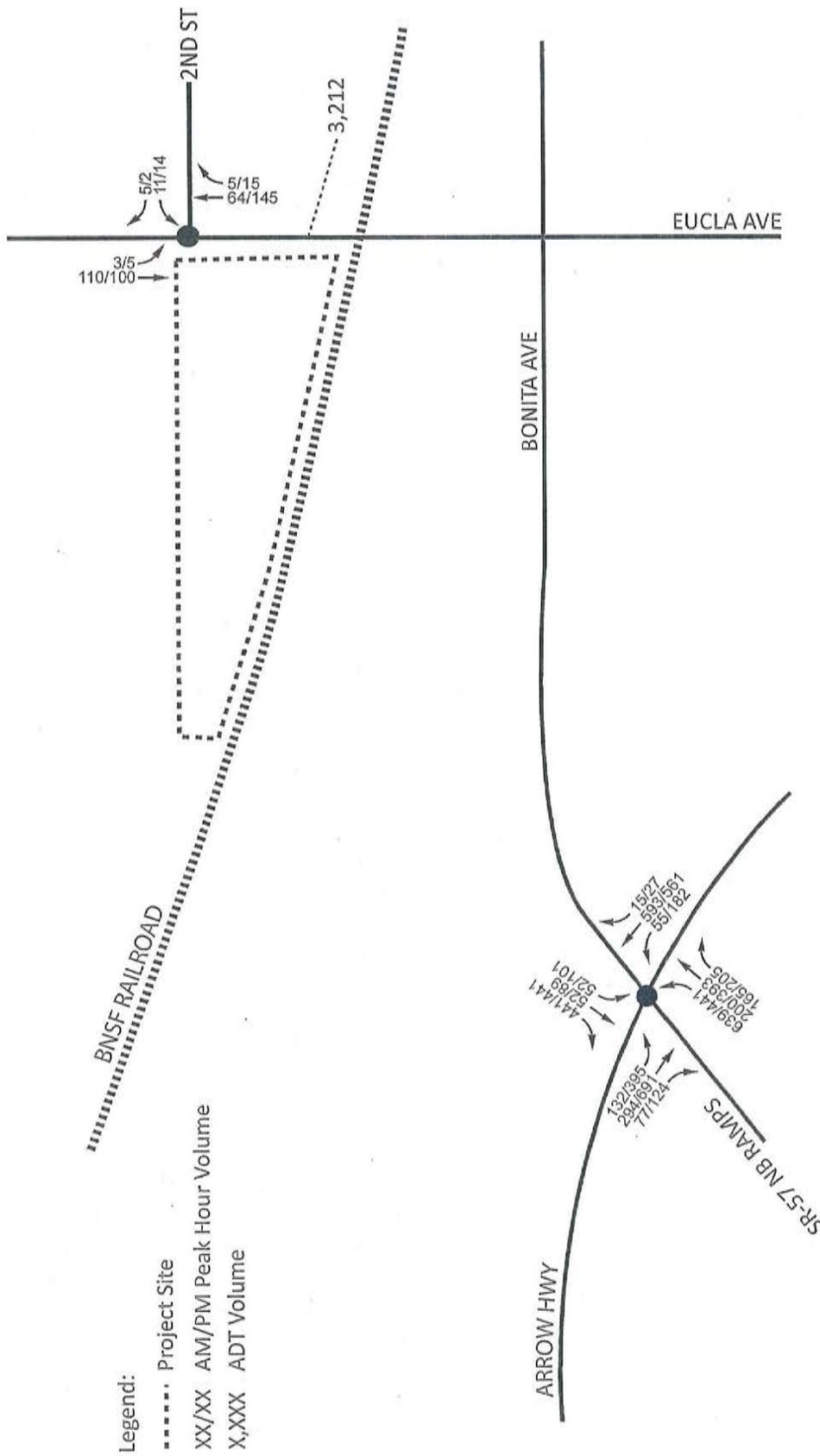


EXHIBIT Q

**Exhibit 12: General Plan Buildout (2020)
Without Project AM/PM Peak Hour Intersection Volumes**

CVR-14-001.155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

Table 11
Intersection Analysis – General Plan Buildout (2020) Without Project Conditions

Intersection	AM Peak Hour V/C – LOS (Delay) - LOS	PM Peak Hour V/C – LOS (Delay) - LOS
Bonita Avenue-SR57 Northbound Ramps/Arrow Highway	0.944 – E (53.7) – D	0.878 – D (44.9) – D
2 nd Street/Eucla Avenue	(9.4) – A	(10.3) – B

Note: Delay shown in seconds, V/C = volume-to-capacity

As shown in **Table 11**, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *General Plan Buildout (2020) without project* conditions during both the AM and PM peak hours except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection which is forecast to operate at LOS E during the AM peak hour under the ICU methodology.

9.0 General Plan Buildout (2020) With Project Conditions

This section analyzes the impact of the addition of project generated trips to *General Plan Buildout (2020) without project* conditions traffic volumes.

9.1 GENERAL PLAN BUILDOUT (2020) WITH PROJECT TRAFFIC VOLUMES

General Plan Buildout (2020) with project traffic volumes were derived by adding forecast project generated trips to *General Plan Buildout (2020) without project* volumes. *Exhibit 13* shows *General Plan Buildout (2020) with project* AM and PM peak hour volumes at the study intersections.

9.2 GENERAL PLAN BUILDOUT (2020) WITH PROJECT CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

General Plan Buildout (2020) with project conditions AM and PM peak hour intersection analysis is shown in **Table 12**. Detailed analysis sheets are provided in *Appendix G*.

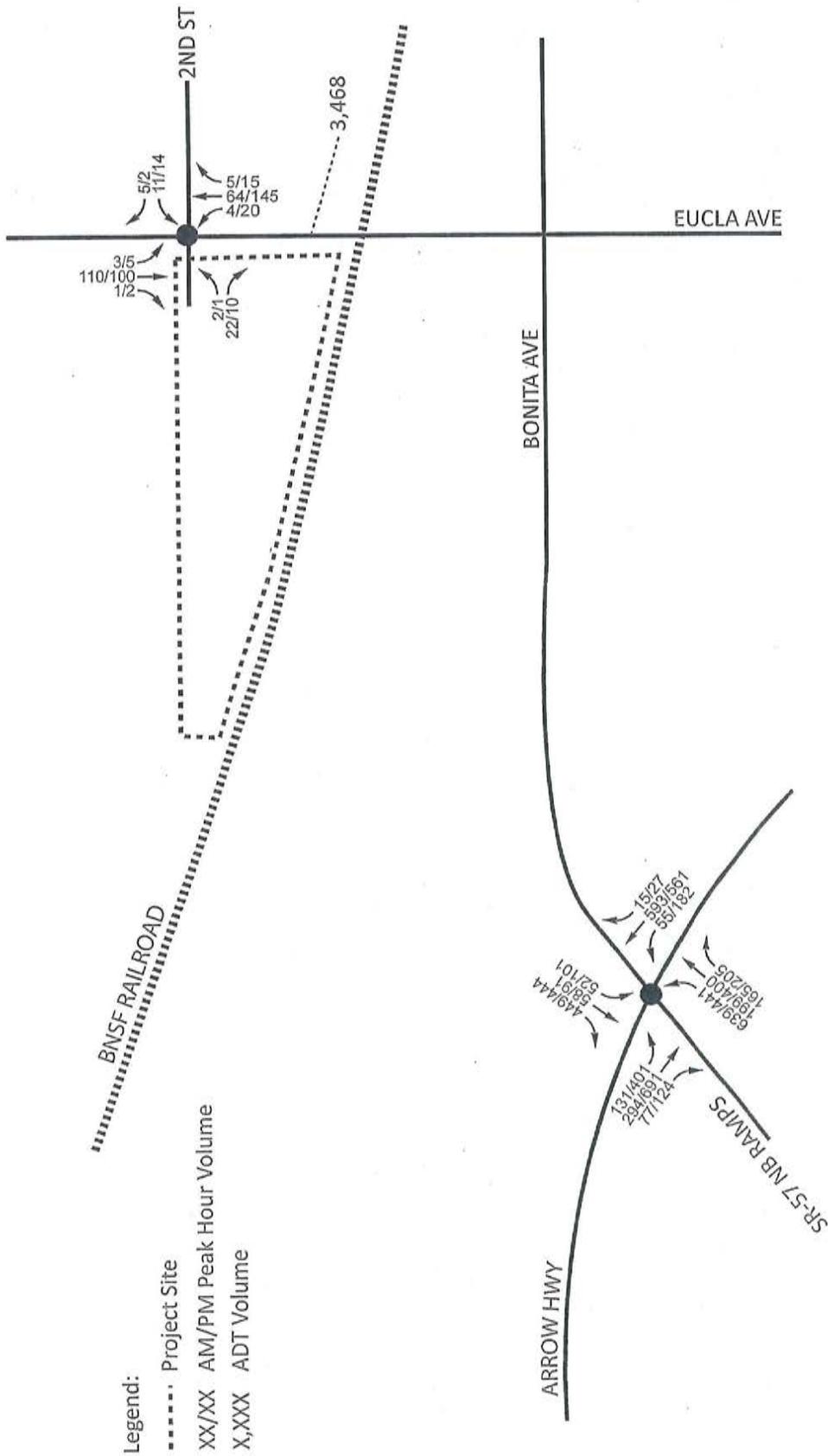


EXHIBIT Q

Exhibit 13: General Plan Buildout (2020) With Project AM/PM Peak Hour Intersection Volumes

CVR-14-001.155 N. Eucla Avenue Project Traffic Impact Analysis - February 2014



Not to Scale

Table 12
Intersection Analysis – General Plan Buildout (2020) With Project Conditions

Intersection	General Plan Buildout Without Project		General Plan Buildout With Project				Significant Impact?
	AM Peak Hour V/C - LOS (Delay) - LOS	PM Peak Hour V/C - LOS (Delay) - LOS	AM Peak Hour V/C - LOS (Delay) - LOS	Change in V/C (Delay)	PM Peak Hour V/C - LOS (Delay) - LOS	Change in V/C (Delay)	
Bonita Avenue-SR57 Northbound Ramps/Arrow Highway	0.944 – E (53.7) – D	0.878 – D (44.9) – D	0.949 – E (54.7) – D	0.005 1.0	0.880 – D (45.2) – D	0.002 0.3	No
2 nd Street/Eucla Avenue	(9.4) – A	(10.3) – B	(9.8) – A	0.4	(11.2) – B	0.9	No

Note: Delay shown in seconds, V/C – volume-to-capacity

As shown in **Table 12**, the study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *General Plan Buildout (2020) with project* conditions during both the AM and PM peak hours except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection which is forecast to operate at LOS E during the AM peak hour under the ICU methodology.

As also shown in **Table 12**, based on the agency thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for *General Plan Buildout (2020) with project* conditions. The proposed project adds less than 1 percent (.01) to the volume-to capacity ratio at the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection based on the ICU methodology, and based on the Highway Capacity Manual methodology, the intersection is forecast to operate at an acceptable level of service at this Caltrans maintained intersection.

10.0 Los Angeles Congestion Management Program Analysis

According to the CMP (*Los Angeles County Metropolitan Transportation Authority, July 2010*), those proposed projects, which meet the following criteria, shall be evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

No CMP monitored intersections are forecast to receive 50 or more project-generated trips during either the AM peak hour or the PM peak hour as shown in **Exhibit 6**. Since the project is forecast to generate approximately 18 net new AM peak hour trips and approximately 27 net new PM peak hour trips, no CMP mainline freeway monitoring location is forecast to receive 150 or more project-

generated trips during either the AM peak hour or the PM peak hour. Therefore, the proposed project is forecast to have no significant CMP traffic impacts.

CMP Transit Impacts

The following transit services are available in the vicinity of the proposed project site:

- Foothill Transit Route 492 which travels along Bonita Avenue approximately 500 feet to the south of the proposed project site.

Detailed transit information is contained in *Appendix H*. The proposed project is forecast to generate approximately 284 net new daily trips, which include approximately 18 net new AM peak hour trips and approximately 27 net new PM peak hour trips. In accordance with CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips, which results in a total of approximately 25 AM peak hour person trips, approximately 38 PM peak hour person trips, and approximately 398 daily person trips generated by the project. Based on CMP guidelines for determining trips assigned to transit, the following factor applicable to the proposed project it utilized:

- 3.5 percent of Total Person Trips Generated.

Table 13 shows the calculation of project-generated transit trips, utilizing CMP guidelines.

Table 13
Greenway Place – Transit Trip Generation

	AM Peak Hour Trips	PM Peak Hour Trips	Daily Trips
Proposed Project Vehicle Trip Generation	28	27	284
Person Trips Conversion Factor	1.4	1.4	1.4
Proposed Project Person Trips	25	38	398
Transit Trip Conversion Factor	3.5%	3.5%	3.5%
Proposed Project Transit Trip Generation	1	1	14

As shown in *Table 13*, based on the CMP guidelines, and the proximity of the various project land uses in relation to available transit in the project vicinity, the proposed project is forecast to generate approximately 1 AM peak hour transit trip, approximately 1 PM peak hour transit trips, and approximately 14 daily transit trips. Since the proposed project transit trips can be accommodated by existing transit service in the project vicinity, no significant CMP transit impacts are forecast to occur.

11.0 Parking

The proposed project consists of 49 townhome dwelling units, 10 of which are two-bedroom units, and 39 of which are three bedroom-units.

The City of San Dimas parking requirement for townhomes is two garage spaces per unit, plus one uncovered space for each additional bedroom above two, and one guest parking space for every 3 units.

As shown in *Table 14*, the parking requirement for the proposed project, based on the City's Municipal Code parking requirements, is 154 parking spaces. Based on the current site plan, shown in *Exhibit 4*, the project is providing 154 parking spaces, meeting City requirements.

Table 14
155 N Eucla Townhomes - Parking Requirements

	Parking Requirement
10 Two-Bedroom Units	20 spaces
39 Three-Bedroom Units	117 spaces
Guest Parking	17 spaces
Total Parking Required	154 spaces
Parking Provided	154 spaces

12.0 Conclusions

Before accounting for existing land uses on the site, the proposed project is forecast to generate approximately 29 AM peak hour trips, 33 PM peak hour trips and 346 daily trips. After accounting for displacement of existing land uses, the proposed project is forecast to generate approximately 18 net new AM peak hour trips, 27 net new PM peak hour trips and 284 net new daily trips.

The study intersections are currently operating at an acceptable LOS (LOS D or better) during both the AM and PM peak hours. The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *existing plus project* conditions during both the AM and PM peak hours.

Based on agency thresholds of significance, the addition of project generated trips is forecast to result in no significant impacts at the study intersection for *existing plus project* conditions.

The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *project opening year (2016) without project* conditions during both the AM and PM peak hours. The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *project opening year (2016) with project* conditions during both the AM and PM peak hours.

Based on the agency thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for *project opening year (2016) with project* conditions.

The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *General Plan Buildout (2020) without project* conditions during both the AM and PM peak hours except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection which is forecast to operate at LOS E during the AM peak hour under the ICU methodology. The study intersections are forecast to continue to operate at an acceptable LOS (LOS D or better) for *General Plan Buildout (2020) with project* conditions during both the AM and PM peak hours except for the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection which is forecast to operate at LOS E during the AM peak hour under the ICU methodology.

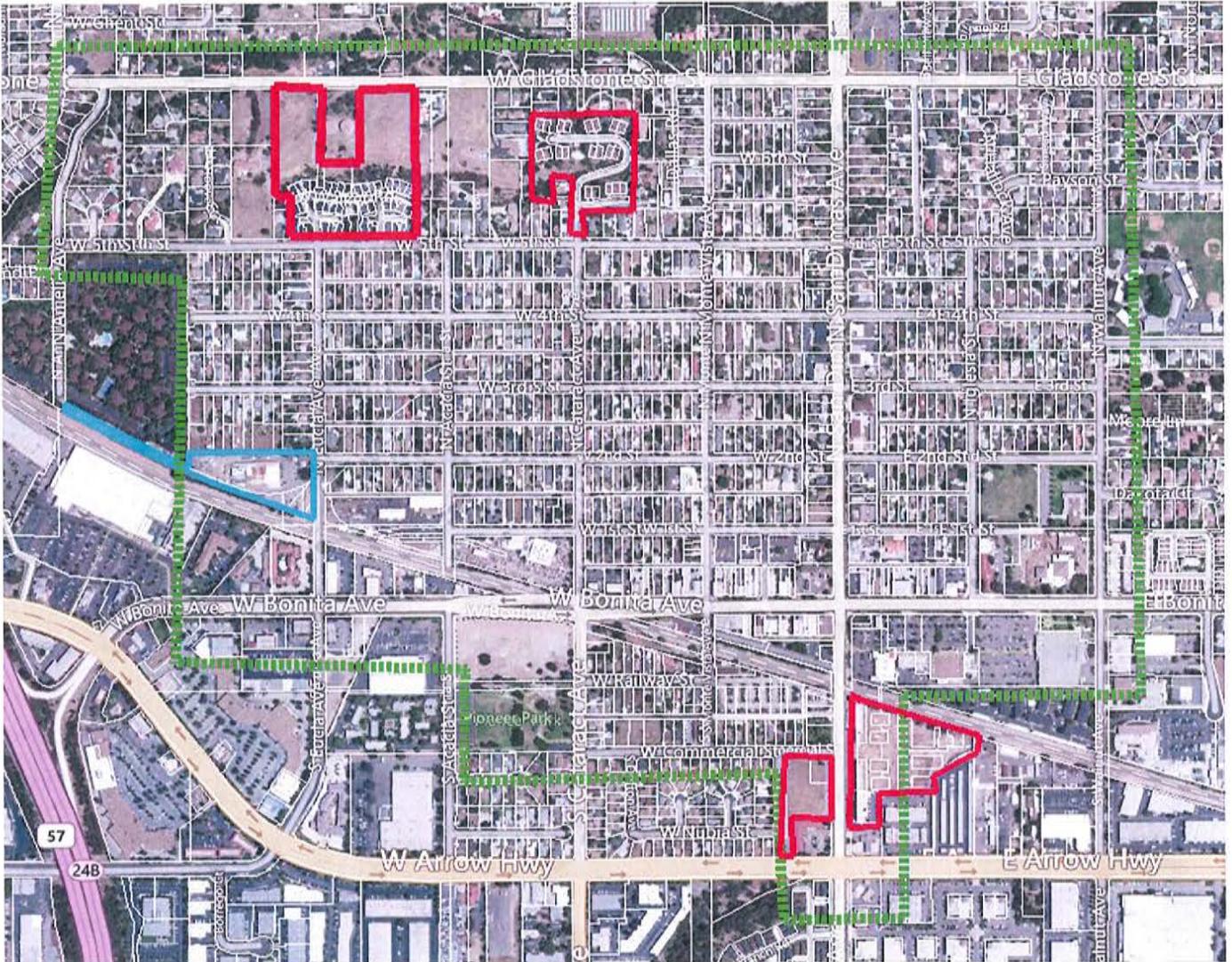
Based on the agency thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for *General Plan Buildout (2020) with project* conditions. The proposed project adds less than 1 percent (.01) to the volume-to capacity ratio at the Bonita Avenue-SR57 Northbound Ramps/Arrow Highway intersection based on the ICU methodology, and based on the Highway Capacity Manual methodology, the intersection is forecast to operate at an acceptable level of service at this Caltrans maintained intersection.

The proposed project is forecast to have no significant CMP traffic impacts.

Based on the City of San Dimas Municipal Code parking requirement for the townhome land use, the proposed project is required to provide 98 garage parking spaces and a total of 154 parking spaces. The proposed project is providing 98 garage spaces and 154 total parking spaces, satisfying City code.

Appendices

Town Core Area Map



- Subject Site Highlighted in Blue.
- Other Multi-Family Development Highlighted in Red.
- Town Core Boundary Highlighted in Green.

Marco Espinoza

From: ANGEL TORRES
Sent: Thursday, June 12, 2014 2:27 AM
To: Marco Espinoza
Cc: Torres
Subject: DPRB Hearing

Hello Marco

My name is Angel Torres. I am a resident on 3rd St in San Dimas. We received notice of the DPRB hearing on Saturday the 7th. I spoke to my neighbors and they all got it around that day. I see the meeting has been scheduled for Thursday June 12, at 830 am. We attended a meeting put on by City Ventures a few months back and I remember you being there. I feel that this meeting does not give us enough time to make accommodations/preparations to attend. Especially on a Thursday at 830 am. I know this is convenient for you, because you work there, but the residences in the vicinity of this project feel this is not enough time.

Can anything be done in the future to give us more or early notice of when events concerning the City Ventures project come up.

Thank you

Angel Torres

Marco Espinoza

From: Brad
Sent: Tuesday, June 10, 2014 4:49 AM
To: Marco Espinoza
Cc: Larry Stevens
Subject: DPRB Mtg Thursday

Marco,

I am unable to attend the DPRB mtg Thur for the City Ventures project proposed for Eucla & Second St. The current owner does not maintain his property and it is an eyesore to the neighborhood so I suppose this new development should be seen as a welcome investment although much denser certainly than the existing neighborhoods. The San Dimas Planning Division has historically demanded high quality architectural standards of projects which I hope continues. One request of the developer that seems to fall on deaf ears is a request for a bike/ped path along the railroad right of way. This is an excellent opportunity to start a connection between the historic downtown neighborhoods and the retail areas along Lone Hill, especially the Costco shopping center development. Rail operators are difficult to get involved, however this parcel has an extremely lengthy east west linear parcel shape that could accommodate most of the leg of this connection. This connection would allow direct access to the west shopping areas of San Dimas and greatly reduce trips in a car now necessary to access what is a short distance due to topography and existing roadway connections. I would recommend the City work with City Ventures to install this bike/ped path as a tradeoff for allowing the type of density they are proposing and obviously be consistent with good planning practices for high quality neighborhood design. Thank you very much for this consideration and I look forward to reviewing the project details with you further as this project moves forward.

Brad Johnson

Marco Espinoza

From: Carol Higgins
Sent: Tuesday, June 10, 2014 8:21 AM
To: Marco Espinoza
Cc:
Subject: Development project

Hi Mr. Espinoza,

I received a notice about the proposed development at 2nd Street and Eucla. I understand that the upcoming meeting is only for approval of the plan, not the use.

Maybe I'm wrong, but doesn't that suggest that the city is fine with putting 47 condos in my neighborhood?

I strongly object and will be contacting my neighbors, in case they didn't receive the last minute notice of this project.

Recently, I contacted the city, having found some evidence that my property on 4th Street was zoned for more than one residence. I was told that it may have been in the past, but current codes have changed to prevent congestion and preserve the neighborhood.

I accepted that explanation and understood that my neighborhood can only absorb so many people.

But apparently the city is OK with adding congestion to my street and the entire area. It is already a crapshoot when I exit 4th Street to Eucla, as to whether the cross traffic, which has a two-way stop, will actually give me my right of way or make me slam on my brakes.

Much of the traffic is coming from the apartments around the corner on Amelia, and the condos at the top of Eucla, now the city wants to put more traffic on this tiny street?

Going shopping on a Saturday is already a problem, Arrow Highway and Bonita is a traffic mess.

My other concern is infrastructure. I manage properties in congested areas like West Covina and Rancho.

In West Covina, the streets near my properties (Azusa and Amar) are regularly torn up/under construction and Edison about every 3-4 months disrupts service for a day to work on projects to accommodate the development of the area.

Many people like Rancho Cucamonga, I hate the constant congestion and traffic. That's why I paid more to be in San Dimas.

San Dimas is special, and the old town area is a main part of its charm. Please don't ruin it.

Thank you,

Carol Higgins

San Dimas, CA 91773

Marco Espinoza

From: Johnson, Brad
Sent: Thursday, July 10, 2014 9:20 AM
To: Marco Espinoza
Subject: Townhomes Eucla Ave

Marco,

I didn't receive the MND only the MMRP portion of it (Part III). I have two comments as of now but may have a few more. I do not think the project should be fenced or gated at all. I am not sure there are any gated residential projects in the downtown core, if there is they are few and far between and certainly not in the vicinity of this neighborhood. The condos along fifth street are all open and non-gated. Although the gates look great aesthetically as designed I think the neighborhood should be an open feel and format and not begin introducing gated and fenced projects. As for the bike path requested along their south property line I think this should be on the project site and presents a great opportunity to open up the downtown neighborhoods to access to the west shopping areas that are difficult now due to topography issues. It may take a partnership with the rail ownership and/or other adjacent owners to the west but again presents a great opportunity that should be seriously considered. The developer misunderstood and thinks I am discussing the rail property when I am referring to their property. Please consider both of these discussion points when preparing your staff report. I will try to discuss with you before the hearing and may discuss with my neighbors if we decide we want to push hard for these two issues. Thank you for the consideration.

Brad Johnson

Marco Espinoza

From: jgmartinez
Sent: Sunday, June 08, 2014 8:19 PM
To: Marco Espinoza
Subject: 8:30 meeting. Type o?

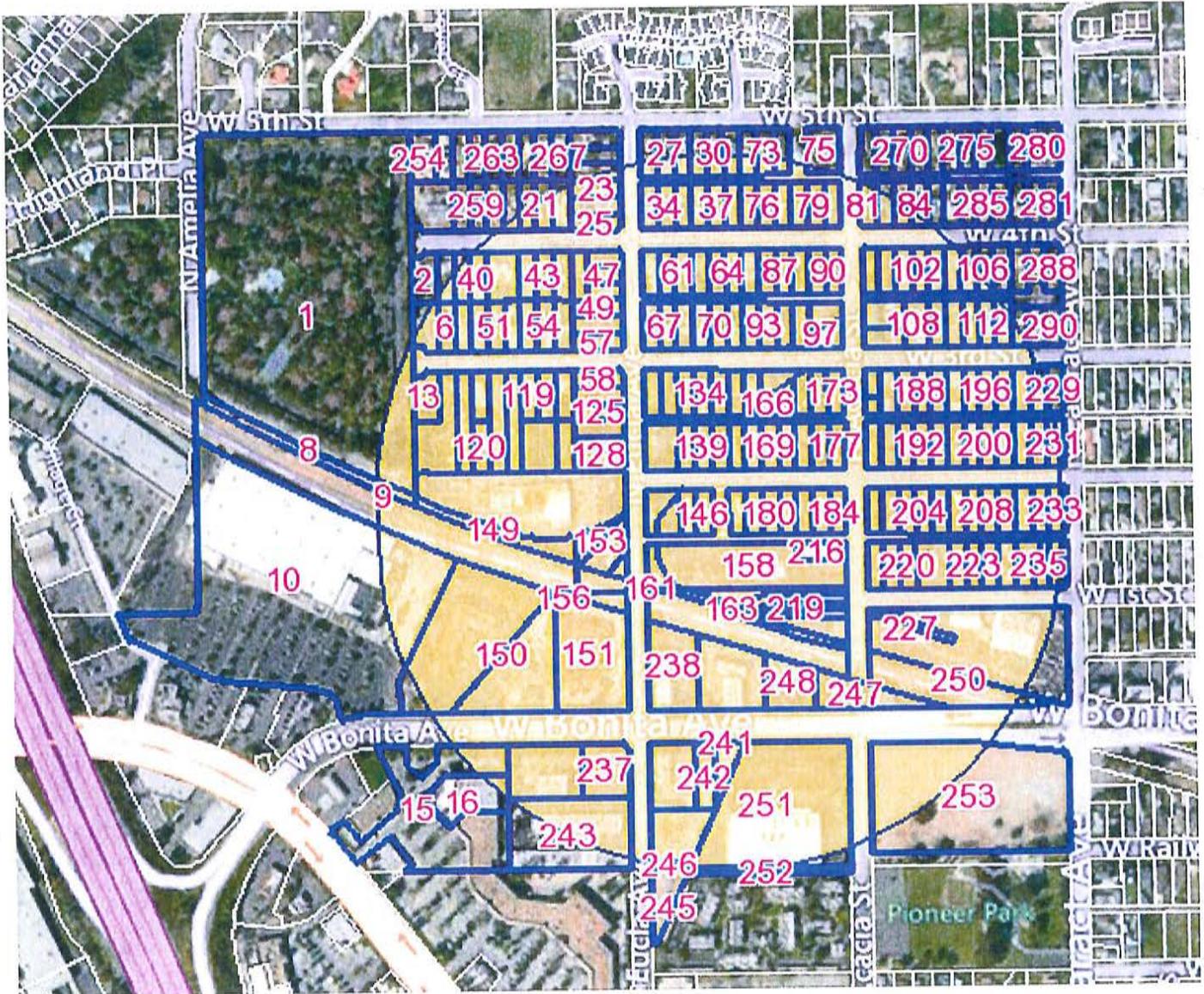
I hope this is a type o ???

This is a working neighborhood. ..

I'm glad my neighbor pointed the time to me... my backyard is directly effective by this and i wish to make the meeting....

THANK YOU..

Sent via the Samsung Galaxy Note® 3, an AT&T 4G LTE smartphone



Notification Radius – Approximately 900 feet.
 For DPRB, PC and CC Meetings

RESOLUTION NO. 2014-44

A RESOLUTION OF THE CITY COUNCIL APPROVING GENERAL PLAN AMENDMENT 14-01, AMENDING THE LAND USE DESIGNATION MAP

WHEREAS, an Amendment to the San Dimas General Plan has been duly initiated by the City of San Dimas; and

WHEREAS, the Amendment is described as revisions to the Land Use Designation Map; and

WHEREAS, the Amendment would affect the area addressed as 155 N. Eucla Avenue (APNs: 8386-006-010, 025, 026, 027, 028 and 029) amending its current land use designation of Commercial and Industrial to Residential High (12.1 – 16 units to the acres); and

WHEREAS, notice was duly given of the public hearing on the matter and that public hearing was held on August 26, 2014 at the hour of 7:00 p.m., with all testimony received being made a part of the public record; and

WHEREAS, certified notice was duly given to the Native American tribes pursuant to California Government Code Section 65352.3. Staff contacted the California Native American Heritage Commission to extend an invitation to consult on the project. The Native American Heritage Commission failed to identify Native American cultural resources in the area of potential effect. The Gabrielino – Tongva tribe was also contacted for consultation but they did not respond to the City's request; and

WHEREAS, all requirements of the California Environmental Quality Act and the City's Environmental Guidelines have been met for the consideration of whether the project will have a significant effect on the environment. Based upon the facts and information contained in the proposed Mitigated Negative Declaration, together with all written and oral reports included for the environmental assessment for the application, the City Council finds that there is no substantial evidence that the project will have a significant effect upon the environment and adopts a Mitigated Negative Declaration and Monitoring Program attached hereto, and incorporated herein by this reference, based upon the findings as follows:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City staff helped prepared an Initial Study of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff

provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The City Council has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The City Council further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the City Council hereby adopts the Mitigated Negative Declaration.

c. The City Council has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore adopts the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and all other materials which constitute the record of proceedings upon which the City Council's decision is based is the Director of Development Services of the City of San Dimas. Those documents are available for public review in the Planning Department of the City of San Dimas located at 245 East Bonita Avenue, San Dimas, California 91773, telephone (909) 394-6250.

NOW, THEREFORE, in consideration of the evidence received at the hearing, and for the reasons discussed by the Council at the hearing, including written and oral staff reports, together with public testimony and subject to the conditions attached as "Exhibit A" and mitigation measures attached as "Exhibit B", the City Council now finds as follows:

- A. The General Plan Amendment to the Land Use Map conforms to many of the existing goals, policies, and objectives of the General Plan. The revised Land Use for the subject properties will bring the General Plan and the zoning into compliance with one another. The amendment will allow for high residential development on a property that can be considered a buffer property between the single-family residences of the Town Core and the commercial-retail uses to the south. A higher residential density level can be typically found on the outlying properties of a town core compared to allowing it in the center of the town which would not be appropriate.
- B. There are changed conditions in the area that support the requested changes to certain policies and objectives of the General

Plan. These changes are primarily associated with reduced opportunities to provide moderate income housing stock within the Town Core. There has not been a multi-family development in the Town Core since the early 1980's in part due to the lack of available land. Recently one of the contractor storage yard properties in the Town Core has become available for development in a time when new housing stock has become desirable within an established neighborhood. The amendment to allow a higher density level is in keeping with many of the goals and policies of the General Plan and will not create a negative effect on the surrounding community.

PURSUANT TO THE ABOVE FINDINGS, IT IS RESOLVED that the City Council approves General Plan Amendment 14-01, subject to compliance with the Conditions in Exhibit "A" and mitigation measures in Exhibit "B" attached hereto and incorporated herein. A copy of this Resolution shall be mailed to the applicant.

The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED THIS 26th DAY OF August 2014.

Curtis W. Morris, Mayor of the City Of San Dimas

ATTEST:

Debra Black, Deputy City Clerk

I, HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of the City of San Dimas at its regular meeting of August 26th, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Debra Black, Deputy City Clerk

EXHIBIT A

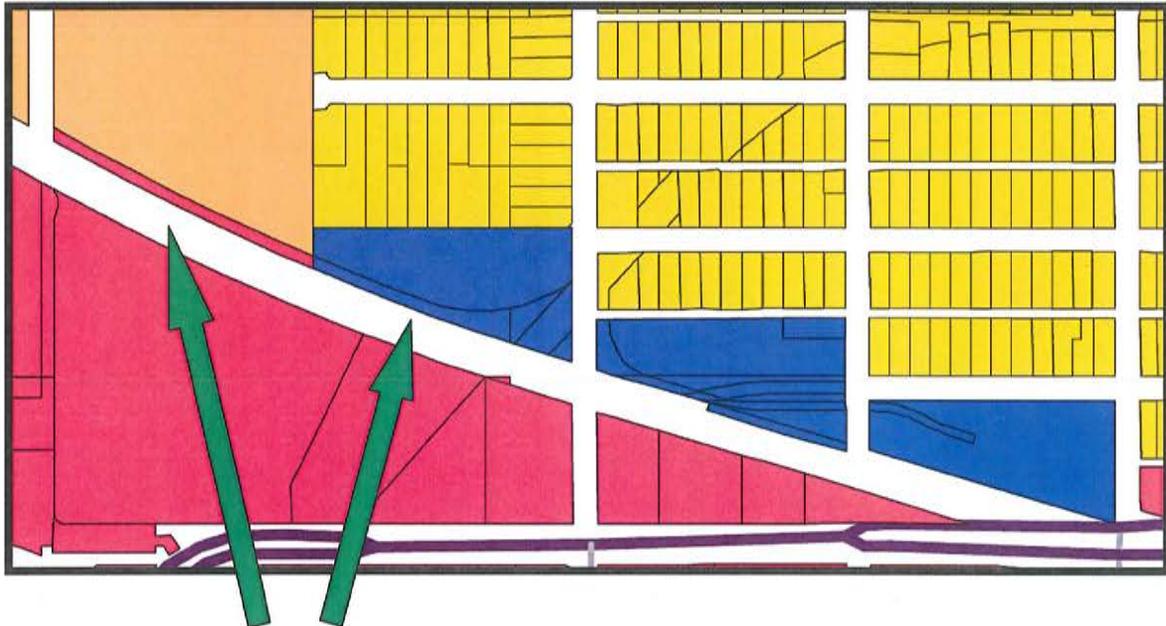
General Plan Amendment 14-01

General Plan Land Use Designation Map

LAND USE MAP

RESIDENTIAL		DENSITY	
	SINGLE FAMILY VERY LOW ESTATE	(0 - 0.2) @ A. 5 AC MIN B. 10 AC MIN C. 15 AC MIN	 COMMERCIAL
	SINGLE FAMILY VERY LOW	(0.2 - 3)	 OFFICE / PROFESSIONAL
	SINGLE FAMILY LOW	(3.1 - 6)	 INDUSTRIAL
	LOW / MEDIUM	(6.1 - 8)	 PUBLIC / SEMI-PUBLIC
	MEDIUM	(8.1 - 12)	 OPEN SPACE
	HIGH	(12.1 - 16)	PARK CP-COMMUNITY RP-REGIONAL NP-NEIGHBORHOOD
	MOBILE HOME		 INDUSTRIAL

Existing Land Use Designation Map – Magnified



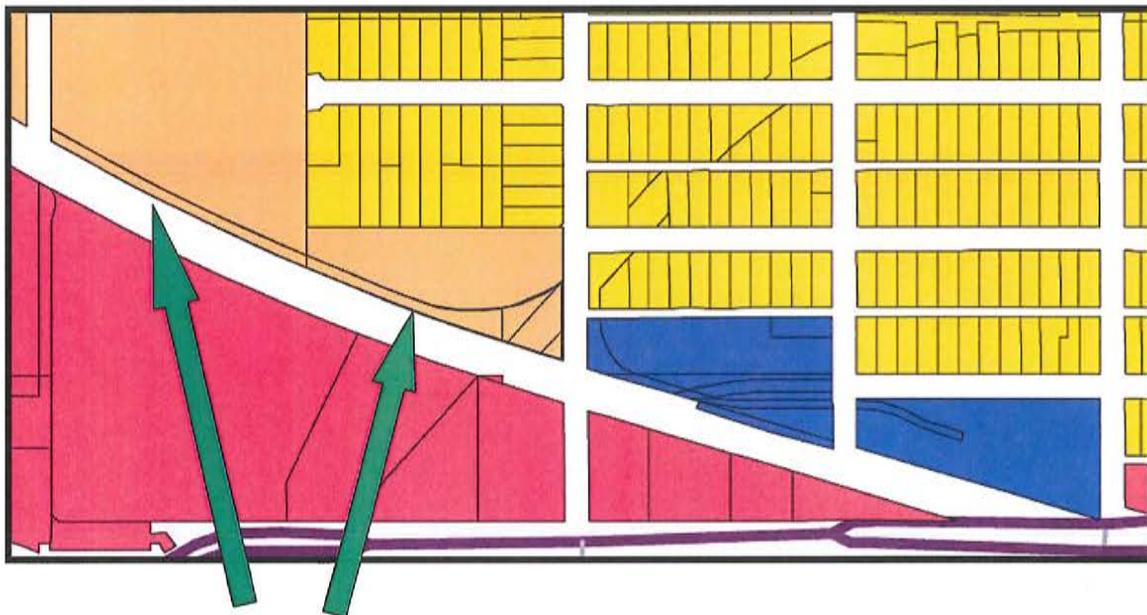
Land Area Proposed for Redesignation

- Commercial to Residential High (12.1 – 16) &
- Industrial to Residential High (12.1 – 16)

LAND USE MAP

RESIDENTIAL		DENSITY	
	SINGLE FAMILY VERY LOW ESTATE	(0 - 0.2) @ A. 5 AC MIN B. 10 AC MIN C. 15 AC MIN	 COMMERCIAL
	SINGLE FAMILY VERY LOW	(0.2 - 3)	 OFFICE / PROFESSIONAL
	SINGLE FAMILY LOW	(3.1 - 6)	 INDUSTRIAL
	LOW / MEDIUM	(6.1 - 8)	 PUBLIC / SEMI-PUBLIC
	MEDIUM	(8.1 - 12)	 OPEN SPACE
	HIGH	(12.1 - 16)	PARK CP-COMMUNITY RP-REGIONAL NP-NEIGHBORHOOD
	MOBILE HOME		 INDUSTRIAL

Proposed Land Use Designation Map – Magnified



Land Area Redesignated to Residential High (12.1 – 16)

EXHIBIT B

ENVIRONMENTAL MITIGATION MEASURES

MITIGATION MONITORING CHECKLIST (INITIAL STUDY PART III)

Project File No.: Tentative Tract Map 72590 (TTM 13-02), Specific Plan 23 Amendment, General Plan Amendment (GPA 14-01), Zone Change 14-01, Municipal Code Text Amendment (MCTA 13-06), Development Plan Review Board (DPRB 13-31), Tree Removal Permit 14-05. Applicant: City Ventures Initial Study Prepared by: Phil Martin & Associates, Inc. Date: May 20, 2014

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
A. Air Quality						
1. Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.	BO	C	C	A		4
2. Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon time of year of construction.	BO	C	C	A		4
3. All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high volume, low-pressure spray.	BO	B	C	C		2
4. All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.	BO	B/C	B/C	C		2
5. All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions:	BO	B/C	B/C	A		2/4
<ul style="list-style-type: none"> • Re-establish ground cover on the construction site through seeding and watering. • Pave or apply gravel to any on-site haul roads. • Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time. • Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods. • Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices. • Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means. 						

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
6. The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce PM ₁₀ emissions, in accordance with SCAQMD Rule 403.	BO	C	C	A		4
7. Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM ₁₀ emissions.	BO	C	C	A		4
8. The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.	BO	B/C	C	A		4
9. The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.	BO	C	C	A		4

B. Cultural Resources						
1. An archeologist shall be retained to observe grading and construction activities and conduct salvage excavation of any archeological resources deemed necessary by the archeologist. The archeologist shall be present at a pre-grading conference, establish procedures for archeological resource surveillance during grading and construction, and establish, in cooperation with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification and evaluation of all resources as deemed necessary by the archeologist. If additional or unexpected archeological features are discovered, the archeologist shall report such findings to the Community Development Department. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the Planning Director.	CP/BO	C	Review of report	A/D		3/4

<p>2. If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> • Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities. • Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find. • Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., Los Angeles County Museum of Art (LACMA)). • Submit summary report to City of San Dimas. Transfer collected specimens with a copy of the report to the Los Angeles County Museum of Art (LACMA). 	CP	B	Review of report	A/D	4
<p>C. Geology and Soils</p>	BO	C	C	A	4
<p>2. Frontage public streets shall be swept according to a schedule established by the City to reduce PM10 emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon time of year</p>	BO	C	C	A	4

of construction.									
3. Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM ₁₀ emissions from the site during such episodes.	BO	C	C	C	A				4
4. Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM ₁₀ emissions.	BO	C	C	C	A				4
D. Greenhouse Gas Emissions									
1. The project developer shall divert at least 60 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) from the landfill.	BO	C	C	C	A				4
2. Prior to issuance of the first building permit, all project buildings shall be designed to exceed the California Building Code's (CBC) Title 24 energy standard by 15 percent.	BO	B	B	B	C				2
3. Prior to the issuance of the first building permit, the project developer shall devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures deemed appropriate by the Planning Director: <ul style="list-style-type: none"> • Create water-efficient landscapes within the development. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. 	BO	B	B	B	C				2

E. Hazards and Waste Materials			
1. All on-site dirt with a CHHSL lead level greater than 80 mg/kg shall be removed from the site and properly disposed prior to the issuance of a building permit.	BO	B/D	Review of report
2. Prior to the issuance of a demolition permit, the project developer shall conduct further investigation of the site, or construct a vapor barrier as recommended in the September 23, 2013 Human Health Risk Assessment to the satisfaction of the City Engineer.	BO	B	Review of report
		A/B	4
		D	4

<p>F. Hydrology and Water Quality</p>	<p>1. The project development shall implement the following construction activities:</p> <p>a. Storm Water Pollution Prevention Plan (SWPPP) preparation is required for all construction projects one acre or greater and shall be submitted to the City Engineer for review prior to the issuance of grading permits. This SWPPP shall identify Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practicable. If construction activity will disturb a ground surface area of 1 (one) acre or the project results in the disturbance of less than 1 (one) acre of soil but is part of a larger common plan of development or site that exceeds 1 (one) acre, then the project is subject to the requirements of the California General Permit for Storm Water Discharges Associated with Construction Activity. A Notice of Intent (NOI) is required to be filed with the State Water Resources Control Board (SWRCB) and a SWPPP is required to be prepared, implemented and available at the job site for review and verification at all times for such projects.</p> <p>b. For projects of any size, an erosion control plan shall be prepared, included with the grading plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This erosion control plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.</p> <p>c. During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.</p> <p>d. During construction, to remove pollutants, street cleaning will be performed prior to storm events and the use of water trucks after storm events to control dust in order to prevent discharge of debris or sediment from the site.</p>	<p>BO</p>	<p>B/C</p>	<p>B/C</p>	<p>B/C</p>	<p>C/A</p>	<p>2/4</p>
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<p>2. The project development shall implement the following post-construction operational activities:</p> <p>a. All discretionary development and redevelopment projects that fall into one of the following categories (home subdivisions with 10 or more housing units) are subject to the preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP). If the project falls under one of these categories and prior to issuance of building permits, the permit applicant shall submit to the City Engineer for approval a SUSMP based upon the design requirements as defined in the "Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP)", September 2002 as published by the Los Angeles County Department of Public Works. Evidence of on-going maintenance of post-construction BMPs will be required in the form of a signed and notarized Maintenance Covenant. A copy of this form is available at the public counter.</p>	BO	B	B	C		2
<p>3. Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides, landscaped areas shall be monitored and maintained by the Homeowners Association (HOA) to ensure adequate coverage and stable growth, and schematic plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.</p>	BO	B/E	B/E	C/A		2/5
<p>4. Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures.</p>	BO	B	B	C		2
<p>5. Prior to issuance of grading or paving permits, applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.</p>	BO	B	B	C		2

G. Noise	BO	B	B	B/C	B	C	C	2
1. All rooms shall have a maximum interior noise level of LDN 45.	BO	B	B	B	B	C	C	2
2. All roof ceiling construction shall include roofing on plywood, batt insulation shall be installed in joist spaces, and all ceilings shall be one layer of gypboard nailed direct.	BO	B	B/C	B/C	B	A/C	A/C	2/4
3. All exterior walls shall be 2x4 studs 16" on center with batt insulation in the stud spaces. Exterior walls shall be exterior plaster or stucco and the interiors shall be gypboard.	BO	B	B/C	B/C	B	A/C	A/C	2/4
4. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top.	BO	B	B/C	B/C	B	A/C	A/C	2/4
5. There shall be no mail slots in the entry doors in Buildings 2 and 3.	BO	B	B/C	B/C	B	A/C	A/C	2/4
6. There shall be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.	BO	B	B/C	B/C	B	A/C	A/C	2/4
7. Noise test reports shall be submitted to the City prior to the issuance of building permits documenting the required STC ratings for all windows and glass doors. The tests shall be completed in accordance with ASTM E-90. A field noise study shall be completed and submitted to City documenting compliance with STC ratings prior to the issuance of an occupancy permit.	BO	B	B	B	B	C	C	2
8. Construction or grading shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or Sunday or a city observed holiday.	BO	C	C	C	C	A	A	4
9. Construction or grading noise levels shall not exceed the standards specified in Municipal Code Chapter 8.36. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with Municipal Code Chapter 8.36, or halted.	BO	C	C	C	C	A	A	4
10. The project perimeter block wall shall be constructed as early as possible in the first phase.	BO	C	C	C	C	A	A	4
11. All haul truck deliveries shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or any time on Sunday or a city observed holiday. Additionally, if heavy trucks used for hauling exceed 100 daily trips (counting both to and from the construction site), the developer shall prepare a noise mitigation plan for approval by the Planning Director denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.	BO	C	C	C	C	A	A	4

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
CP - City Planner or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
CE - City Engineer or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
BO - Building Official or designee	D - On Completion	D - Separate Submittal (Reports/Studies/ Plans)	4 - Stop Work Order
PO - Police Captain or designee	E - Operating		5 - Retain Deposit or Bonds
FC - Fire Chief or designee			6 - Revoke CUP
			7 - Citation

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ORDINANCE NO. 1232

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN DIMAS ADOPTING MUNICIPAL CODE TEXT AMENDMENT 13-06 AMENDING CHAPTER 18.538 SPECIFIC PLAN NO. 23 OF THE MUNICIPAL CODE TO CREATE A NEW "PLANNING AREA III" THAT WILL ALLOW RESIDENTIAL DEVELOPMENT

THE CITY COUNCIL OF THE CITY OF SAN DIMAS DOES ORDAIN AS FOLLOWS:

SECTION 1. Title 18 of the San Dimas Municipal Code shall be amended, as provided for in Exhibit "A"

SECTION 2. This Ordinance shall take effect 30 days after its final passage, and within 15 days after its passage the City Clerk shall cause it to be published in the Inland Valley Daily Bulletin, a newspaper of general circulation in the City of San Dimas hereby designated for that purpose.

PASSED, APPROVED AND ADOPTED THIS 26th DAY OF August, 2014.

Curt Morris, Mayor of the City of San Dimas

ATTEST:

Debra Black, Deputy City Clerk

I, DEBRA BLACK, DEPUTY CITY CLERK of the City of San Dimas, do hereby certify that Ordinance No. 1232 was regularly introduced at the regular meeting of the City Council on August 26, 2014, and was thereafter adopted and passed at the regular meeting of the City Council held on _____, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

I DO FURTHER CERTIFY that within 15 days of the date of its passage, I caused a copy of Ordinance 1232 to be published in the Inland Valley Daily Bulletin.

Debra Black, Deputy City Clerk

EXHIBIT A

Municipal Code Text Amendment 13-06

*New text changes are in Blue and Underlined

*Deleted text is in ~~Red and Strikethrough~~

Chapter 18.538

SPECIFIC PLAN NO. 23*

Sections:

Article I. General

- 18.538.010 Purpose and intent.
- 18.538.020 Authority.
- 18.538.030 Location.
- 18.538.040 General provisions.
- 18.538.050 Definitions.

Article II. Development Plan

- 18.538.060 Neighborhood setting.
- 18.538.070 Site specific conditions.
- 18.538.080 Existing improvements.
- 18.538.090 Circulation.
- 18.538.100 Planning areas—Purpose and intent.

Article III. Development Standards

- 18.538.110 Planning area I—Business park district.
- 18.538.120 Planning Area II—Village plaza.
- 18.538.125 Planning area III—Residential.
- 18.538.130 Provisions for existing improvements.

Article IV. General Development Standards

- 18.538.140 Streetscape design standards.
- 18.538.150 General provisions.

Article V. Plan Review and Disposition

- 18.538.160 Review requirements.
- 18.538.170 Minor modifications.
- 18.538.180 Appeal provisions.

* Editor's Note: Exhibits and appendices relating to Specific Plan No. 23 are located at the end of this chapter.

Article I. General

18.538.010 Purpose and intent.

A. The size, shape and location of Specific Plan No. 23 presents a unique development opportunity within the city. The site encompasses three blocks north of a railroad right-of-way and south of an established residential neighborhood referred to as the San Dimas ~~Town Core-towncore~~. The easterly project boundary is adjacent to the San Dimas downtown area which is known as "Frontier Village." The easterly boundary also has visibility to Bonita Avenue.

B. Specific Plan No. 23 provides the best mechanism for comprehensive, high quality, and sensitive development for the project area. The purpose of Specific Plan No. 23 includes the following:

1. To ensure that the development of the project area is compatible to adjacent uses;
2. To minimize the negative adverse impact of traffic generated by any development by directing traffic away from the residential neighborhood;
3. To incorporate creative and sensitive planning, architecture, landscape architecture, and engineering to develop a project that will enhance the existing adjacent uses and promote the existing and future appearance of San Dimas; ~~and~~
4. To provide provisions for the continued use and maintenance of existing improvements as the project areas recycle into development consistent with the provisions of the design standards within this specific plan; ~~and~~
5. To provide home ownership opportunities responsive to the needs of the community;
6. To reclaim the currently underutilized site and transform it into a vibrant living environment;
7. To provide a desirable, high-quality residential community where people will want to purchase a new home within the City of San Dimas;
8. To stimulate revitalization efforts in nearby underutilized properties. (Ord. 938 § 1 (I (A)), 1990) (Ord. XXXX § 1, 2014)

18.538.020 Authority.

The adoption of Specific Plan No. 23 by the city is authorized by and pursuant to sections 65450 through 65457 of the California Government Code. (Ord. 938 § 1 (I (B)), 1990)

18.538.030 Location.

Specific Plan No. 23 encompasses land area which totals approximately ~~9.32~~ ~~8.84~~ acres. The project area is assembled into three land areas roughly resembling city blocks. Each "block" is adjacent to the railroad right-of-way which runs in a diagonal manner when compared to a traditional north, south, east, west grid street system. Each "block" has street frontage, however, visibility from Bonita Avenue is limited. The project boundaries are indicated on the attached Exhibit A. (Ord. 938 § 1 (I (C)), 1990) (Ord. XXXX § 1, 2014)

18.538.040 General provisions.

The project areas of Specific Plan No. 23 ~~is-are~~ designated as industrial and residential high by the city general plan. All development, uses and activity shall be subject to, but not limited to, the following general provisions:

A. Unless otherwise specified, all development, uses and activity within Specific Plan No. 23 shall comply with this code. Terms used in this chapter shall have the same meaning as defined elsewhere in this code unless otherwise provided;

B. Any details or issues not specifically covered by this specific plan shall be subject to the regulations of this code;

C. The review and approval of development within the specific plan area shall be subject to Section 65450 et seq. of the state Government Code;

D. All construction within the boundaries of the specific plan area shall comply with all provisions of the [California Uniform Building Codes](#) and the various mechanical, electrical and plumbing codes as applicable and adopted by the city.

E. Minor modifications to Specific Plan No. 23 which do not alter the intent of this specific plan pursuant to the provisions of Section 18.538.170 of this chapter;

F. If any regulation, condition, program or portion thereof of this specific plan is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and the invalidity of such provision shall not affect the validity of the remaining provisions herein; and

G. Other similar uses which the Planning Commission finds compatible and similar to the permitted uses described in this section to a determination of use ~~Any land use designation, permitted use, or conditionally permitted use not specifically provided by Specific Plan No. 23 shall not be permitted without a determination of use by the development plan review board~~ pursuant to provisions of Chapter 18.12 of this Title. (Ord. 938 § 1 (I (D)), 1990) (Ord. XXXX § 1, 2014)

18.538.050 Definitions.

Unless the context otherwise requires, or unless different definitions are set forth in individual titles, chapters, or sections of this title, the words or phrases defined in this specific plan shall have the meaning and construction ascribed to them in this section. When not inconsistent with the context, words in the singular shall include the plural and words in the plural shall include the singular. The word "shall" is mandatory and the word "may" is permissive. Words and phrases not defined in this chapter shall be defined in the following sources by the following order; (1) other chapters of this code; (2) definitions contained in the city adopted chapters of the [California Uniform Building Code](#); (3) definitions contained in legislation of the state; and (4) Webster's Dictionary.

1. "Abut" means contiguous to. For example, two adjoining lots with a common property line are considered to be abutting.

2. "Accessory structure" means a structure located on the same lot or parcel as the primary structure. Said structure would serve an incidental or accessory use secondary to the principal use of the land.

3. "Accessory use" means a use which is incidental or secondary to the primary use of the lot or parcel. Such use is devoted exclusively to the primary land use.

4. "Adjacent" means the same as abutting; however, public rights-of-way and major utility easements shall not be considered as separating "adjacent" uses.

5. "Architectural feature" means a part, portion, projection, or treatment that contributes to the visual beauty, elegance, historical consistency, or design integrity of a building or structure, and is not necessary for the structural integrity of the building or structure or to make said

structure or building habitable. Said architectural feature does not include signs or other forms of use identification.

6. "Automobile parking" means parking of operational and street legal motor vehicles on a temporary basis within an improved off-street parking area.

7. "Berm" means a man-made mound(s) of earth incorporated into a landscape design used for the purpose of visual screening, decorative features, and landscape design enhancement.

8. "Buffer area" means an area of land used to visibly and physically separate one use from another. Such a buffer area would typically be devoid of structures and landscaped in a manner to shield noise, glare and other nuisances from neighboring uses.

9. "Building" means any structure built or maintained for the support, enclosure and protection of persons, equipment, animals, chattels or property of any kind. The word "building" as used in this title includes the word "structure."

10. Building, Accessory. "Accessory building" means the same as "accessory structure."

11. "Building coverage" means the gross area of a lot or parcel of land occupied by all of the ground floor, or building footprint, of a building or structure which is under roof.

12. "Building height" means the maximum vertical distance as measured from the interior floor level to the top of the uppermost part of the structure through any vertical section.

~~13. Building, Main. "Main building" means a building within which the principal primary use of the lot or parcel is conducted, as provided by this specific plan.~~

~~14~~13. Building, Non-conforming. "Non-conforming building" means a building or portion thereof, lawfully existing pursuant to the ordinance in effect at the time of construction or subsequent alteration, but which does not comply with any development criteria adopted at a later date.

~~15~~14. "Business" means the purchase, sale or other transaction or place thereof involving the handling, disposition or transaction of any article, substance, product, service or commodity for livelihood or profit. Such activity includes an addition, operation, or provision of any service or service establishment, office building, outdoor advertising sign and/or structure, recreational and/or amusement enterprise conducted for livelihood or profit.

~~16~~15. "Business frontage" means the lineal footage of any side of a business building facing an adjacent street or the unit's designated automobile parking area and upon which a sign may be located as provided by this specific plan.

~~17~~16. "City" means the city of San Dimas.

~~18~~17. "Commercial use" means a business, normally involving office, retail, sales, or service uses.

18. "Common area" means land in a development held in common and/or single ownership and not reserved for the exclusive use of benefit of an individual tenant or owner.

19. Council, City. "City council" means the city council of the city.

20. "Courtyard" means an open, unoccupied space, other than a required yard, on the same lot or parcel with a building or buildings. Such courtyard is typically bounded on two or more sides by such building(s).

21. "Density" shall be determined by dividing the total number of homes by the gross area of the parcel.

~~22~~21. "Design review" means the process of city review and approval of development proposals as required by Chapter 18.12 of this title.

2223. "Display frontage" means the lineal footage of the front of an area used for display and sale of merchandise located outdoors. Such display area typically faces a street or automobile parking area.

2324. "Drive-in" means an establishment which provides parking facilities and service to those facilities in order that patrons may utilize on-site goods and/or services without leaving their vehicles. Said drive-in service may be in conjunction with, or exclusive of, any other form of service, including drive-through or conventional seating.

2425. "Driveway" means an unobstructed paved area which provides access to vehicle parking, loading, or maneuvering area.

2526. "Enclosed building" or "enclosed structure" means a building or structure with a permanent roof and enclosed on all sides by solid exterior walls. Such solid exterior walls may feature windows, loading doors, and customary entrance and exit doors.

2627. "Enclosed space" means an area enclosed on all sides by a solid physical barrier such as a fence or wall.

2728. "Existing improvements" means any improvements which exist at the time of the adoption of this specific plan. Such existing improvements must have been legally constructed in compliance with all building and zoning codes in effect at the time the improvements were constructed.

2829. "Exterior boundary" means the perimeter of any lot or parcel of land or assembly of lots or parcels to be developed in an integrated, comprehensive manner.

2930. "Fence" means any device forming a physical barrier between two areas. Such barrier may be constructed of slump block, tubular steel, wrought iron, some vinyl, chain-link, louver, wood stake, masonry, lumber, or other similar material in accordance with adopted city standards.

3031. Floor Area, Gross. "Gross floor area" means the total floor area of a building under roof measured in square feet. Such measurement would include each horizontal plane which constitutes a floor as measured to the outside of the exterior walls of all floors.

3432. "Frontage" means, with regards to a lot, that side of a lot abutting on a street, typically the front lot line. With regards to a building, see "business frontage."

33. Garage, Private. "Private garage" means a portion of a building, used primarily for automobile parking. Garages shall not be for habitation.

34. "Height" means the vertical distance from the grade to the highest point of the coping of a flat roof or to the average height of the highest gable of a pitch or hip roof.

35. Homeowner Association or "HOA" means a community association which is organized within a development in which individual owners share common interests and responsibilities for open space, landscaping or facilities.

3236. "Industry" means the manufacture, fabrication, processing or reduction of any article, substance or commodity or any other treatment thereof in such a manner as to change the form, character or appearance thereof. In addition, it shall include trucking facilities, warehousing, storage facilities, business facilities serving primarily industry, and similar enterprises.

3337. "Institutional use" means a non-profit or quasi-public use or institution, such as a church, library, public or private school, utility, hospital, or municipally owned or operated building, structure or land used for public purpose.

3438. "Landscaping" means the planting and maintenance of a combination of trees, shrubs, vines, ground cover, flowers and lawn. In addition, such landscaping may include design features such as rock and stone, garden-type fencing and decorative structures. Such

design features may also include water elements, art works, decorative walks, benches, and decorative paving.

3539. "Loading area" means the portion of a site developed to accommodate loading spaces including the related aisles, access drives and buffers.

3640. "Loading space" means an off-street space or berth on the same lot and contiguous with the building it is intended to serve for temporary parking of commercial transport vehicles while loading and unloading merchandise, materials, supplies, manufactured products and similar items.

41. "Lot" means any numbered or lettered parcel shown on a recorded tract map.

3742. "Main building" or "main structure," also referred to as principal and primary building or structure. Such building and structure would contain and enclose the activity which is the main use of the lot or parcel of land upon which the building is situated.

3843. "Main use" means any use of a building, structure, or land which is the primary feature of the activity conducted on the lot or parcel of land.

3944. "Mixed use" means any multiple use of a building, structure, or land which promotes varying forms of activity at various times of the day. Such combinations of uses would include, but not be limited to, retail commercial, light industrial, office, and cultural and gathering uses.

4045. "Mound" means a raised embankment of earth intended as a landscaping feature to visually obscure an area or provide design enhancement. Also see "berm."

4146. "Multi-phase development" means a development project which is constructed in increments. Each increment would be capable of existing independent of the others, but the completed project would be a comprehensive design.

4247. "Off-street parking space" means a temporary storage area for a motor vehicle that is not located on a dedicated street right-of-way. Such right-of-way may be public or private.

48. Open Space, Common. "Common open space" means any parcel or area of land set aside, dedicated, designated or reserved for use and enjoyment of all owners and occupants of a development. Usable common open space shall constitute area(s) readily accessible, practical and generally acceptable for active and/or passive recreation uses.

49. Open Space, Private. "Private open space" means a fenced or otherwise screened area designated for a specific tenant or resident intended for landscape or recreation purposes.

4350. "Parking area" or "parking lot" means a portion of a site devoted to the temporary parking of motor vehicles, including actual parking spaces, aisles, access drives, and related landscaping.

51. "Permitted Use" means any use allowed within the planning area regulations and subject to the restrictions applicable to that planning area.

52. Pet, Household. "Household pet" as described and regulated in Chapter 18.20 Residential Zone Generally.

53. "Planning Commission" means the planning commission of the city.

4454. "Public utility installation" means building(s) or other structure(s) and equipment owned and operated by a public or private utility company subject to regulation by the state Public Utilities Commission.

4555. "Quasi-public" means a use which involves as its primary purpose, the administration of a required government program or a government regulatory program.

[4656](#). "Retail" means the selling of goods, wares or merchandise directly to the ultimate consumer or persons without a resale license.

[4757](#). "Service station" means a motor fuel dispensing establishment offering for sale various grades of motor fuel, oil, engine lubricants, and automobile related accessories, such an establishment may also repair services including but not limited to painting, body work, restoration, auto wrecking, engine repair and motor vehicle maintenance.

[4858](#). "Service" means an act, or any result of useful labor, which does not in itself produce a tangible commodity.

[4959](#). "Setback" means the area between the building line and the nearest property line.

[5060](#). "Sign" means any device, or part thereof, capable of visual communication or attraction including any announcement, declaration, demonstration, display, illustration, insignia or symbol used to advertise or promote the interest of any person, partnership, association, corporation, institution, organization, product, service, event, location or other business entity by any means, including words, letters, figures, designs, symbols, fixtures, colors, illumination or projected images. "Sign" shall not include any official notice, declaration, warning, or information sign or structures issued by any federal, state, county or municipal authority.

[5461](#). "Storage area" means an area used or intended for the storage of materials, refuse, or vehicles and equipment not in service.

[62](#). "Story" means that portion of the building between the upper surface of any floor and the upper surface of the floor next above except that if there is no floor above, then the space between such floor and the ceiling or roof above.

[5263](#). "Street furniture" means man-made, above ground items that are usually found in a street right-of-way such as benches, bus stops/enclosures, newspaper racks, hydrants, traffic lights, signs, utility poles and the like.

[5364](#). "Temporary structure" means a structure which is permitted within a land use district without a permanent foundation or footing and which is removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

[5465](#). "Temporary use" means a use permitted within a designated land use district and established for a fixed period of time with the intent of terminating such use upon the expiration of the time period.

[66](#). "Tract" means a parcel site, piece of land, or property which is subject to a residential development action involving five lots or more.

[5567](#). "Unique natural feature" means that part of the natural environment which adds character to a location which is not readily found in other locations, and if altered or damaged cannot be replaced.

[5668](#). "Use" means, the purpose for which land or a building is occupied, arranged, designed or intended, or for which either land or building is, or may be occupied or maintained. A use may be passive, such as parking and/or storage.

[5769](#). "Yard" means an open space that lies between the principal building and the nearest lot line. Such yard is unoccupied and unobstructed from the ground upward, except as may be specifically provided in the specific plan. Unless otherwise specified, a yard is fully landscaped.

[5870](#). Yard, Required. "Required yard" means a yard, as defined in this section, that occupies the area of a required setback. (Ord. 938 § 1 (I (E)), 1990) ([Ord. XXXX § 1, 2014](#))

Article II. Development Plan

18.538.060 Neighborhood setting.

Specific Plan No. 23, is uniquely located. The project area is predominantly adjacent to the established Town Core residential neighborhood. This neighborhood has a rich historical significance to the city in that the first homes built in the city were/are located in this area. To the east, the project area joins the downtown Frontier Village of San Dimas. This area is of considerable historical and cultural significance to city residents. The project area abuts the railroad right-of-way along the southerly project boundary. Beyond the railroad is the commercial area of Bonita Avenue. Development proposed within the project area should reflect the unique neighborhood setting surrounding the specific plan. (Ord. 938 § 1 (II (A)), 1990)

18.538.070 Site specific conditions.

A. The site has several inherent development challenges. The most significant is the unusual parcel size and property configuration. The proximity of the residential neighborhood, the diagonal approach of the railroad, and limited street frontage are also significant design challenges. The project area is divided into three separate blocks. Thus, development alternatives are reduced because of the divided project area.

B. The proximity of the residential neighborhood is an influential factor on the ultimate site and architectural design of a development proposal. It is important to the city that the Town Core neighborhood retain its integrity. Therefore, a site design which is sensitive to the adjoining residential property is extremely important. Also, architecture which reflects a residential character is desirable. The final design consideration is the relationship the project area has with the downtown Frontier Village. The easterly most "block" has a direct visual and boundary relationship with the downtown area. This "block" also has visibility to Bonita Avenue. This creates additional opportunities as well as further design challenges. (Ord. 938 § 1 (II (B)), 1990)

18.538.080 Existing improvements.

Each of the "blocks" contain existing improvements and land uses. It is recognized that the existing activities within the boundaries of Specific Plan No. 23 are important to the city. The existing improvements which do not conform to the development standards provided within Specific Plan No. 23 shall be allowed to remain and be maintained as long as the existing improvements are not physically expanded beyond their present size, scope or intensity. (Ord. 938 § 1 (II (C)), 1990)

18.538.090 Circulation.

A. Two of the three "blocks" have street frontage on three sides. The third "block" has street frontage on only one side. The third "block" is the most westerly within the project area. All three "blocks" have the railroad right-of-way bordering their southerly project boundary. Project circulation design is very important. Traffic generation shall be monitored, planned and observed. Potential development should be sensitive to the surrounding neighborhood. Non-residential circulation access points should be as far away from the residential neighborhood as possible and located where deemed safe by the City Engineer and the Public Works Department. Also, the number of access points should be limited to one, or two at the most, for each "block."

B. The access points should be designed to accommodate all forms of project generated traffic. Therefore, the entry design is important from both a functional and aesthetic perspective. To ensure that access points are limited, on-site circulation should be efficiently designed. The long-term parking (for employees) for non-residential uses should be placed in a manner not to conflict with the higher turnover parking demands, such as visitor parking and loading areas. Residential parking should be convenient for residents. (Ord. 938 § 1 (II (D)), 1990) (Ord. XXXX § 1, 2014)

18.538.100 Planning areas—Purpose and intent.

A. The incorporation of the planning area concept into this specific plan creates the opportunity for flexible project design and land uses relative to the unique project characteristics of the specific plan. The creation of planning areas acknowledges that portions of the project area have varying design and use opportunities because of visibility, street frontage, adjoining land uses and location. In this respect, development within the project area would be sensitive to adjoining land uses while maximizing the appropriate development potential within the specific plan.

B. The configuration of the project area creates ~~three~~^{two} logical planning areas (see Exhibit A) within the three "blocks." The middle "block" or planning area I westerly has two "blocks" have both a the most direct relationship with the residential neighborhood and is closer. ~~These two "blocks" also have almost no direct visibility~~ to Bonita Avenue. Also, the railroad creates a physical separation between Bonita Avenue land uses and the project area. Therefore, planning area I is appropriate for specialized uses not dependent upon drive-by, impulse patronage ~~are the most appropriate uses for this planning area.~~

C. ~~Planning~~^{The second planning} area II consists of the "block" closest to the downtown Frontier Village. In addition to its proximity to downtown, the direct visibility and the physical relationship with the downtown are two important considerations. The railroad does not separate planning area II ~~this "block"~~ from Bonita Avenue in the same manner as the other two "blocks." Although many of the residential relationship concerns are the same as the first planning area, the location of this planning area creates an opportunity for unique design application and land uses.

D. The westerly "block" or planning area III has the most direct relationship with the residential neighborhood. This "block" has no direct visibility to Bonita Avenue. Also, the railroad creates a physical separation between Bonita Avenue land uses and the project area. Therefore, planning area III is the most appropriate for residential use. (Ord. 938 § 1 (II (E)), 1990) (Ord. XXXX § 1, 2014)

Article III. Development Standards

18.538.110 Planning area I—Business park district.

The business park district is uniquely suited for specialized light industrial and business uses. The business park district is intended to allow for the careful combination of high quality light industrial, warehousing, passive commercial, office and business uses. The development of the business park district may be a single, high quality user, or as a high quality, amenity oriented, architecturally sophisticated business park.

A. Permitted Uses. The business park district permits certain limited light industrial, general business, office and passive commercial uses as set forth below. Each use shall be evaluated

in terms of its operational characteristics and development plan in respect to the potential relationship with the adjoining residential neighborhood.

Buildings, structures, and land shall be used, and buildings and structures shall be altered or enlarged only for those uses specified herein. In addition, those uses the development plan review board may deem as similar but not more obnoxious or detrimental to the public health, safety and general welfare as those listed below may be permitted pursuant to the provisions of Chapter 18.12 of this title. All uses shall be conducted within a totally enclosed building, except as permitted by a conditional use permit.

1. Those uses permitted in the I-P Zone.
2. Upholstery shop.
3. Packaging business.
4. Electrical or neon sign manufacturing and maintenance.
5. Ice and cold storage plants.
6. Machinery and shops: Cabinet or carpentry shops, machine shops, sheet metal shops, tinsmiths, welding shops.
7. Garment manufacturing, including silk screen.
8. Manufacturing, compounding, processing, packaging, or treatment of products such as: bakery goods, candy, cosmetics, dairy products, pharmaceutical drugs, food products (excluding sauerkraut, vinegar, yeast, and rendering of fats and oils), perfumes and toiletries.
9. Manufacturing, compounding, assembly or merchandise from the following previously prepared materials: Bone, canvas, cellophane, cloth, cork, feathers, felt, fiber, fur, glass, hair, horns, leather, metals, paper, plasters, precious and semi-precious stones and metals, shells, textiles, tobacco, wood, yarns, rubber and metal stamps, shoes, stone monuments works.
10. Processing: Laboratories, blueprinting or photocopying, laundries, carpet rug cleaning plants, dry cleaning and dyeing plants.
11. Fabrication: Fabrication of products made from finished rubber and plastics.
12. Wholesaling and warehousing: Wholesaling and warehousing facilities, storage and distribution agencies, janitorial supplies, service/building maintenance, TV repair and service, athletic supply.
13. Office and related uses: Business and administrative offices, bookkeeping service, catalog store, data processing; employment agency, finance office, import-export offices and wholesale warehouse, mail-order; office machines sales and service, stock and commodity brokerage, telephone answering and exchange.
14. Other uses incidental and directly related to the service and operation of a permitted use: On-site employee recreational facilities, on-site medical clinics, industrial and business training facilities, conference and meeting rooms.
15. Other similar uses which the development plan review board finds compatible and similar to the permitted uses described herein, subject to a determination of use pursuant to Chapter 18.12 of this title.

B. Uses Subject to a Conditional Use Permit. Any use listed in subsection A of this section which because of operational characteristics specific to that particular business is found by the director of ~~development services~~community development to have the potential to impact negatively adjoining properties, businesses or residences, and is therefore, appropriate to receive additional review and consideration. Said impacts may be related to, but not necessarily limited to impacts of traffic, hours of operation, assemblages of people, noise, or site location.

The following uses may be permitted subject to a conditional use permit pursuant to Chapter 18.200 of this title:

1. Manufacturing plants which manufacture or process chemicals.
2. Outdoor storage incidental to and directly related to those uses permitted in subsection A.
3. Ceramic products using only previously pulverized clay and fired in kilns using only electricity or gas.
4. Bottling plants.
5. Contractor equipment storage yards provided such storage is incidental and directly related to an office or administrative facility as permitted in subsection A.
6. Machinery and shops, paint shops, punch presses.
7. Manufacturing, compounding, assembly or treatment of articles or merchandise from the following previously prepared materials: paints not employing a boiling process, plastics and synthetics, petroleum and petroleum products.

8. Processing: Creameries.

C. Development Standards. The following standards shall apply to all improvements, structures and uses within planning area I:

1. Building setbacks.

a. Property Lines Adjacent to Streets. Minimum of thirty feet for structures of building height of up to twenty-six feet. For structures greater than twenty-six feet, the minimum setback shall be forty feet. A minimum of fifty percent of the area created by the building setback shall be maintained as landscaping exclusive of parking, driveways and access aisles pursuant to subsection (C)(4)(b).

b. Interior Property Lines. Interior property lines which abut residential property shall maintain a minimum fifteen foot setback. Where an interior property line abuts a non-residential use, no setback is required. However, each project shall be required to submit illustrative line-of-site drawings to demonstrate that the project is designed sufficiently to accommodate the type of uses permitted in accordance with the development standards in this section. The development plan review board may require greater setbacks as deemed appropriate pursuant to Chapter 18.12 of this title.

2. Maximum Building Coverage. None Required. Permitted maximum coverage shall be a secondary consideration subordinate to compliance with all other design regulations contained in this specific plan.

3. Maximum Building Height. The maximum building height shall be thirty-five feet. Buildings shall be designed in such a manner so that no vertical plane greater than twenty-six feet shall compromise more than fifty percent of any elevation visible to a street or residential property.

4. Landscaping. The following areas shall be fully landscaped and irrigated, maintained in good appearance and kept in a weed and disease free manner:

a. Adjacent to Streets. A minimum twenty foot deep landscape area is required adjacent to all property lines abutting a street. Said twenty foot deep landscape area shall not be required at points of drive-way access, however decorative paving a minimum of twenty feet deep shall be applied in lieu of the landscape area.

b. Within required building setbacks adjacent to streets. A minimum of fifty percent of the area created from the setback required in subsection (C)(1)(a) shall be maintained as landscaping exclusive of drive aisles, parking and driveways.

- c. Buffer landscape a minimum of fifteen feet deep shall be provided where an area abuts residential property.
 - d. All landscaping required in this Section shall be contained within planters of raised concrete curbing six inches in height.
 - e. All interior side and rear setbacks shall be fully landscaped, except where paved for parking or enclosed as a storage yard.
5. Signage. The provisions of Chapter 18.152 apply, except as provided below.
 - a. Center identification or single user freestanding signs permitted pursuant to Chapter 18.152 shall be a maximum of four feet in height, as measured from the sign base to the top of sign.
 - b. Wall mounted and facade signs permitted pursuant to Chapter 18.152 shall be constructed of individual mounted letters and symbols.
 - c. Signs which are illuminated shall not produce glare or unnecessary light as to create a nuisance for the nearby residential neighborhood. This shall be accomplished by using low wattage illumination and muted colors. Exposed neon lighting is prohibited.
 - d. A sign program is required for all multitenant complexes pursuant to Chapter 18.152.
 6. Off-Street Parking and Loading. The provisions of Chapter 18.156 shall apply.
 7. Architecture. Building and structural architecture shall be compatible with the surrounding Town Core~~towncore~~ residential area and shall be approved by the development plan review board pursuant to Chapter 18.12 of this title. Architecture shall be high quality using textures, materials, colors and architectural treatments and fixtures to accomplish the following goals:
 - a. Compatibility with the surrounding residential neighborhood: This neighborhood is primarily single-family residences constructed with wood siding. Architectural features which employ, reflect and are~~is~~ sensitive to the predominately woodsided residences shall be incorporated into any architectural design.
 - b. Roof features which reflect the full roofs of residential structures. All architectural designs shall incorporate roof features which either functions as or appear as a full roof. Full roof features may be employed to conceal roof mounted equipment pursuant to Section IV (B)(2) of this specific plan.
 - c. Innovative architectural features and design treatments: Features and treatments such as staggered planes, decorative piers and decorative treatment of exposed concrete shall be incorporated into any architectural design. Such design features are intended to create light and shadow pockets, reduce mass and create an interesting entrance to the residential neighborhood.
 - d. Sensitive Use of Colors. Colors which complement the surrounding residences and enhances architectural features shall be used. (Ord. 938 § 1 (III (A)), 1990) (Ord. XXXX § 1, 2014)

18.538.120 Planning Area II—Village plaza.

The village plaza is uniquely suited for specialized commercial, industrial, administrative, and cultural uses. The village plaza location at the westerly edge of the downtown Frontier Village, with visibility to Bonita Avenue, creates an opportunity for an innovative and unique mixed use development. The location of the village plaza offers the opportunity to create a development which invites, generates and enhances pedestrian use of the village plaza, Frontier Village and the adjoining Bonita Avenue commercial uses. The village plaza has historical significance in

that it is the location of a fruit packing house; a use which influenced the character of the city. The village plaza is intended to allow for the careful combination of high quality specialty retail, commercial, office, business industrial and cultural uses.

A. Permitted Uses. The village plaza permits certain retail, commercial, general business, office, light industrial and cultural uses as set forth below. Each use shall be evaluated in terms of its operational characteristics and specific plan location, and in respect to the potential relationship with the adjoining residential neighborhood.

Buildings, structures, and land shall be used, and buildings and structures shall hereafter be erected, structurally altered or enlarged only for those uses specified in this chapter. In addition, those uses the development plan review board may deem as similar but not more obnoxious or detrimental to the public health, safety and general welfare as those listed below, may be permitted pursuant to the provisions of Chapter 18.12 of this title. All uses shall be conducted within a totally enclosed building, except as permitted by a conditional use permit.

1. Those uses permitted in planning area I.
2. Office and Related Uses. Business and administrative offices, bookkeeping service, catalog store, data processing, employment agency; finance office, import-export office and wholesale warehouse, mail-order, office machines sales and service, stock and commodity brokerage, telephone answering and exchange.
3. Processing. Laboratories, blueprinting or photocopying, laundries, carpet and rug cleaning plants, dry cleaning and dyeing plants.
4. Eating places, including take-out service businesses, but not including drive-through or drive-in facilities.
5. Convenience goods and service businesses, including food markets, pharmacies, barber or beauty shops, cleaners and laundries, small appliances repair businesses and similar uses.
6. Specialty commercial uses, such as antique shops, jewelry stores, music stores, bicycle repair and sales, and similar uses.
7. Art galleries, meeting facilities, and similar civic and cultural uses.
8. Semi-mobile or quasi-permanent specialty retail and food vendor uses such as flower sales, jewelry sales, clothing and apparel sales and food and beverage sales pursuant to the provisions of this specific plan.
9. Transit stations which provide transportation facilities for rail, bus and automobile services. Such facilities may include multiple uses as provided in Section 18.538.120 (A) and (B).
10. Other similar uses which the development plan review board finds compatible and similar to the permitted uses described in this section, subject to a determination of use pursuant to Chapter 18.12 of this title.
11. Accessory massage permitted with the following primary businesses: barbershop, beauty salon and similar uses.

B. Uses Subject to a Conditional Use Permit. Any use listed in subsection A, which because of operational characteristics specific to that particular business is found by the director of ~~development services~~ ~~community development~~ to have the potential to impact negatively on adjoining properties and would be appropriate to receive additional consideration. Said impacts may be related to, but not necessarily limited to, impacts of traffic, hours of operation, assemblages of people, noise or site location. The following uses may be permitted subject to a conditional use permit pursuant to Chapter 18.200:

1. On-sale alcoholic beverages, provided such use is incidental and secondary to another permitted use in this section.

2. Off-sale alcoholic beverages.

3. Outdoor sale, storage and display of merchandise and/or provisions of services, other than those permitted pursuant to subsection (A)(8), provided that such uses are in conjunction with, and are related to, a permitted use within a structure on the same premises.

C. Development Standards. Planning area II, is intended to have a strong relationship with the adjoining Frontier Village in both architectural design and land uses. The following standards shall apply to all improvements, structures and uses within planning area II:

1. Building Setbacks. The following design standards shall apply:

a. Property Lines Adjacent to Streets—General. Minimum of thirty feet for structures of building height of up to twenty-six feet. For structures greater than twenty-six feet, the minimum setback shall be forty feet. A minimum of fifty percent of the area created by the building setback shall be maintained as landscaping exclusive of parking, driveways and access aisles pursuant to subsection (C)(4)(b).

b. Property Lines Adjacent to Streets—Cataract Avenue. An average minimum setback of thirty feet, with no setback less than twenty feet for all structures regardless of height. A minimum of eighty percent of the area created by the building setback shall be maintained as landscaping or hardscape, exclusive of parking, driveways and drive aisles pursuant to subsection (C)(4)(b).

c. Interior Property Lines. No setback required. However, each project shall be required to submit line-of-sight drawings to demonstrate that the project is designed sufficiently to accommodate the types of uses permitted in accordance with the development standards in this section. The development plan review board may require greater setbacks as deemed appropriate pursuant to Chapter 18.12 of this title.

2. Maximum Building Coverage. None required. Permitted maximum coverage shall be a secondary consideration subordinate to compliance with all other design regulations contained in this specific plan.

3. Maximum Building Height. The maximum building height shall be thirty-five feet. Building height in excess of thirty-five feet shall be permitted with the approval of a conditional use permit pursuant to Chapter 18.200 of this title and the following provisions:

a. Architectural Consideration. Architectural features which are historically related to the original fruit packing house use and the adjoining Frontier Village.

b. Design Amenities. Design amenities such as flags and decorative pennants which are fully integrated into a design concept may be considered in the portion of planning area II, indicated by an asterisk on Exhibit D.

c. Every elevation shall have design elements which are so arranged that there is no continuous vertical plane greater than twenty-six feet in height which comprises more than thirty percent of any elevation.

d. Each elevation shall receive full architectural design treatment.

4. Landscaping. The following landscaping provisions shall apply. All landscaped areas shall be maintained in good appearance and kept in a weed and disease free manner.

a. Adjacent to Cataract Street. The area created from the building setback as required in subsection (C)(1)(b), shall receive hardscape and landscape treatment in such a manner as to encourage the pedestrian use of this area. Such treatments may include, decorative paving and patterns, landscaped planters, tree wells, and water features.

b. Adjacent to First Street. A minimum twenty foot deep landscape area is required adjacent to First Street. Said twenty foot deep landscape area shall not be required at points of drive-way access, however decorative paving a minimum of twenty feet deep shall be applied in lieu of the landscape area.

c. All landscaping required in this section shall be contained within planters of raised concrete curbing six inches in height.

d. All interior side and rear setbacks shall be fully landscaped, except where paved for parking or enclosed as a storage yard.

5. Signage. The provisions of Chapter 18.152 shall apply, except as provided below.

a. Center identification free-standing signs permitted pursuant to Chapter 18.152. Such signs shall be a maximum of five feet in height, as measured from the sign base to the top of sign.

b. Wall mounted and facade signs permitted pursuant to Chapter 18.152 shall be constructed of routed or sandblasted wood. Such signs may be displayed as a "blade" or "flush" mounted sign.

c. A sign program is required for all multitenant complexes pursuant to Chapter 18.152.

6. Off-Street Parking and Loading. The provisions of Chapter 18.156 shall apply.

7. Architecture. Building and structural architecture shall be compatible with the adjoining downtown Frontier Village and incorporate the fruit packing house design and shall be approved by the development plan review board pursuant to Chapter 18.12 of this title. Architecture shall be high quality using textures, materials, colors and architectural treatments and features to accomplish the following goals:

a. Compatibility with Adjoining Frontier Village. The downtown area is the focal point of San Dimas reflecting the western heritage of the community. The fruit packing house has historical significance in that the fruit packing industry played an influential role in the development of early San Dimas. The architectural uniqueness of the fruit packing house should be reflected in the site development.

b. Roof features should reflect the western parapet design theme and be sensitive to the full roof treatments of the nearby residential area. All architectural designs shall incorporate roof features which either function as, or appear as, a full roof. Full roof features may be employed to conceal roof mounted equipment pursuant to Section 18.538.150 (B).

c. Innovative Architectural Features and Design Treatments. Features and design treatments shall reflect the wood sided, Early California style of architecture. Such features may include rough sawn wood sidings, posted roof overhangs, and wood railings.

d. Sensitive Use of Colors. Colors which are natural or earth toned and reflect the Early California image shall be used. Accent colors to provide interest and liveliness may be used. (Ord. 1185 § 25, 2008; Ord. 938 § 1 (III (B)), 1990) (Ord. XXXX § 1, 2014)

18.538.125 Planning Area III - Residential

Planning Area III provides for the development and long-term maintenance of a gated community of attached single-family homes for a distinctive high-quality residential community. The project shall not exceed 13 units per gross acre. Based upon the 3.65 gross acres on the site, the maximum allowable dwelling units is forty-seven.

A. Permitted Uses. Primary uses permitted in Planning Area III include:

1. Attached single-family residential dwellings.

2. Private common open space facilities.

3. Private parking areas for residents and their guests.
- B. Accessory Uses. Accessory uses permitted in planning area III include:
 1. Household pets as described and regulated in Chapter 18.20 Residential Zones Generally.
 2. Public utility facilities as approved by the director of community development and public works;
 3. Home occupations per Section 18.184;
 4. Other uses similar to those stated in this section which the director of development services finds consistent with the spirit and intent of this specific plan.
- C. Accessory structures. The following structures are permitted when they are accessory to the primary permitted uses:
 1. Fences and walls;
 2. Community recreation facilities such as shade structures;
 3. Other accessory structures of a similar nature which the director of development services finds consistent with the spirit and intent of this specific plan.
- D. Temporary uses. The following temporary uses are permitted within Planning Area III:
 1. Model homes, real estate offices and parking compounds associated with the sale of residential homes;
 2. Temporary storage compounds for contractor's trailers and construction equipment during construction only;
 3. Real estate and model complex signs relating to the sale, lease or other disposition of the real property located in this Specific Plan and which are temporary in nature subject to the regulations of Chapter 18.152.100 provided the total area of the sign shall not exceed one hundred square feet;
 4. Such other uses as are permitted pursuant to Chapter 18.196.
- E. Common Open Space. The common open space area may contain a variety of amenities to provide for the interests of all residents and may include, but not be limited to; shade structure(s), barbecues, benches, picnic areas, play areas, community gardens, and horse shoe and Bocce Ball areas.
 1. The total open space area on site is approximately 1.2 acres.
 2. A homeowner's owners association will be created to maintain and manage the common areas (i.e. recreation area, entry, and private drives, etc.).
- F. Development Standards. The following standards shall apply to all improvements, structures and uses within Planning Area III.
 1. Required building separations:
 - a. Twenty feet from property boundary along Eucla Avenue;
 - b. Ten feet from property boundaries; walls and fencing may encroach up to one foot into the required setback along the southern property boundary for a maximum distance of five feet.
 - c. Eighteen feet between buildings front to front;
 - d. Thirty-four feet between buildings from rear to rear;
 - e. Five feet for accessory structures from both buildings and property boundaries.
 2. Minimum dwelling unit square footage. Each residential unit shall have a minimum of one thousand three hundred square feet of living area, not including patios, porches or automobile parking areas.

3. Height. No building or structure erected in Area III that is within 30 feet of a single-family residential zone or a public street shall have a height greater than two stories. If a building or structure includes multiple units, only those units within the 30 foot limitation herein must comply with the said height limitation. A building or structure may extend up to 40 feet or three stories when it is not within 30 feet of a single-family residential zone or a public street.

G. Circulation. Vehicular access designs shall be in accordance with the city.

1. The typical private drive aisle shall be twenty-six to twenty-eight feet depending on building heights.

2. Modifications to the standards in this section shall be as approved by the city engineer.

3. Driveways and drives shall be designed to provide the maximum of safety and convenience for vehicular, emergency and pedestrian uses and in a manner which will not interfere with drainage or public use of the sidewalks and/or drive areas.

4. All drives shall be provided with a level of street lighting designed to protect the health, safety and welfare of those living within the development. Street lights shall be mounted on city standard electroliers. Street lighting engineering data shall be approved by the director of development services.

H. Required Parking: A minimum of two off-street parking spaces within a fully enclosed garage shall be provided for each dwelling unit, plus one uncovered space for each additional bedroom beyond two bedrooms per unit, plus one guest space for each three units.

I. Parking Design

1. Fully enclosed garage spaces shall have the following minimum size requirements: side by side 20 feet by 20 feet; tandem 11 feet 6 inches by 40 feet. Both size requirements shall be free and clear of any obstructions.

2. Tandem parking shall only be allowed in an enclosed garage and shall not exceed 50% of the enclosed garage parking requirements.

3. All multiple-family units shall provide for a storage area of not less than two hundred fifty cubic feet within the garage area or other approved location.

4. Other Parking Requirements. Unless listed specifically in this section, parking requirements are as provided for in Chapter 18.156 of this title.

J. Architecture. All building elevations shall reflect a Craftsman architecture style that is representative of the Town Core Residential Design Guidelines.

1. Two-story residential units shall be located immediately adjacent to the north property line and adjacent to Eucla Avenue.

2. Front and rear elevations shall modulate and not have a "flat" side.

3. Building materials and details shall be appropriate to the Craftsman style using modern materials.

4. Buildings shall exceed 2013 California Energy Code Title 24 by fifteen percent.

K. Landscape. Landscaping shall comply with Chapter 18.14 Water-Efficient Landscapes. Appropriate landscaping shall be provided throughout the common areas. Except for required walks, drives, paths, and common area facilities, all of the common areas shall be landscaped.

L. Signs. Prior to installation of any sign, sign plans shall be submitted to the director of development services for review and approval. The sign plans shall show signs drawn to scale, dimensioned and easily readable, containing, but not limited to, the following: general location and bulk of major community identification or directional signs and location of major community components such as drives, common open space, entry statements and development areas.

M. Utilities. The design of storm drainage facilities shall ensure the acceptance and disposal of storm runoff without damage to streets or to adjacent properties. The use of special structures to accept design storm runoff shall be incorporated into the street design where appropriate. All storm drainage facilities shall be subject to the approval of the city engineer.

N. Developments approvals. Development in Planning area III is subject to several discretionary approvals, including, but not limited to:

1. Tentative tract map approval;

2. Development review board approval;

3. Tree removal approval;

4. The actual development may in fact vary from the exhibits and illustratives in order to accommodate conditions of approval and environmental mitigation measures imposed pursuant to the discretionary approvals as well as to accommodate development concept changes proposed by the applicant at the time. However, when in the determination of the director of development services, modifications result in substantial departures from the exhibits and illustratives, then the changes shall require an amendment to this specific plan prior to any further approvals.

18.538.130 Provisions for existing improvements.

Existing improvements built in conformance to all building and zoning codes in effect at the time of construction may be maintained as currently existing, pursuant to the following provisions:

A. Such existing improvements and site conditions may be maintained, repainted, repaired, and landscaping upgraded, without the requirements to conform with Sections 18.538.110 and 18.538.120 of Article III of this chapter.

B. Review and approval of such repairs, repainting and similar actions is required pursuant to Article V of this chapter.

C. All proposed additions, enlargements and improvements shall conform to the development standards as applicable in Sections 18.538.110 and 18.538.120 Article III of this chapter. (Ord. 938 § 1 (III (C)), 1990)

Article IV. General Development Standards

18.538.140 Streetscape design standards.

This section identifies three streetscape concepts to be applied along designated street frontages within the specific plan project boundaries. Each concept is intended to address a specific design concern.

A. Acacia Street and Eucla Avenue. These streets are the entrances into the towncore residential area as well as the entrance into the business park district. The landscaping concept along these street frontages should appear residential. Such landscaping techniques would include use of lawn for groundcover and ornamental trees. The entrances into the business park should be treated with low level monument style signage and subdued groundcover.

B. First Street. This street runs adjacent to planning areas I and II along the north property line. On the north side of this street are residences. Therefore the landscape treatment along this street frontage should be high quality with an emphasis on a residential appearance. Such treatment would include lawn for groundcover and ornamental trees. Also planting areas for flowering groundcover would be appropriate.

C. Cataract Avenue. This street adjoins both the western edge of the downtown Frontier Village and the easterly edge of planning area II, village plaza. This portion of the specific plan is intended to encourage the pedestrian use of this area and create a physical link with the downtown area. Appropriate landscape treatments would include raised planters containing ornamental trees and flowering plants. The plaza area should contain a creative hardscape design identified by the thoughtfully located planter areas.

D. General Landscape Design Standards. The following general guidelines are intended to promote a consistent and careful treatment of street tree plantings and landscaping programs.

1. Unless a formal design is recommended during the design review process, street tree planting should generally consist of random patterns. Interesting tree massings with random spacings are encouraged to provide an undulating and varied streetscape, with view "windows" created at selected points. In some cases, often depending on adjacent architectural styles, a more formal "on-center" spacing of a single tree species may be more appropriate. Whether a formal or informal design concept is used, the selected design concept should be reflected along the entire length or substantial continuous segment of the street.

2. Street trees along Acacia Street, Eucla Avenue, and First Street should be planted in mounded areas of turf, groundcover, or low shrubs. Mounded areas of turf should not exceed a 3:1 slope condition.

3. Landscaping should be intensified to emphasize entries, transitions and destinations. Entry monuments should be enhanced with tree, shrub and groundcover plantings.

4. All community-wide and common area landscape plantings shall be adequately irrigated and maintained. Automatic irrigation systems should be utilized to insure the continued growth of plant materials.

5. Landscaping should be used to accentuate view windows into commercial office and residential neighborhoods. Trees and shrubs can be planted to frame or screen views selectively.

6. Vegetation of varying heights, textures, and colors should be used in conjunction with walls and fences to define discreet boundaries.

7. Walls and fences should be designed as an integral element of the streetscape design concept, enhancing and complementing the landscaped setback areas.

8. Primary landscape elements should be "mature" specimen, long-lived trees, with perennial shrubs and/or groundcover included where appropriate. Annual flower beds can serve as attractive accent elements, particularly at entry monument locations.

9. Landscape elements should complement architectural design elements. Expansive horizontal and vertical surfaces, comprised of singular materials should be modulated or, interrupted by foliage masses.

10. Within individual projects, trees should be used to define and enclose exterior spaces intended for different activities.

11. Landscaping and architectural features should be used to screen from view certain visually undesirable elements such as parking, storage, loading, refuse containers, utilities and irrigation controls. (Ord. 938 § 1 (IV (A)), 1990)

18.538.150 General provisions.

The following standards shall apply to all developments/improvements within Specific Plan No. 23.

A. Utilities. All utilities within the project boundaries to serve the uses and buildings therein shall be installed underground except that electrical transformers for residential uses may be located above ground.

B. Mechanical Equipment. Roof mounted mechanical equipment including, but not limited to, air conditioning, heating, and ventilating and exhaust ducts, shall be screened from view from any surrounding property, street or highway. Said screening shall be designed in such manner as to appear to be an integral component of the overall building architecture. This can be accomplished by full roof treatments, equipment wells, and architectural design features. Line-of-sight drawings shall be required as a component of all design review submittals to verify equipment screening. Wall or ground mounted equipment shall be enclosed in a manner which incorporates the same materials used in the building. Residential air conditioning condensers may be located in the private patio of a dwelling unit behind a low fence.

C. Trash Storage. Enclosed trash storage area(s) built to the city's standard specifications shall be provided in appropriate locations pursuant to city standards. Residential users can store trash containers within their individual garages.

D. Walls. Walls shall be permitted and/or required pursuant to the following provisions. All walls for planning areas I and II shall be constructed of decorative concrete tilt-up or masonry. For planning area III, walls and fences shall conform to Exhibit B.

1. Required Walls. Walls shall be required to screen truck and storage areas where allowed by this specific plan. Interior walls may be required by the development plan review board as a component of the design review process. All screening walls shall be architecturally compatible with the buildings within the project and shall incorporate vertical landscaping such as vines, trees and shrubbery. The vertical landscaping elements shall be located on the public right-of-way side to provide visual relief from the horizontal expanse. The height of the screening walls shall be governed by the view shed from the surrounding areas which shall take into consideration the height of equipment and/or trucks to be stored behind said walls.

2. Permitted Walls. Walls shall be permitted on or within all property lines not abutting streets and on or to the rear of all required yard setback lines abutting streets. The height of such walls shall be set by the director of development services~~community development~~ after giving reasonable due consideration to alternative screening techniques and devices. Walls not over forty-two inches in height may be permitted within the required setback areas.

3. Corner Cutback Areas. The cutback line shall be in a horizontal plane, making an angle of forty-five degrees with the side, front, or rear property line. It shall pass through a point not less than ten feet from the intersection of the front, side, or rear property line; or ten feet from the edges of a driveway where it intersects the street or alley, as the case may be.

a. Streets and Alleys. There shall be a corner cutback area at all intersecting or intercepting streets and/or alleys.

b. Driveways. There shall be a corner cutback area on each side of any private driveway intersecting a street or alley. (Ord. 938 § 1 (IV (B)), 1990) (Ord. XXXX § 1, 2014)

Article V. Plan Review and Disposition

18.538.160 Review requirements.

A development plan review shall be required. No person shall construct any building or structure, or relocate, rebuild, alter, enlarge, or modify any existing building or structure, until a development plan has been reviewed and approved in accordance to the provisions of Chapter 18.12

of this title, or until a minor modification has been approved by the director of development services~~community-development~~ in accordance with the provisions of Section 18.538.170. Prior to the submittal of a formal application to the development plan review board, the applicant may request that the board review and approve a conceptual design plan for the project. An application for conceptual design review shall be accompanied by the following materials:

- A. A scaled site plan.
- B. Conceptual architectural floor plans and building elevations.
- C. A preliminary grading plan.
- D. A conceptual landscape plan.
- E. Breakdown of land uses, i.e., parking (compact vs. standard), floor area(s), building coverage(s), landscape coverages, etc.
- F. Written description of all proposed uses.

Prior to any submittal to the development plan review board, applicants shall submit the above items to city staff for informal review and comments regarding city development standards and policies. Such meetings will serve to reduce expenditures of time and money through the development process. (Ord. 938 § 1 (V (A)), 1990) (Ord. XXXX § 1, 2014)

18.538.170 Minor modifications.

Minor modifications to the provisions of this specific plan are intended to provide for the reasonable deviation of review and/or development requirements pursuant to the provisions of this section.

A. The director of development services~~community-development~~ without public hearing, may grant a variance allowing a minor modification from the requirements of this specific plan limited to the following:

1. Reduction of open areas by permitting portions of a building to extend into and occupy not more than ten percent of the area of a required yard.
2. Waive the development review requirement for minor alterations to existing structures which conform to the following:
 - a. Repainting of an existing structure the same or similar color hue which currently exists on the site.
 - b. Minor alterations in location of landscape features or plant materials from an approved landscape plan.
 - c. Minor alterations to approved plans which would not create a noticeable difference in the building design. Such minor alterations would not include the elimination of approved building materials.

B. In granting a minor modification, the director of development services~~community-development~~ shall make the findings in accordance with Section 18.204.020 of this title.

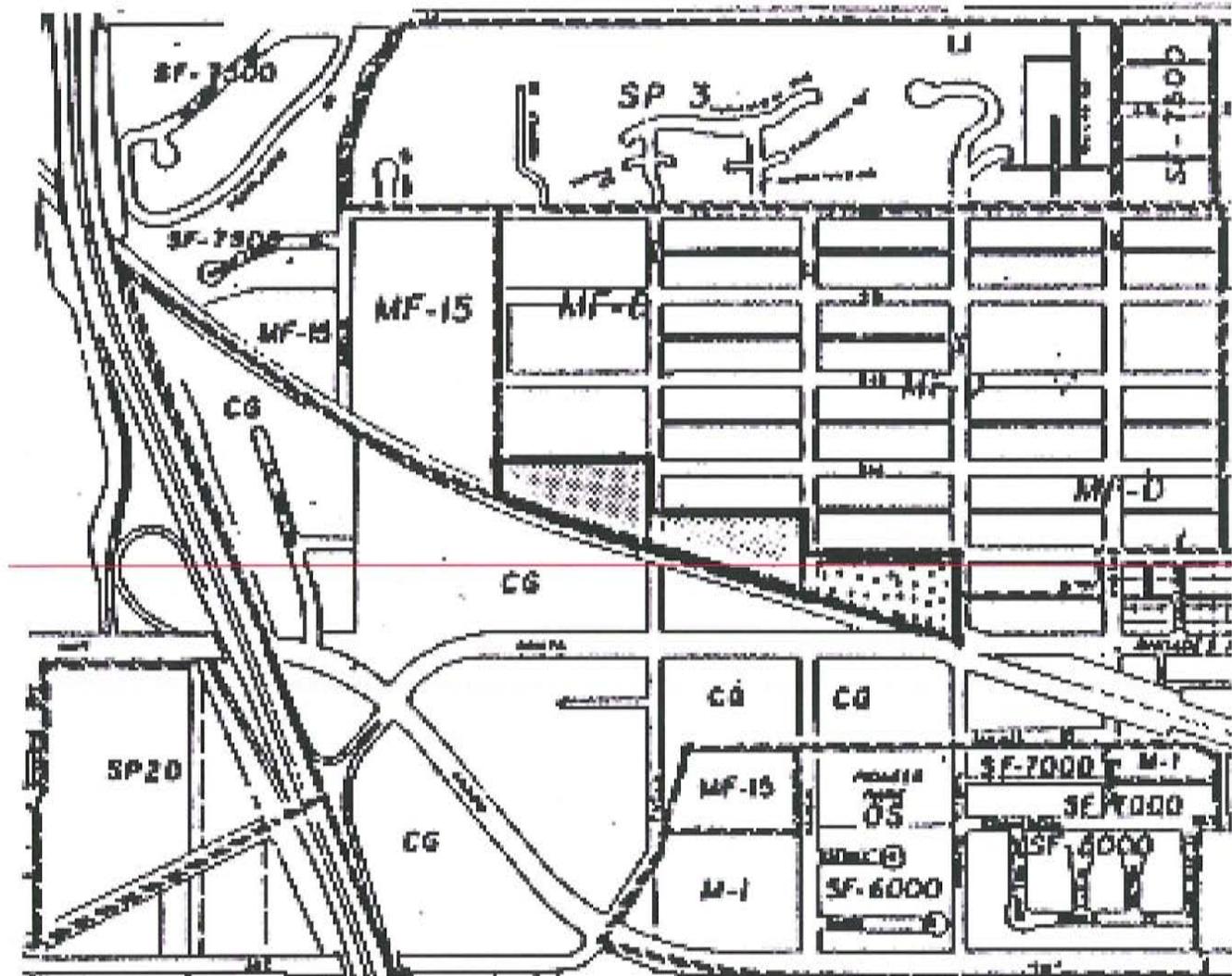
C. The determination of the director of development services~~community-development~~ may be appealed to the planning commission pursuant to the provisions of this chapter. (Ord. 938 § 1 (V (B)), 1990) (Ord. XXXX § 1, 2014)

18.538.180 Appeal provisions.

The determinations of the director of development services~~community-development~~, development plan review board and/or the planning commission as applicable, may be appealed to the city council pursuant to the provisions of Chapter 18.212 of this title. (Ord. 938 § 1 (V (B)), 1990) (Ord. XXXX § 1, 2014)

The following Exhibits A, B, C, & D will be deleted.

EXHIBIT A



TOWN CORE BUSINESS PARK
Specific Plan No. 23

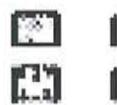
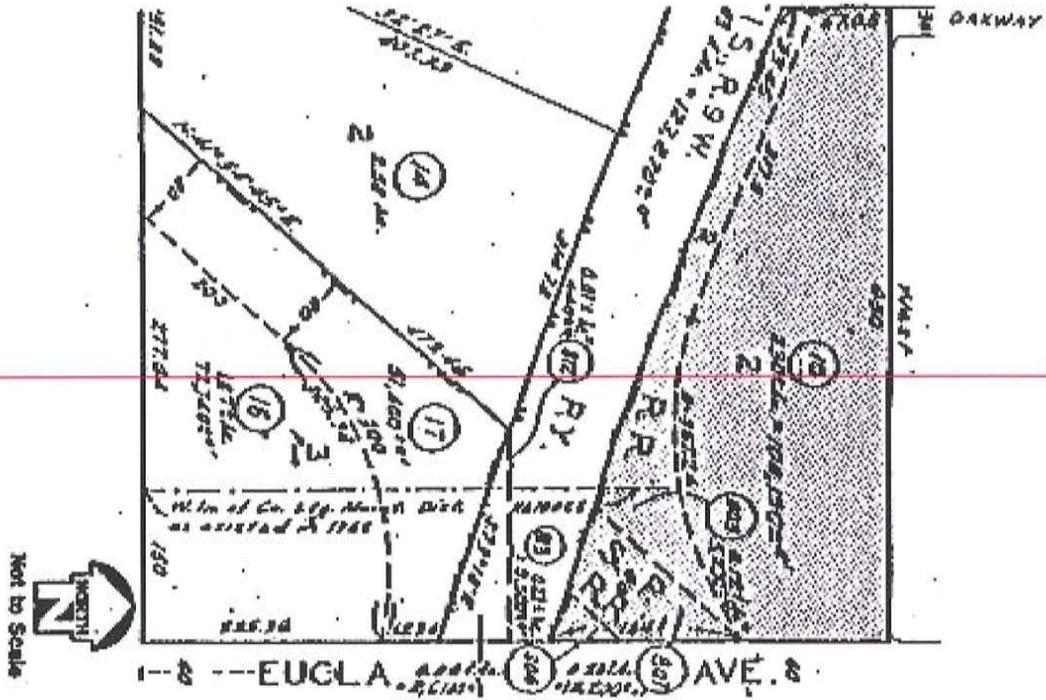
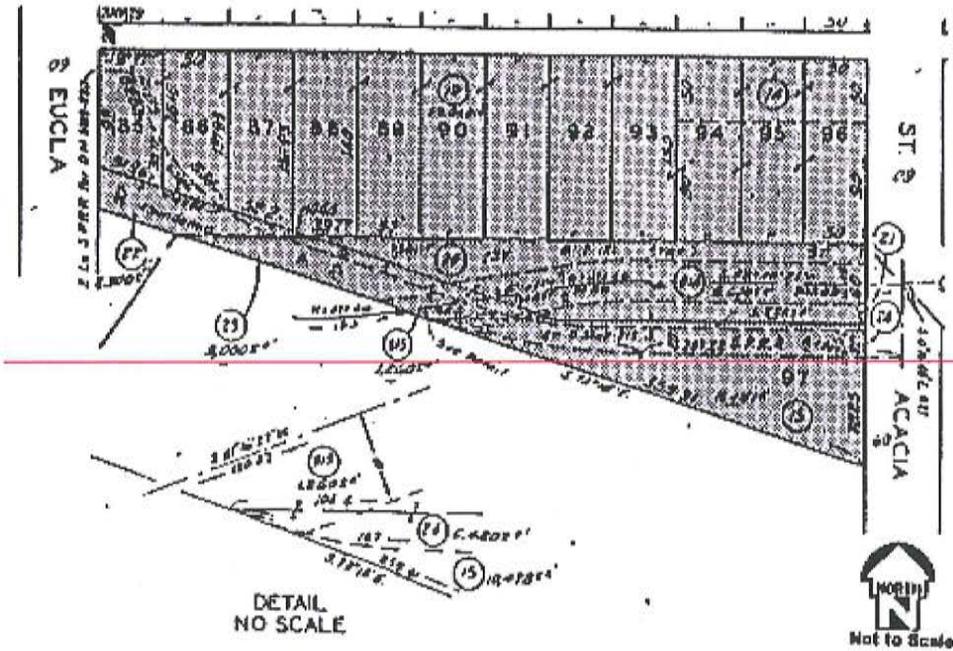


EXHIBIT B



PLANNING AREA I

EXHIBIT C



PLANNING AREA I

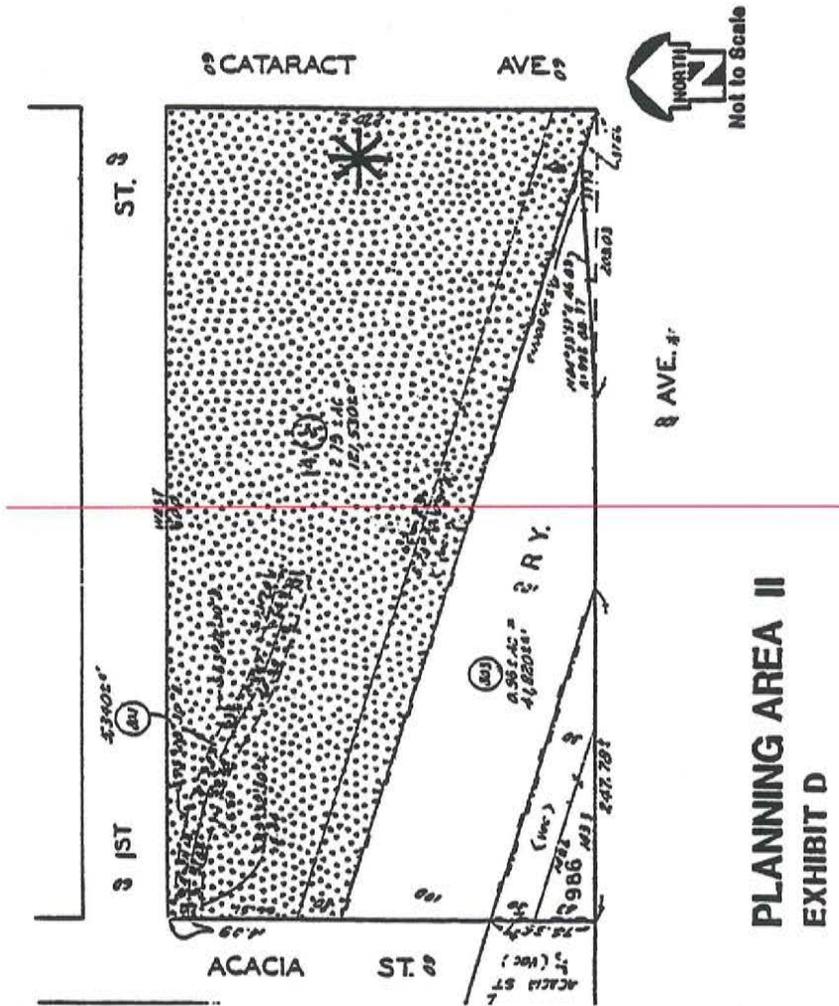
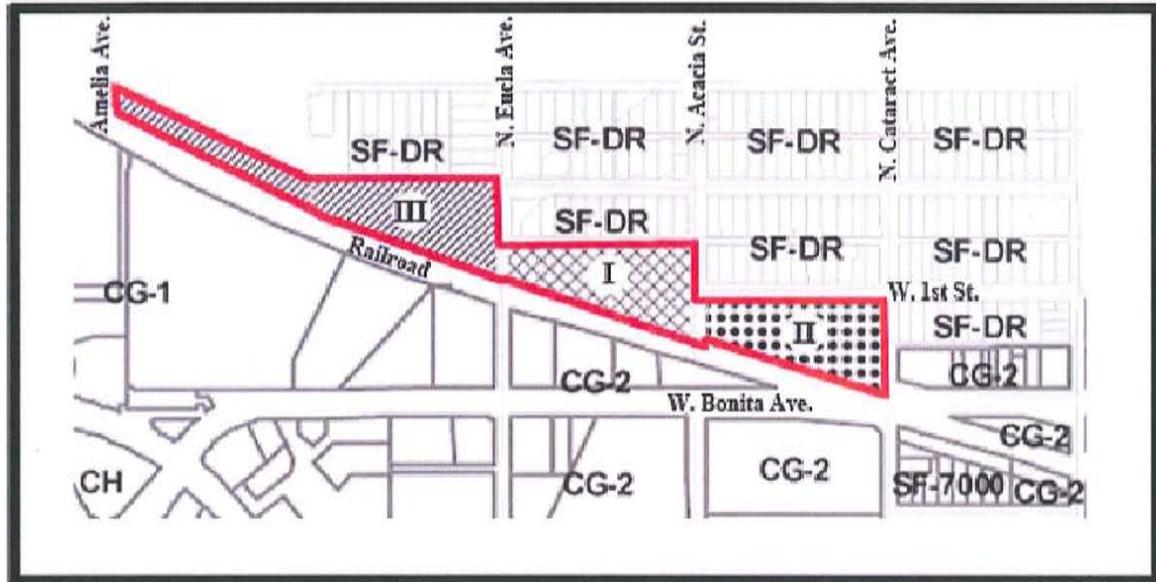


EXHIBIT D

PLANNING AREA II
EXHIBIT D

The following Exhibits A, B, C, & D will be added.



Specific Plan No. 23

EXHIBIT A



Planning Area I

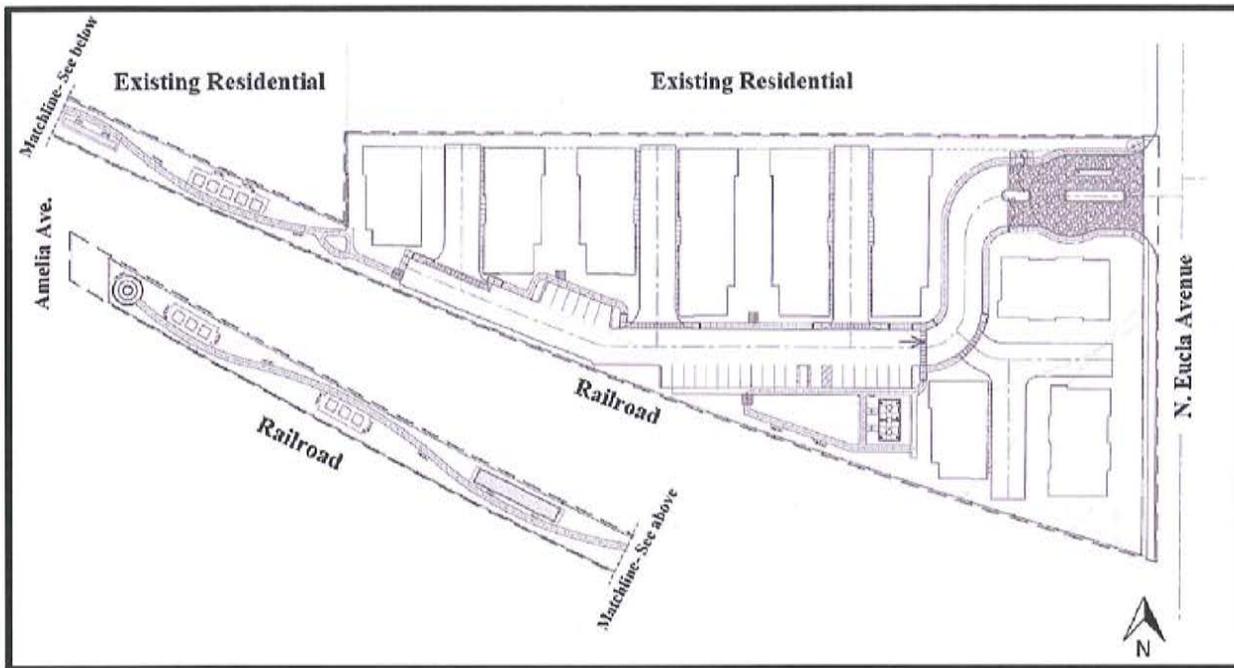


Planning Area II



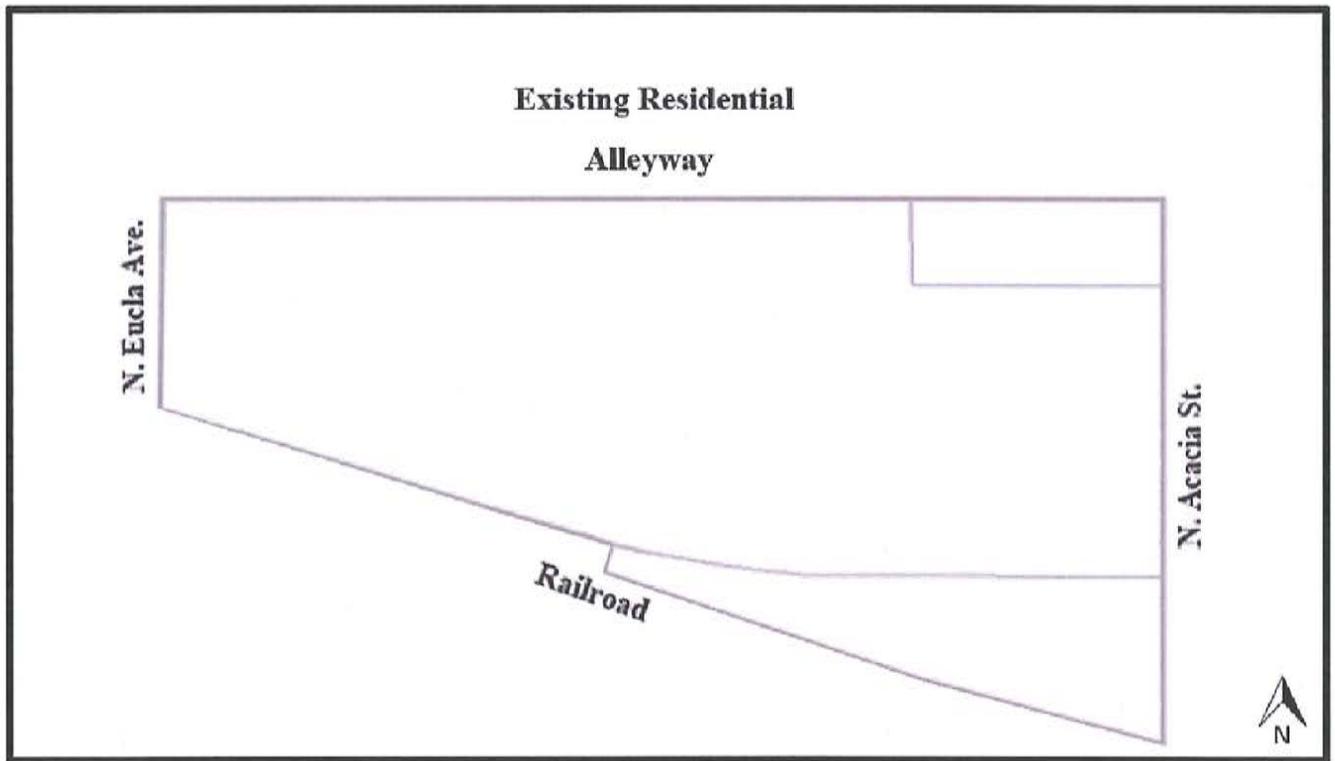
Planning Area III





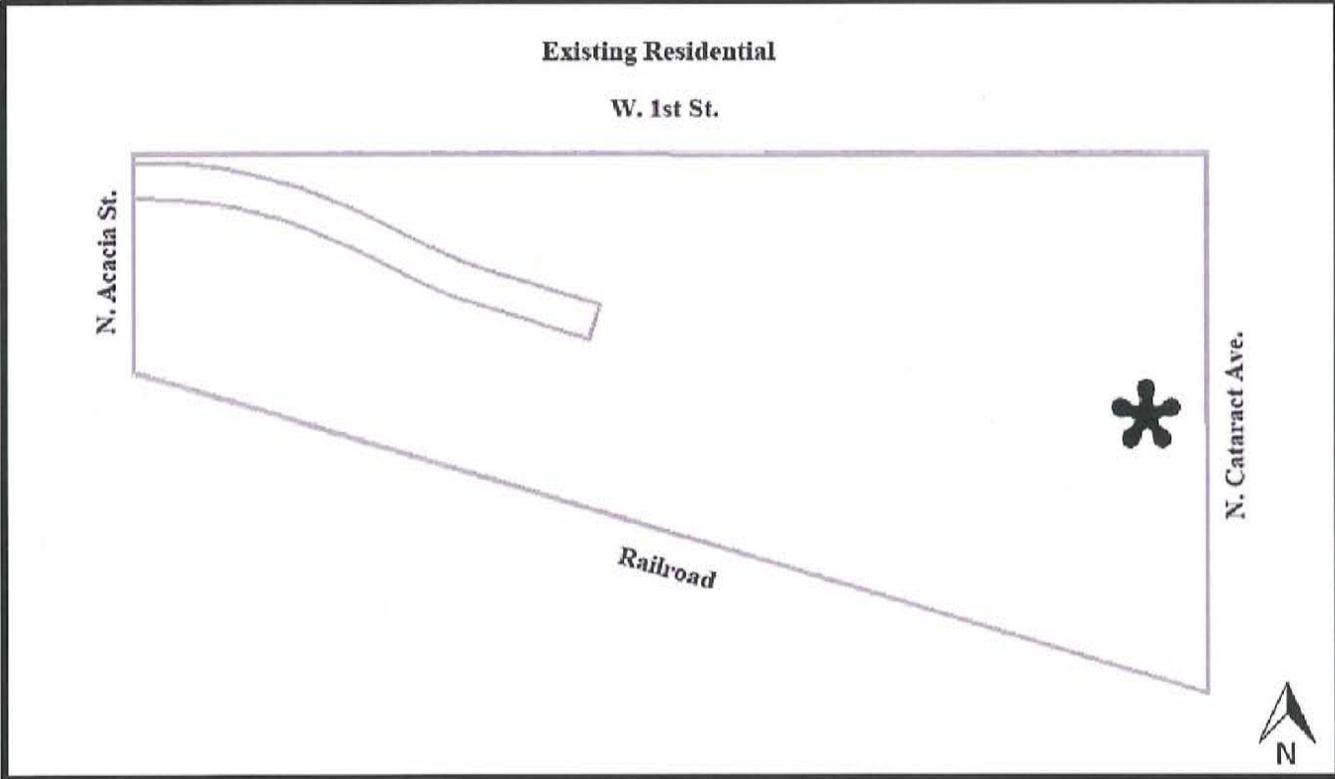
PLANNING AREA III

EXHIBIT B



PLANNING AREA I

EXHIBIT C



PLANNING AREA II

EXHIBIT D

RESOLUTION NO. 2014-45

A RESOLUTION OF THE CITY COUNCIL APPROVING ZONE CHANGE 14-01, A REQUEST TO CHANGE THE ZONING FROM MULTIPLE FAMILY (MF-15) TO SPECIFIC PLAN NO. 23, AREA III ON THE APPENDAGE PORTION OF THE PROPERTY LOCATED 155 NORTH EUCLA AVENUE (APN: 8386-006-029).

WHEREAS, a Zone Change has been duly initiated by:

City Ventures
1900 Quail Street
Newport Beach, CA 92660

WHEREAS, the Zone Change is described as a request to change the zone from Multiple Family (MF-15) to Specific Plan No. 23, Area III; and

WHEREAS, the Zone Change would only affect the 19,341 sq. ft. appendage portion of the property located at 155 North Eucla Avenue (APN: 8386-006-029); and

WHEREAS, notice was duly given of the public hearing on the matter and that public hearing was held on August 26, 2014 at the hour of 7:00 p.m., with all testimony received being made a part of the public record; and

WHEREAS, certified notice was duly given to the Native American tribes pursuant to California Government Code Section 65352.3. Staff contacted the California Native American Heritage Commission to extend an invitation to consult on the project. The Native American Heritage Commission failed to identify Native American cultural resources in the area of potential effect. The Gabrielino – Tongva tribe was also contacted for consultation but they did not respond to the City's request; and

WHEREAS, all requirements of the California Environmental Quality Act and the City's Environmental Guidelines have been met for the consideration of whether the project will have a significant effect on the environment. Based upon the facts and information contained in the proposed Mitigated Negative Declaration, together with all written and oral reports included for the environmental assessment for the application, the City Council finds that there is no substantial evidence that the project will have a significant effect upon the environment and adopts a Mitigated Negative Declaration and Monitoring Program attached hereto, and incorporated herein by this reference, based upon the findings as follows:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City staff helped prepared an Initial Study of the potential environmental effects of the project. Based on the findings

contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The City Council has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The City Council further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission. Based on these findings, the City Council hereby adopts the Mitigated Negative Declaration.

c. The City Council has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore adopts the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and all other materials which constitute the record of proceedings upon which the City Council's decision is based is the Director of Development Services of the City of San Dimas. Those documents are available for public review in the Planning Department of the City of San Dimas located at 245 East Bonita Avenue, San Dimas, California 91773, telephone (909) 394-6250.

NOW, THEREFORE, in consideration of the evidence received at the hearing, and for the reasons discussed by the Council at the hearing, including written and oral staff reports, together with public testimony and subject to the conditions attached as "Exhibit A" and mitigation measures attached as "Exhibit B", the City Council now finds as follows:

- A. The proposed Zone Change will not adversely affect adjoining property as to value, precedent or be detrimental to the area.

The proposed Zone Change coincides with the residential zoning of the neighborhood. This Zone Change will require an amendment to Specific Plan No. 23 for the subject properties to ensure that any proposed development will enhance the neighborhood, primarily through adopting specific regulations to encourage and guide the redevelopment of the site that currently is being used as a contractor storage yard for a street light

company. The proposed project will replace the aging buildings that have been considered blight by the surrounding community. Replacing the contractor storage yard with the proposed project, with its new construction, attractive design features and plentiful landscaping will be a significant physical and aesthetic improvement to the community, which should help to maintain property values in the area. The project will bring moderate income housing into the downtown which has not been provided for in over 30 years.

- B. The proposed Zone Change will further the public health, safety and general welfare.

The Zone Change will facilitate multiple-family residential housing within an established neighborhood. Due to the replacement of an aging contractor storage yard which has been considered a blight by the community, the proposed project - with its new construction, attractive design and ability to provide moderate income entry level housing to the local community - will be in the best interest of the public health, safety and welfare.

- C. The proposed Zone Change is consistent with the General Plan.

The proposed Zone Change will make the zoning designation consistent with the General Plan Land Use Map.

PURSUANT TO THE ABOVE FINDINGS, IT IS RESOLVED that the City Council approves Zone Change 14-01, subject to compliance with the Conditions in Exhibit "A" and mitigation measures in Exhibit "B" attached hereto and incorporated herein. A copy of this Resolution shall be mailed to the applicant.

The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED THIS 26th DAY OF August 2014.

Curtis W. Morris, Mayor of the City Of San Dimas

ATTEST:

Debra Black, Deputy City Clerk

I, HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of the City of San Dimas at its regular meeting of August 26th, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Debra Black, Deputy City Clerk

Exhibit A

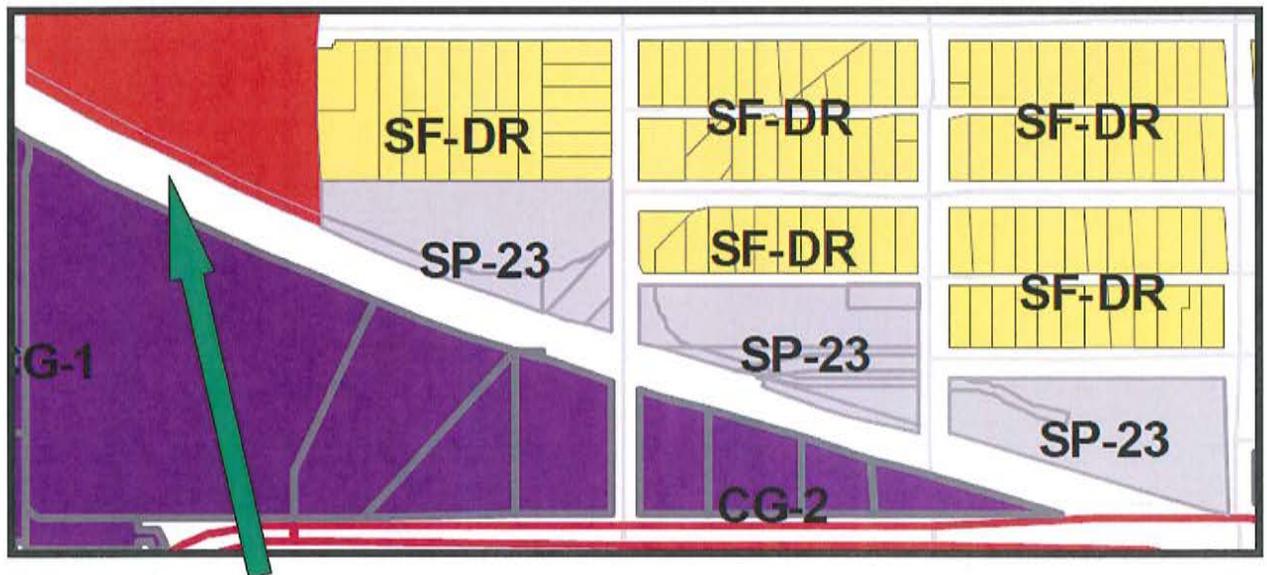
Zone Change 14-01

Multiple Family (MF-15) to Specific Plan No. 23, Area III

ZONING MAP

	SINGLE FAMILY DOWNTOWN RESIDENTIAL (SF-DR)		CREATIVE GROWTH (CG)
	SINGLE FAMILY (SF)		LIGHT MANUFACTURING (M-1)
	SINGLE FAMILY HILLSIDE (SF-H)		LIGHT AGRICULTURE (AL)
	SINGLE FAMILY AGRICULTURE (SF-A)		PUBLIC/SEMI-PUBLIC (PS)
	MOBILE HOME PARK (MH-P)		OPEN SPACE (OS)
	MULTIPLE FAMILY (MF)		WATERSHED (W)
	MULTIPLE FAMILY DUPLEX (MF-D)		SPECIFIC PLAN (SP)
	COMMERCIAL NEIGHBORHOOD (CN)		
	COMMERCIAL HIGHWAY (CH)		
	ADMINISTRATIVE PROFESSIONAL (AP)		

Existing Zoning Map – Magnified



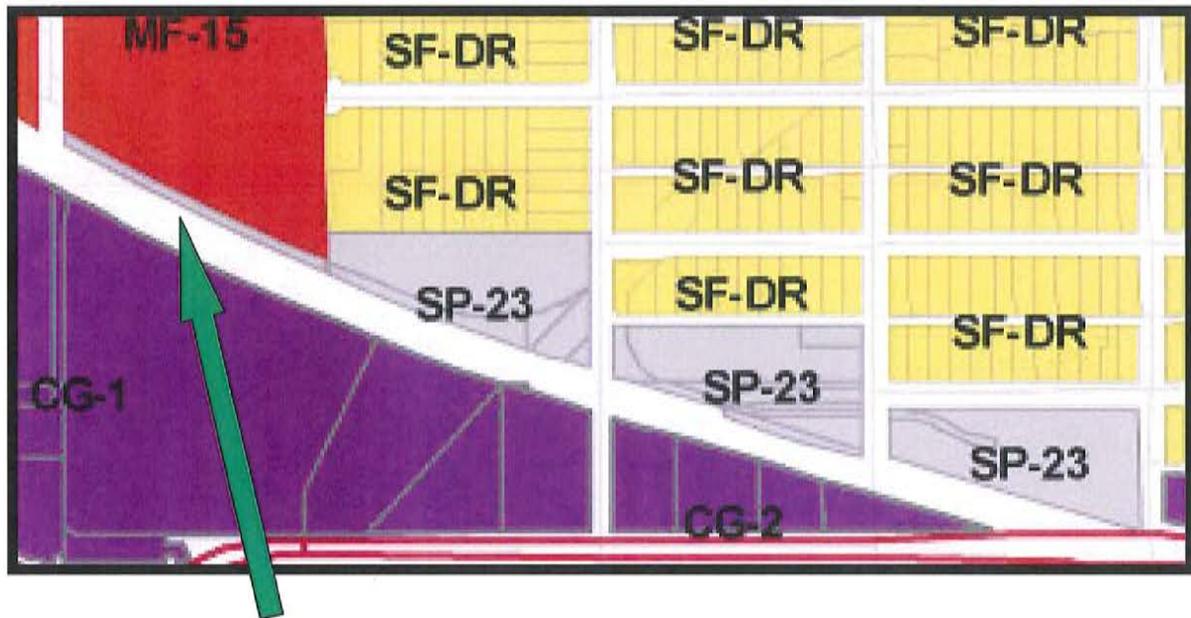
Land Area Proposed for Rezoning

- Multiple Family (MF) to Specific Plan No. 23, Area III

ZONING MAP

	SINGLE FAMILY DOWNTOWN RESIDENTIAL (SF-DR)		CREATIVE GROWTH (CG)
	SINGLE FAMILY (SF)		LIGHT MANUFACTURING (M-1)
	SINGLE FAMILY HILLSIDE (SF-H)		LIGHT AGRICULTURE (AL)
	SINGLE FAMILY AGRICULTURE (SF-A)		PUBLIC/SEMI-PUBLIC (PS)
	MOBILE HOME PARK (MH-P)		OPEN SPACE (OS)
	MULTIPLE FAMILY (MF)		WATERSHED (W)
	MULTIPLE FAMILY DUPLEX (MF-D)		SPECIFIC PLAN (SP)
	COMMERCIAL NEIGHBORHOOD (CN)		
	COMMERCIAL HIGHWAY (CH)		
	ADMINISTRATIVE PROFESSIONAL (AP)		

Proposed Zoning Map – Magnified



Land Area Rezoned to Specific Plan No. 23, Area III

EXHIBIT B

ENVIRONMENTAL MITIGATION MEASURES

MITIGATION MONITORING CHECKLIST (INITIAL STUDY PART III)

Project File No.: Tentative Tract Map 72590 (TTM 13-02), Specific Plan 23 Amendment, General Plan Amendment (GPA 14-01),
 Zone Change 14-01, Municipal Code Text Amendment (MCTA 13-06), Development Plan Review Board (DPRB 13-31), Tree
 removal Permit 14-05. Applicant: City Ventures Initial Study Prepared by: Phil Martin & Associates, Inc. Date: May 20,
 2014

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non- Compliance
A. Air Quality						
1. Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.	BO	C	C	A		4
2. Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon time of year of construction.	BO	C	C	A		4
3. All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high volume, low-pressure spray.	BO	B	C	C		2
4. All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.	BO	B/C	B/C	C		2
5. All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions: <ul style="list-style-type: none"> Re-establish ground cover on the construction site through seeding and watering. Pave or apply gravel to any on-site haul roads. Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time. Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods. Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices. Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means. 	BO	B/C	B/C	A		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non-Compliance
6. The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce PM ₁₀ emissions, in accordance with SCAQMD Rule 403.	BO	C	C	A		4
7. Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM ₁₀ emissions.	BO	C	C	A		4
8. The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.	BO	B/C	C	A		4
9. The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.	BO	C	C	A		4

B. Cultural Resources						
1. An archeologist shall be retained to observe grading and construction activities and conduct salvage excavation of any archeological resources deemed necessary by the archeologist. The archeologist shall be present at a pre-grading conference, establish procedures for archeological resource surveillance during grading and construction, and establish, in cooperation with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification and evaluation of all resources as deemed necessary by the archeologist. If additional or unexpected archeological features are discovered, the archeologist shall report such findings to the Community Development Department. If the archeologist resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the Planning Director.	CP/BO	C	Review of report	A/D		3/4

	CP	B	Review of report	A/D	4
<p>2. If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> • Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities. • Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find. • Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., Los Angeles County Museum of Art (LACMA)). • Submit summary report to City of San Dimas. Transfer collected specimens with a copy of the report to the Los Angeles County Museum of Art (LACMA). 					
<p>C. Geology and Soils</p> <p>1. The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM10 emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible</p>	BO	C	C	A	4
<p>2. Frontage public streets shall be swept according to a schedule established by the City to reduce PM10 emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon time of year</p>	BO	C	C	A	4

of construction.	BO	C	C	A	4
3.Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM ₁₀ emissions from the site during such episodes.	BO	C	C	A	4
4.Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM ₁₀ emissions.	BO	C	C	A	4
D. Greenhouse Gas Emissions					
1.The project developer shall divert at least 60 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) from the landfill.	BO	C	C	A	4
2.Prior to issuance of the first building permit, all project buildings shall be designed to exceed the California Building Code's (CBC) Title 24 energy standard by 15 percent.	BO	B	B	C	2
3.Prior to the issuance of the first building permit, the project developer shall devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures deemed appropriate by the Planning Director: <ul style="list-style-type: none"> • Create water-efficient landscapes within the development. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. 	BO	B	B	C	2

<p>E. Hazards and Waste Materials</p>	<p>1. All on-site dirt with a CHHSL lead level greater than 80 mg/kg shall be removed from the site and properly disposed prior to the issuance of a building permit.</p>	<p>BO</p>	<p>B/D</p>	<p>Review of report</p>	<p>A/B</p>	<p>4</p>
	<p>2. Prior to the issuance of a demolition permit, the project developer shall conduct further investigation of the site, or construct a vapor barrier as recommended in the September 23, 2013 Human Health Risk Assessment to the satisfaction of the City Engineer.</p>	<p>BO</p>	<p>B</p>	<p>Review of report</p>	<p>D</p>	<p>4</p>

<p>F. Hydrology and Water Quality</p> <p>1. The project development shall implement the following construction activities:</p> <p>a. Storm Water Pollution Prevention Plan (SWPPP) preparation is required for all construction projects one acre or greater and shall be submitted to the City Engineer for review prior to the issuance of grading permits. This SWPPP shall identify Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practicable. If construction activity will disturb a ground surface area of 1 (one) acre or the project results in the disturbance of less than 1 (one) acre of soil but is part of a larger common plan of development or site that exceeds 1 (one) acre, then the project is subject to the requirements of the California General Permit for Storm Water Discharges Associated with Construction Activity. A Notice of Intent (NOI) is required to be filed with the State Water Resources Control Board (SWRCB) and a SWPPP is required to be prepared, implemented and available at the job site for review and verification at all times for such projects.</p> <p>b. For projects of any size, an erosion control plan shall be prepared, included with the grading plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This erosion control plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.</p> <p>c. During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.</p> <p>d. During construction, to remove pollutants, street cleaning will be performed prior to storm events and the use of water trucks after storm events to control dust in order to prevent discharge of debris or sediment from the site.</p>	BO	B/C	B/C	C/A		2/4
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<p>2. The project development shall implement the following post-construction operational activities: a. All discretionary development and redevelopment projects that fall into one of the following categories (home subdivisions with 10 or more housing units) are subject to the preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP). If the project falls under one of these categories and prior to issuance of building permits, the permit applicant shall submit to the City Engineer for approval a SUSMP based upon the design requirements as defined in the "Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP)", September 2002 as published by the Los Angeles County Department of Public Works. Evidence of on-going maintenance of post-construction BMPs will be required in the form of a signed and notarized Maintenance Covenant. A copy of this form is available at the public counter.</p>	BO	B	B	C	2
<p>3. Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides, landscaped areas shall be monitored and maintained by the Homeowners Association (HOA) to ensure adequate coverage and stable growth, and schematic plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.</p>	BO	B/E	B/E	C/A	2/5
<p>4. Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures.</p>	BO	B	B	C	2
<p>5. Prior to issuance of grading or paving permits, applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.</p>	BO	B	B	C	2

G. Noise	BO	B	B	B	C	2
1. All rooms shall have a maximum interior noise level of LDN 45.	BO	B	B	C	C	2
2. All roof ceiling construction shall include roofing on plywood, batt insulation shall be installed in joist spaces, and all ceilings shall be one layer of gypsum nailed direct.	BO	B	B/C	A/C	A/C	2/4
3. All exterior walls shall be 2x4 studs 16" on center with batt insulation in the stud spaces. Exterior walls shall be exterior plaster or stucco and the interiors shall be gypsum.	BO	B	B/C	A/C	A/C	2/4
4. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top.	BO	B	B/C	A/C	A/C	2/4
5. There shall be no mail slots in the entry doors in Buildings 2 and 3.	BO	B	B/C	A/C	A/C	2/4
6. There shall be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.	BO	B	B/C	A/C	A/C	2/4
7. Noise test reports shall be submitted to the City prior to the issuance of building permits documenting the required STC ratings for all windows and glass doors. The tests shall be completed in accordance with ASTM E-90. A field noise study shall be completed and submitted to City documenting compliance with STC ratings prior to the issuance of an occupancy permit.	BO	B	B	C	C	2
8. Construction or grading shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or Sunday or a city observed holiday.	BO	C	C	A	A	4
9. Construction or grading noise levels shall not exceed the standards specified in Municipal Code Chapter 8.36. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with Municipal Code Chapter 8.36, or halted.	BO	C	C	A	A	4
10. The project perimeter block wall shall be constructed as early as possible in the first phase.	BO	C	C	A	A	4
11. All haul truck deliveries shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or any time on Sunday or a city observed holiday. Additionally, if heavy trucks used for hauling exceed 100 daily trips (counting both to and from the construction site), the developer shall prepare a noise mitigation plan for approval by the Planning Director denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.	BO	C	C	A	A	4

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
CP - City Planner or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
CE - City Engineer or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
BO - Building Official or designee	D - On Completion	D - Separate Submittal (Reports/Studies/ Plans)	4 - Stop Work Order
PO - Police Captain or designee	E - Operating		5 - Retain Deposit or Bonds
FC - Fire Chief or designee			6 - Revoke CUP
			7 - Citation

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RESOLUTION NO. 2014-46

A RESOLUTION OF THE CITY COUNCIL APPROVING TENTATIVE TRACT MAP NO. 72590, (TTM 13-02), A REQUEST TO PROCESS A TENTATIVE TRACT MAP FOR CONDOMINIUM PURPOSES FOR 47 ATTACHED RESIDENTIAL UNITS LOCATED AT 155 NORTH EUCLA AVENUE (APN's: 8386-006-010, 025, 026, 027, 028 and 029)

WHEREAS, an application for a Tentative Tract Map has been duly filed
by:

City Ventures,
1900 Quail Avenue
Newport Beach, CA 92660

WHEREAS, the applicant is requesting the Tentative Tract Map to:

Process a Tentative Tract Map for Condominium Purposes for 47 attached residential units.

WHEREAS, the property to be subdivided is described as follows:

155 North Eucla Avenue, an approximately 3.65 acre site. (APN's: 8386-006-010, 025, 026, 027, 028 and 029)

WHEREAS, the Tentative Tract Map was submitted to appropriate agencies as required under Section 17.12.030 of the San Dimas Municipal Code with a request for their report and recommendations; and

WHEREAS, notice was duly given of the public hearing on the matter and that public hearing was held on August 26, 2014 at the hour of 7:00 p.m., with all testimony received being made a part of the public record; and

WHEREAS, certified notice was duly given to the Native American tribes pursuant to California Government Code Section 65352.3. Staff contacted the California Native American Heritage Commission to extend an invitation to consult on the project. The Native American Heritage Commission failed to identify Native American cultural resources in the area of potential effect. The Gabrielino – Tongva tribe was also contacted for consultation but they did not respond to the City's request; and

WHEREAS, all requirements of the California Environmental Quality Act and the City's Environmental Guidelines have been met for the consideration of whether the project will have a significant effect on the environment. Based upon the facts and information contained in the proposed Mitigated Negative

Declaration, together with all written and oral reports included for the environmental assessment for the application, the City Council finds that there is no substantial evidence that the project will have a significant effect upon the environment and adopts a Mitigated Negative Declaration and Monitoring Program attached hereto, and incorporated herein by this reference, based upon the findings as follows:

a. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City staff helped prepared an Initial Study of the potential environmental effects of the project. Based on the findings contained in that Initial Study, City staff determined that, with the imposition of mitigation measures, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration was prepared. Thereafter, the City staff provided public notice of the public comment period and of the intent to adopt the Mitigated Negative Declaration.

b. The City Council has reviewed the Mitigated Negative Declaration and all comments received regarding the Mitigated Negative Declaration and, based on the whole record before it, finds: (i) that the Mitigated Negative Declaration was prepared in compliance with CEQA; and (ii) that, based on the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment. The City Council further finds that the Mitigated Negative Declaration reflects the independent judgment and analysis of the Environmental/Subdivision Committee. Based on these findings, the City Council hereby adopts the Mitigated Negative Declaration.

c. The City Council has also reviewed and considered the Mitigation Monitoring Program for the project that has been prepared pursuant to the requirements of Public Resources Code Section 21081.6 and finds that such Program is designed to ensure compliance with the mitigation measures during project implementation. The City Council therefore adopts the Mitigation Monitoring Program for the project.

d. The custodian of records for the Initial Study, Mitigated Negative Declaration, Mitigation Monitoring Program and all other materials which constitute the record of proceedings upon which the City Council's decision is based is the Director of Development Services of the City of San Dimas. Those documents are available for public review in the Planning Department of the City of San Dimas located at 245 East Bonita Avenue, San Dimas, California 91773, telephone (909) 394-6250.

NOW, THEREFORE, in consideration of the evidence received at the Subdivision Committee, the Planning Commission and the City Council hearing, and for the reasons discussed by the City Council at the hearing, including written and oral staff reports, together with public testimony and subject to the

Conditions attached as "Exhibit A", and mitigation measures attached as "Exhibit B", the City Council now finds as follows:

That the proposed Tract Map is consistent with the General Plan and the applicable Land Use Zone.

The proposed subdivision is consistent with the City of San Dimas General Plan. The property is proposed to be designated as Specific Plan No. 23, Area III, with the related Municipal Code Text Amendment 13-06 which will allow for the proposed development. The residential development will meet the General Plan Policy 1.1.1 Statement – *Residential densities shall begin at the low range and be increased for trade-offs for more open space, affordable housing and other appropriate objectives and amenities.* Specific Plan No. 23, Area III, provides for an infill development of higher density attached homes on a property that was previously zoned industrial, used for storage and not well maintained. Careful consideration has been given to the surrounding uses to ensure that the development is compatible with the fabric of the existing neighborhood. The Specific Plan provides the specific regulations and guidelines to ensure a quality development that is compatible with the surrounding uses.

- B. That the design or improvement of the proposed subdivision is consistent with the General Plan and the applicable Land Use Zone

The proposed map is consistent with General Plan Residential High (12.1 – 16 units to the acres) Land Use designation and the zone of Specific Plan No. 23, Area III, as they both allow for a multi-family development consistent with the proposed use.

- C. That the site is physically suitable for the type of development proposed.

The approximate 3.65 acre site is adequate in size for the proposed 47 residential townhomes and the associated accessory uses of parking, on-site circulation of driveways and the two open spaces for leisure recreational activities.

- D. That the site is physically suitable for the proposed density of the development.

The proposed average density of 13 dwelling units per acre complies with all development standards for the property.

- E. That the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure wildlife or their habitat.

Based on the Mitigated Negative Declaration prepared for the project, the mitigations proposed and the conditions imposed, this project has been determined to have no significant negative environmental impact.

- F. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

Based on the Mitigated Negative Declaration prepared for the project, the mitigations proposed and the conditions imposed, this project has been determined to have no significant negative environmental impact. The applicant will be required to connect to the existing sewer which will be able to accommodate the project. In addition the project will comply with the LID requirements for this size project.

- G. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at-large, for access through or use of property within the proposed subdivision.

The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at-large, for access through or use of property within the proposed subdivision.

- H. That the discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements prescribed by the Regional Water Quality Control Board. Conditions are imposed to protect the public health, safety and general welfare and to implement the intent and purpose of the General Plan.

The project mitigations and the conditions imposed are done so to protect the public health, safety and general welfare and to implement the intent and purpose of the General Plan. The project will meet all requirements of the Regional Water Quality Control Board.

PURSUANT TO THE ABOVE FINDINGS, IT IS RESOLVED that the City Council approves Tentative Tract Map 72590 (TTM 13-02), subject to compliance with the Conditions in Exhibit "A" and mitigation measures in Exhibit "B" attached hereto and incorporated herein. A copy of this Resolution shall be mailed to the applicant.

The City Clerk shall certify to the adoption of this Resolution.

PASSED, APPROVED AND ADOPTED THIS 26th DAY OF August 2014.

Curtis W. Morris, Mayor of the City Of San Dimas

ATTEST:

Debra Black, Deputy City Clerk

I, HEREBY CERTIFY that the foregoing Resolution was adopted by the City Council of the City of San Dimas at its regular meeting of August 26th, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Debra Black, Deputy City Clerk

EXHIBIT A
Conditions of Approval
for
Tentative Tract Map 72590 (TTM 13-02)
155 N. Eucla Avenue

PLANNING DIVISION - (909) 394-6250

GENERAL

1. The Applicant/Developer shall agree to defend at his sole expense any action brought against the City, its agents, officers or employees because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers or employees for any Court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his obligations under this condition.
2. The Applicant/Developer shall be responsible for any City Attorney costs incurred by the City for the project, including, but not limited to, consultations, and the preparation and/or review of legal documents. The applicant shall deposit funds with the City to cover these costs in an amount to be determined by the City.
3. Copies of the signed City Council Resolution of Approval No. 2014-46 and Conditions of Approval shall be included on the plans (full size). The sheet(s) are for information only to all parties involved in the construction/grading activities and are not required to be wet sealed/stamped by a licensed Engineer/Architect.
4. The Applicant/Developer shall comply with all requirements of the zone.
5. The building permits for this project must be issued within one year from the date of approval or the approval will become invalid. A time extension may be granted under the provisions set forth in Chapter 18.12.070 F.
6. The Applicant/Developer shall sign an affidavit accepting all Conditions and all Standard Conditions before issuance of building permits.

7. All parking provided shall meet the requirements of Section 18.156 (et. seq.) of the San Dimas Municipal Code.
8. The Applicant/Developer shall comply with all City of San Dimas Business License requirements and shall provide a list of all contractors and subcontractors that are subject to business license requirements.
9. The Applicant/Developer shall comply with all Conditions of Approval as approved by the City Council on August 26, 2014.
10. The Applicant/Developer shall be responsible for the preparation of Covenant, Conditions and Restrictions (CC&R's) establishing a Homeowners' Association and budget for the maintenance and operation of the common areas, including but not limited to, private streets, project entry gates, landscaping, open space, water quality basins, drainage systems, and retention/detention basins. The Applicant/ Developer shall be responsible for all City Attorney Cost incurred by the City. This Condition shall be completed and recorded prior to or concurrent with the recordation of the Final Map.
11. A declaration of Covenants, Conditions and Restrictions (CC&R's) shall be prepared by the developer/property owner and submitted to the Director of Development Services and the City Attorney. The CC&R's shall be signed and acknowledged by all parties having any record title interest in the property to be developed, and shall make the City a party thereto, and shall be enforceable by the City. The CC&R's shall be reviewed and approved by the City and shall be recorded prior to or concurrent with the recordation of the Final Tract Map. The CC&R's shall be subject to the following conditions:
 - a. The CC&R's shall be prepared at the developer's/property owner's sole cost and expense.
 - b. The CC&R's shall be in the form and content approved by the Director of Development Services and the City Attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents.
 - c. The CC&R's shall provide for the effective establishment, operation, management, use, repair and maintenance of all easement areas and facilities.

- d. The CC&R's shall provide that the property be developed, operated, and maintained so as not to create a public nuisance.
- e. The CC&R's shall provide that if the property is not maintained in the condition required by the revised CC&R's, then the City, after making due demand and giving reasonable notice, may enter the property and perform, at the owner's sole expense, any maintenance required thereon by the CC&R's or the City's ordinances. The property shall be subject to a lien in favor of the City to secure any such expense not promptly reimbursed.
- f. The CC&R's shall include any provision specific as project features and or mitigation measures as appropriate and shall include an approved building envelope of each pad.
- g. The CC&R's shall include provisions for architectural design guidelines and enforcement thereof.
- h. In addition to the above, the CC&R's shall include the following:
 - i. The Declaration shall contain language and an exhibit showing exactly what areas are to be maintained in perpetuity by the Homeowner's Association.
 - ii. The Declaration shall contain language prohibiting antenna towers and satellite dish antennas unless permitted by local ordinance and a plan is approved by the Homeowner's Association and the Director of Community Development, showing the location and screening from adjacent residents.

12. Graffiti shall be removed within 72 hours.

13. The entire site shall be kept free from trash and debris at all times and in no event shall trash and debris remain for more than 24 hours.

14. The Applicant/Developer shall submit a construction access plan and schedule for the development of all lots for Directors of Development Services and Public Works approval; including, but not limited to, public notice requirements, special street posting, phone listing for community concerns, hours of construction activity, dust control measures, and security fencing.

15. Six-foot high decorative block walls, in addition to other types of fencing types shall be constructed along and within the project as presented in the

Fencing Plan. If a double wall condition would result, the developer shall make a good faith effort to work with the adjoining property owners to provide a single wall. Applicant/Developer shall notify, by mail, all contiguous property owners at least 30 days prior to the removal of any existing walls/fences along the project's perimeter.

16. The Applicant/Developer shall underground all new utilities, and utility drops, and shall underground all existing overhead utilities to the closest power pole off-site (Second Street and Eucla Avenue).

ENGINEERING DIVISION – (909) 394-6240

17. The Applicant/Developer shall provide a signed copy of the City's certification statement declaring that the contractor will comply with Minimum Best Management Practices (BMPs) required by the MS4 permit for Los Angeles County as mandated by the National Pollutant Discharge Elimination System (NPDES).
18. The Applicant/Developer shall install sanitary sewers to serve the entire development to the specifications of the City Engineer.
19. The Applicant/Developer shall Contact the Los Angeles County Sanitation District for any required annexation, extension, or sewer trunk fee. Proof of payment/clearance is required before the City will issue any sewer permit.
20. The Applicant/Developer shall provide sewer, drainage and Reciprocal Access Easements for the development to the satisfaction of the City Attorney, the Public Works Director and City Engineer.
21. The Applicant/Developer shall provide half-width street improvements on all streets within the limits of the development. Improvements to include curbs and gutters, sidewalks, medians, and paving according to City standards, as shown in the following table:

Street Name	Curb & Gutter	A.C. Pavement	Side-walk	Drive Approach	Street Lights	Street Trees	Equestrian Trail	Median Island	Bike Trail	Other
Eucla Avenue (West Half)	x	x	x	x	x	x				X
Eucla Avenue R.R. Crossing (Full Width)	x	x	x							
Notes:	<ol style="list-style-type: none"> 1. Extend curb and gutter, A.C. pavement, and sidewalk improvements to join on southern side of railroad crossing. All proposed crossing improvement must be submitted to and approved by the applicable railroad authority (PUC, Metro, and Goldline Authority). The Developers share of the design and construction cost shall be 50%. 2. Construct catch basin, Filtera System, and lateral at low-point on Eucla Avenue and at the reconstructed catch basin at the north end of the tract to the satisfaction of the Director of Development Services and the City Engineer. 									

22. The Applicant/Developer shall revise the Drainage Report to analyze a 25-year storm condition in relation to the allowable intake of the downstream drainage system and possibility of retaining a larger quantity of rain flow on-site based limitations of the drainages system.

23. Improvement plans and necessary letters of credit, cash, and/or bonds to secure the construction of all streets, storm drains, water, sewer, grading, and equestrian trails shall be submitted and approved by the City Engineer, and the subdivision agreement and other required agreements approved by City Attorney, prior to the recordation of the Final Map.

24. A Final Map prepared by or under the direction of a Registered Civil Engineer or Licensed Land Surveyor must be processed through the City Engineer prior to being filed with the County Recorder.

25. All easements existing at the time of the Final Map approval must be accounted for on the approved Tentative Map. This includes the location, owner, purpose, and recording reference for all existing easements. If an

easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location.

26. Easements for Private Driveways and Fire lanes, equestrian trails, and all utilities, including water, sewer, and storm drains shall be provided on the Final Map to the satisfaction of the City Engineer, City Attorney, and the Director of Development Services.
27. All site, grading, landscape & irrigation, and street improvement plans shall be coordinated for consistency prior to the issuance of any permits.
28. A preliminary title report and guarantee is required and such document shall show all fee interest holders; all interest holders whose interest could ripen into a fee; all trust deeds, together with the name of the trustee; and all easement holders. The account for this title report should remain open until the final map is filed with the County Recorder.
29. The Applicant/Developer shall dedicate corner easement to the City for the existing storm drain on the southeast corner of the subject property.
30. The Applicant/Developer shall provide street lights throughout the development per City of San Dimas decorative street light standard.

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31. The Applicant/Developer shall comply with City regulations regarding payment of Property Development Tax, and Park, Recreation and Open Space Development Fee per SDMC Chapters 3.24 and 3.26. Fees shall be paid prior to issuance of building permits.
32. The Subdivision Applicant/Developer shall comply with Chapter 17.36 of the San Dimas Municipal Code regarding Park Land Dedication (Quimby Act). The City may require fees in lieu of land or a combination thereof based on the market value of the land to be dedicated. Fees shall be paid prior to recordation.

End of Conditions

EXHIBIT B

ENVIRONMENTAL MITIGATION MEASURES

MITIGATION MONITORING CHECKLIST (INITIAL STUDY PART III)

Project File No.: Tentative Tract Map 72590 (TTM 13-02), Specific Plan 23 Amendment, General Plan Amendment (GPA 14-01),
Zone Change 14-01, Municipal Code Text Amendment (MCTA 13-06), Development Plan Review Board (DPRB 13-31), Tree
Removal Permit 14-05. Applicant: City Ventures Initial Study Prepared by: Phil Martin & Associates, Inc. Date: May 20,
2014

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non- Compliance
A. Air Quality						
1. Suspend grading operations during high winds (i.e., wind speeds exceeding 25 mph) in accordance with Rule 403 requirements.	BO	C	C	A		4
2. Sweep streets according to a schedule established by the City if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. Timing may vary depending upon time of year of construction.	BO	C	C	A		4
3. All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Paints and coatings shall be applied either by hand or high volume, low-pressure spray.	BO	B	C	C		2
4. All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.	BO	B/C	B/C	C		2
5. All construction equipment shall comply with SCAQMD Rules 402 and 403. Additionally, contractors shall include the following provisions: <ul style="list-style-type: none"> • Re-establish ground cover on the construction site through seeding and watering. • Pave or apply gravel to any on-site haul roads. • Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time. • Schedule activities to minimize the amounts of exposed excavated soil during and after the end of work periods. • Dispose of surplus excavated material in accordance with local ordinances and use sound engineering practices. • Maintain a minimum 24-inch freeboard ratio on soils haul trucks or cover payloads using tarps or other suitable means. 	BO	B/C	B/C	A		2/4

Mitigation Measures No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date /Initials	Sanctions for Non- Compliance
6. The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and Regional Water Quality Control Board [RWQCB]) daily to reduce PM ₁₀ emissions, in accordance with SCAQMD Rule 403.	BO	C	C	A		4
7. Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM ₁₀ emissions.	BO	C	C	A		4
8. The construction contractor shall utilize electric or clean alternative fuel powered equipment where feasible.	BO	B/C	C	A		4
9. The construction contractor shall ensure that construction-grading plans include a statement that work crews will shut off equipment when not in use.	BO	C	C	A		4

B. Cultural Resources						
1. An archeologist shall be retained to observe grading and construction activities and conduct salvage excavation of any archeological resources deemed necessary by the archaeologist. The archeologist shall be present at a pre-grading conference, establish procedures for archeological resource surveillance during grading and construction, and establish, in cooperation with the City, procedures to temporarily halt or redirect all work to allow the sampling, identification and evaluation of all resources as deemed necessary by the archeologist. If additional or unexpected archeological features are discovered, the archeologist shall report such findings to the Community Development Department. If the archeological resources are found to be significant, the archeologist shall determine the appropriate actions, in cooperation with the City that shall be taken for exploration and/or salvage. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the Planning Director.	CP/BO	C	Review of report	A/D		3/4

	CP	B	Review of report	A/D		4
<p>2. If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer will retain a qualified paleontologist to monitor construction activities, to take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> • Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities. • Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find. • Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., Los Angeles County Museum of Art (LACMA)). • Submit summary report to City of San Dimas. Transfer collected specimens with a copy of the report to the Los Angeles County Museum of Art (LACMA). 						
<p>C. Geology and Soils</p> <p>1. The site shall be treated with water or other soil-stabilizing agent (approved by SCAQMD and RWQCB) daily to reduce PM10 emissions, in accordance with SCAQMD Rule 403 or re-planted with drought resistant landscaping as soon as possible</p>	BO	C	C	A		4
<p>2. Frontage public streets shall be swept according to a schedule established by the City to reduce PM10 emissions associated with vehicle tracking of soil off-site. Timing may vary depending upon time of year</p>	BO	C	C	A		4

<p>of construction.</p> <p>3. Grading operations shall be suspended when wind speeds exceed 25 mph to minimize PM₁₀ emissions from the site during such episodes.</p> <p>4. Chemical soil stabilizers (approved by SCAQMD and RWQCB) shall be applied to all inactive construction areas that remain inactive for 96 hours or more to reduce PM₁₀ emissions.</p>	BO	C	C	A		4
<p>D. Greenhouse Gas Emissions</p> <p>1. The project developer shall divert at least 60 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) from the landfill.</p>	BO	C	C	A		4
<p>2. Prior to issuance of the first building permit, all project buildings shall be designed to exceed the California Building Code's (CBC) Title 24 energy standard by 15 percent.</p>	BO	B	B	C		2
<p>3. Prior to the issuance of the first building permit, the project developer shall devise a comprehensive water conservation strategy appropriate for the project and its location. The strategy may include the following, plus other innovative measures deemed appropriate by the Planning Director:</p> <ul style="list-style-type: none"> • Create water-efficient landscapes within the development. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. 	BO	B	B	C		2

<p>E. Hazards and Waste Materials</p> <p>1. All on-site dirt with a CHHSL lead level greater than 80 mg/kg shall be removed from the site and properly disposed prior to the issuance of a building permit.</p>	BO	B/D	Review of report	A/B		4
<p>2. Prior to the issuance of a demolition permit, the project developer shall conduct further investigation of the site, or construct a vapor barrier as recommended in the September 23, 2013 Human Health Risk Assessment to the satisfaction of the City Engineer.</p>	BO	B	Review of report	D		4

<p>F. Hydrology and Water Quality</p>	<p>BO</p>	<p>B/C</p>	<p>B/C</p>	<p>C/A</p>	<p>2/4</p>
<p>1. The project development shall implement the following construction activities:</p> <p>a. Storm Water Pollution Prevention Plan (SWPPP) preparation is required for all construction projects one acre or greater and shall be submitted to the City Engineer for review prior to the issuance of grading permits. This SWPPP shall identify Best Management Practices (BMPs) that shall be used on-site to reduce pollutants during construction activities entering the storm drain system to the maximum extent practicable. If construction activity will disturb a ground surface area of 1 (one) acre or the project results in the disturbance of less than 1 (one) acre of soil but is part of a larger common plan of development or site that exceeds 1 (one) acre, then the project is subject to the requirements of the California General Permit for Storm Water Discharges Associated with Construction Activity. A Notice of Intent (NOI) is required to be filed with the State Water Resources Control Board (SWRCB) and a SWPPP is required to be prepared, implemented and available at the job site for review and verification at all times for such projects.</p> <p>b. For projects of any size, an erosion control plan shall be prepared, included with the grading plan, and implemented for the proposed project that identifies specific measures to control on-site and off-site erosion from the time ground disturbing activities are initiated through completion of grading. This erosion control plan shall include the following measures at a minimum: a) Specify the timing of grading and construction to minimize soil exposure to rainy periods experienced in southern California, and b) An inspection and maintenance program shall be included to ensure that any erosion which does occur either on-site or off-site as a result of this project will be corrected through a remediation or restoration program within a specified time frame.</p> <p>c. During construction, temporary berms such as sandbags or gravel dikes must be used to prevent discharge of debris or sediment from the site when there is rainfall or other runoff.</p> <p>d. During construction, to remove pollutants, street cleaning will be performed prior to storm events and the use of water trucks after storm events to control dust in order to prevent discharge of debris or sediment from the site.</p>					

<p>2. The project development shall implement the following post-construction operational activities: a. All discretionary development and redevelopment projects that fall into one of the following categories (home subdivisions with 10 or more housing units) are subject to the preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP). If the project falls under one of these categories and prior to issuance of building permits, the permit applicant shall submit to the City Engineer for approval a SUSMP based upon the design requirements as defined in the "Manual for the Standard Urban Storm Water Mitigation Plan (SUSMP)", September 2002 as published by the Los Angeles County Department of Public Works. Evidence of on-going maintenance of post-construction BMPs will be required in the form of a signed and notarized Maintenance Covenant. A copy of this form is available at the public counter.</p>	BO	B	B	C	C	2
<p>3. Landscaping plans shall include provisions for controlling and minimizing the use of fertilizers/pesticides/herbicides, landscaped areas shall be monitored and maintained by the Homeowners Association (HOA) to ensure adequate coverage and stable growth, and schematic plans for these areas shall be submitted to the City for review and approval prior to the issuance of grading permits.</p>	BO	B/E	B/E	C/A	C/A	2/5
<p>4. Prior to issuance of building permits, the applicant shall submit to the City Engineer for approval of a Water Quality Management Plan (WQMP), including a project description and identifying Best Management Practices (BMPs) that will be used on-site to reduce pollutants into the storm drain system to the maximum extent practicable. The WQMP shall identify the structural and non-structural measures.</p>	BO	B	B	C	C	2
<p>5. Prior to issuance of grading or paving permits, applicant shall obtain a Notice of Intent (NOI) to comply with obtaining coverage under the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit from the State Water Resources Control Board. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City Building Official for coverage under the NPDES General Construction Permit.</p>	BO	B	B	C	C	2

G. Noise	BO	B	B	B/C	C		B	B/C	B/C	A/C	2
1. All rooms shall have a maximum interior noise level of LDN 45.	BO	B	B	B/C	C						2
2. All roof ceiling construction shall include roofing on plywood, batt insulation shall be installed in joist spaces, and all ceilings shall be one layer of gypsumboard nailed direct.	BO	B	B	B/C	A/C						2/4
3. All exterior walls shall be 2x4 studs 16" on center with batt insulation in the stud spaces. Exterior walls shall be exterior plaster or stucco and the interiors shall be gypsumboard.	BO	B	B	B/C	A/C						2/4
4. All entry doors shall be 1-3/4" solid core flush wood doors with vinyl bulb weather stripping on the sides and top.	BO	B	B	B/C	A/C						2/4
5. There shall be no mail slots in the entry doors in Buildings 2 and 3.	BO	B	B	B/C	A/C						2/4
6. There shall be no ventilation openings in the exterior walls or roof/ceilings without approved acoustical baffles.	BO	B	B	B/C	A/C						2/4
7. Noise test reports shall be submitted to the City prior to the issuance of building permits documenting the required STC ratings for all windows and glass doors. The tests shall be completed in accordance with ASTM E-90. A field noise study shall be completed and submitted to City documenting compliance with STC ratings prior to the issuance of an occupancy permit.	BO	B	B	B	C						2
8. Construction or grading shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or Sunday or a city observed holiday.	BO	C	C	C	A						4
9. Construction or grading noise levels shall not exceed the standards specified in Municipal Code Chapter 8.36. If noise levels exceed the above standards, then construction activities shall be reduced in intensity to a level of compliance with Municipal Code Chapter 8.36, or halted.	BO	C	C	C	A						4
10. The project perimeter block wall shall be constructed as early as possible in the first phase.	BO	C	C	C	A						4
11. All haul truck deliveries shall not take place between the hours of dusk and 7:00 a.m. on weekdays, or any time on Sunday or a city observed holiday. Additionally, if heavy trucks used for hauling exceed 100 daily trips (counting both to and from the construction site), the developer shall prepare a noise mitigation plan for approval by the Planning Director denoting any construction traffic haul routes. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.	BO	C	C	C	A						4

Key to Checklist Abbreviations

Responsible Person	Monitoring Frequency	Method of Verification	Sanctions
CDD - Community Development Director or designee	A - With Each New Development	A - On-site Inspection	1 - Withhold Recordation of Final Map
CP - City Planner or designee	B - Prior To Construction	B - Other Agency Permit / Approval	2 - Withhold Grading or Building Permit
CE - City Engineer or designee	C - Throughout Construction	C - Plan Check	3 - Withhold Certificate of Occupancy
BO - Building Official or designee	D - On Completion	D - Separate Submittal (Reports/Studies/ Plans)	4 - Stop Work Order
PO - Police Captain or designee	E - Operating		5 - Retain Deposit or Bonds
FC - Fire Chief or designee			6 - Revoke CUP
			7 - Citation

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RESOLUTION NO. 2014-47

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN DIMAS APPROVING DEVELOPMENT PLAN REVIEW BOARD CASE NUMBER 13-31 AND TREE REMOVAL PERMIT 14-05, A REQUEST TO DEVELOP 47 TWO- AND THREE-STORY TOWNHOMES ON APPROXIMATELY 3.65 ACRES AND THE REMOVAL OF 58 TREES FROM THE SITE LOCATED AT 155 N. EUCLA AVENUE (APN: 8386-006-010, 025, 026, 027, 028 and 029).

WHEREAS, an application was filed for approval of a Development Plan Review Board Case by:

City Ventures
1900 Quail Street
Newport Beach, CA 92660

WHEREAS, the Development Plan Review Board Case is described as:

A request to develop 47 two- and three-story townhomes on approximately 3.65 acres. The residential units will range in size from 1,315 sq. ft. to 1,838 sq. ft. Each unit will have a two-car garage (totaling 94 parking spaces) and an additional 48 on-site parking stalls for residents and visitors.

WHEREAS, the Development Plan Review Board Case applies to the following described real property:

155 N. Eucla Avenue
San Dimas, CA 91773
(APN: 8386-006-010, 025, 026, 027, 028 and 029).

WHEREAS, notice was duly given of the public hearing on the matter and the public hearing was held on August 26, 2014, at the hour of 7:00 p.m., with all testimony received being made a part of the public record: and

WHEREAS, the City Council has received the report and recommendation of Staff, the Development Plan Review Board and the Planning Commission; and

WHEREAS, all requirements of the California Environmental Quality Act and the City's Environmental Guidelines have been met for the consideration of whether the project will have a significant effect on the environment. The project has been classified as not having a significant effect on the environment due to the required mitigation measures imposed.

NOW, THEREFORE, in consideration of the evidence received at the hearing, and for the reasons discussed by the Councilmembers at the hearing,

and subject to the Conditions attached as "Exhibit A", the City Council now finds as follows:

- A. The development of the site in accordance with the development plan is suitable for the use or development intended.

The subject property is zoned Specific Plan No. 23, Area III which has been created for the subject residential development proposal. The site will facilitate the development of 47 attached townhomes within nine buildings with four to seven units per building. Each unit will provide for two enclosed parking spaces within individual private garages. The development will also have two common open spaces for leisure recreational uses for the residents. Specific Plan No. 23, Area III will have development standards that will enable the development of the subject project to be aligned with other residential developments in the City and with the architectural Guidelines of the Town Core.

- B. The total development is so arranged as to avoid traffic congestion, ensure the public health, safety and general welfare, and prevent adverse effects on neighboring property.

The subject property is proposed to be developed as a 47 unit, two- and three-story townhome community on approximately 3.65 acres. The residential units will range in size from 1,315 sq. ft. to 1,838 sq. ft. Each unit will have a two-car garage and an additional 48 on-site parking stalls for residents and visitors.

The applicant has worked with the City to align the entrance to the site with Second Street to avoid conflict with traffic on Eucla Avenue and Second Street. The applicant has also worked with adjacent residents to minimize the height of the buildings along Eucla and the north property line by reducing the units in this area to two-story; these were originally proposed as three-story. All windows on the third-story facing north were also removed to provide additional privacy for the adjacent existing neighbors. The project will also serve as a buffer to the adjacent single-family residential properties to the north from the train that is just south of the project. The project itself will have higher quality building materials applied to reduce noise issues from the train. The proposed development has been arranged to avoid traffic congestion, ensure the public health, safety and general welfare, and prevent adverse effects on neighboring property.

- C. The development is consistent with all elements of the general plan and is in compliance with all applicable provisions of the zoning code and other ordinances and regulations of the City.

The proposed development has been designed in accordance with development standards of Specific Plan No. 23, Area III, the amended General Plan Land Use designation of Residential High (12.1 – 16 Units to the acre), and the Town Core Design Guidelines.

WHEREAS, pursuant to San Dimas Zoning Code Section 18.162.070 in recommending approval of Tree Removal Permit 14-05, the following Finding needs to be made:

It is reasonable to remove the tree because of its continued existence at the location prevents the reasonable development of the subject property.

An application has been submitted for the removal of 58 trees. Some of these trees do not meet the definition of "Mature Tree" per the City's Tree Preservation Ordinance but were included to provide a comprehensive overview. All the trees, with the exception of Tree Nos. 1-6, appear to be seedlings. Due to the grading, site improvements, building and road placement, removal of the trees is warranted as the trees cannot be preserved in place nor are they of a quality specimen that they should be replanted on site. There are approximately 20 trees that are questionable if they are on the subject property and/or will have their root system severely affected by the grading for the footing of the new block wall. Many of these trees are on the south property line that abuts the railroad property; two of the trees are on the adjacent apartment complex's property in close proximity to the new wall. Removal of these trees, if required, will require an authorization letters from the property owner prior to removal.

PURSUANT TO THE ABOVE FINDINGS, IT IS RESOLVED that the City Council hereby approves Development Plan Review Board Case Number 13-31 and Tree Removal Permit 14-05, subject to the applicant's compliance with Conditions in "Exhibit A", attached hereto and incorporated herein. A copy of this Resolution shall be mailed to the applicant.

The City Clerk shall certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED THIS 27th DAY OF AUGUST
2014.**

Curt Morris, Mayor of the City of San Dimas

Debra Black, Deputy City Clerk

I, DEBRA BLACK, DEPUTY CITY CLERK of the City of San Dimas, do hereby certify that Resolution No. 2014-47 was passed and adopted at the regular meeting of the City Council held on the 27th day of August 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

EXHIBIT A

Conditions of Approval For DPRB Case No. 13-31 & Tree Removal Permit 14-05

PLANNING DIVISION - (909) 394-6250

GENERAL

1. The Applicant/Developer shall agree to defend at his sole expense any action brought against the City, its agents, officers or employees because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers or employees for any Court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his obligations under this condition.
2. The Applicant/Developer shall be responsible for any City Attorney costs incurred by the City for the project, including, but not limited to, consultations, and the preparation and/or review of legal documents. The applicant shall deposit funds with the City to cover these costs in an amount to be determined by the City.
3. Copies of the signed City Council Resolution of Approval No. 2014-47 and Conditions of Approval shall be included on the plans (full size). The sheet(s) are for information only to all parties involved in the construction/grading activities and are not required to be wet sealed/stamped by a licensed Engineer/Architect.
4. The Applicant/Developer shall comply with all requirements of Specific Plan No. 23, Area III.
5. The building permits for this project must be issued within one year from the date of approval or the approval will become invalid. A time extension may be granted under the provisions set forth in Chapter 18.12.070 F.
6. The Applicant/Developer shall sign an affidavit accepting all Conditions and all Standard Conditions before issuance of building permits.
7. All parking provided shall meet the requirements of Specific Plan No. 23, Area III and some parts of Section 18.156 (et. seq.) of the San Dimas Municipal Code.

8. The Applicant/Developer shall comply with all City of San Dimas Business License requirements and shall provide a list of all contractors and subcontractors that are subject to business license requirements.
9. The Applicant/Developer shall comply with all Conditions of Approval as approved by the City Council on August 26, 2014.
10. Graffiti shall be removed within 72 hours.
11. The entire site shall be kept free from trash and debris at all times and in no event shall trash and debris remain for more than 24 hours.
12. The Applicant/Developer shall submit a construction access plan and schedule for the development of all lots for approval by the Directors of Development Services and Public Works; including, but not limited to, public notice requirements, special street posting, phone listing for community concerns, hours of construction activity, dust control measures, and security fencing.
13. Six-foot high decorative block walls, in addition to other types of fencing types shall be constructed along and within the project as presented in the Fencing Plan. If a double wall condition would result, the developer shall make a good faith effort to work with the adjoining property owners to provide a single wall. Applicant/Developer shall notify, by mail, all contiguous property owners at least 30 days prior to the removal of any existing walls/ fences along the project's perimeter.
14. The Applicant/Developer shall revise the plans showing the deletion of the pedestrian/vehicular front entrance gate from the project as it has been determined that it is not appropriate in the Town Core.
15. During grading and construction phases, the construction manager shall serve as the contact person in the event that dust or noise levels become disruptive to local residents. A sign shall be posted at the project site with the contact phone number.
16. Residential projects of five or more units shall comply with the state Model Ordinance adopted pursuant to the California Solid Waste Reuse and Recycling Access Act of 1991. This shall include adequate, accessible, and convenient areas for collecting and loading recyclable materials. Recycling programs shall be implemented in coordination with the trash company. Program shall include weekly collection of recyclable material using any combination of bins or 96-gallon waste containers (residential) in sufficient numbers to contain recyclables generated each week.

17. The Applicant/Developer shall comply with the mitigation measures and the mitigation monitoring program to the satisfaction of the Director of Development Services.

DESIGN

18. Building architecture and site plan shall be consistent with plans presented to the Development Plan Review Board on XXXX, 2014, provided that the Director of Development Services is authorized to make revisions consistent with the San Dimas Municipal Code and to facilitate improved parking lot circulation.
19. A uniform hardscape and street furniture design including seating benches, trash receptacles, free-standing potted plants, bike racks, light bollards, etc., shall be utilized and be compatible with the architectural style. Detailed designs shall be submitted for Planning Division review and approval prior to the issuance of building permits.
20. Plans for all exterior design features, including, but not limited to, doors, windows, mailboxes and architectural treatments, shall be submitted to the Planning Division for review and approval before issuance of building permits.
21. The lighting fixture design shall compliment the architectural program. Location and type of exterior lighting fixtures shall be submitted by the developer to the Planning Division for review and approval prior to installation.
22. The Applicant/Developer shall install the street and parking lot lighting in accordance with a lighting plan showing illumination levels and lighting distribution, as approved by the Planning Division. Shielding shall be implemented where appropriate to reduce light emissions onto adjoining properties. A lighting plan shall be submitted for review and approval, in addition to a \$1,500 deposit for review of the plans.
23. Gas meters, backflow prevention devices and other ground-mounted mechanical or electrical equipment installed by the Applicant/Developer shall be inconspicuously located and screened, as approved by the Director of Development Services. Location of this equipment shall be clearly noted on landscape construction documents.
24. The Applicant/Developer shall submit a detailed fencing plan for review and approval by the Development Plan Review Board. All fencing shall be installed before a Certificate of Occupancy will be issued.

25. Downspout pipes shall be concealed to the greatest extent possible within architectural features of the building. When downspout pipes exit the building within the landscaped area, a splash pad shall be provided subject to review and approval by the Planning Division.
26. All exterior building colors shall match the color and material board on file with the Planning Division. Any revision to the approved building colors shall be submitted to the Planning Division for review and approval.
27. Electrical and other service facilities shall be located within an interior electrical room or approved comparable location. All electrical service facilities shall be totally screened from public view, as approved by the Planning Division.
28. The Applicant/Developer shall underground all new utilities, and utility drops, and shall underground all existing overhead utilities to the closest power pole off-site.

LANDSCAPE

29. The Applicant/Developer shall submit to the Planning Division, prior to the issuance of building permits, detailed landscaping and automatic irrigation plans prepared by a State registered Landscape Architect, in addition to a \$2,500 deposit for review of the plans. Water efficient landscapes shall be implemented in all new and rehabilitated landscaping in single-family and multi-family projects, and in private development projects that require a grading permit, building permit or use permit, as required by Chapter 18.14 of the San Dimas Municipal Code.
30. All landscaping and automatic irrigation shall be installed and functional prior to occupancy of the building(s), in accordance with the plans approved by the Planning Division.
31. The Applicant/Developer shall show all proposed transformers on the landscape plan. All transformers shall be screened with landscape treatment such as trellis work or block walls with climbing vines or City approved substitute.
32. All slopes over three- (3) feet in vertical height shall be irrigated and landscaped as approved by the Planning Division.
33. Final tree preservation plans shall be reviewed and approved by the Development Plan Review Board prior to issuance of building permits.
34. No trees shall be removed other than those indicated on the approved set of landscape plans.

BUILDING DIVISION – (909) 394-6260

35. The Developer/Applicant shall comply with the 2013 edition of the codes as adopted by reference by the City of San Dimas: California Green Building Standards Code, California Residential Code, California Mechanical Code, California Plumbing Code, and California Electrical Code.
36. The Developer/Applicant shall comply with the latest California Title 24 Energy requirements for all new lighting, insulation, and mechanical equipment and submit calculations at time of initial plan review. Plan checks submitted after June 30th , 2014 will have to be designed to comply with 2013 Building Energy Efficiency Standards
37. The Developer/Applicant shall submit to the Building Division of the City of San Dimas plans to be forwarded for review by the Los Angeles County Fire Department for fire sprinklers and gated entry requirements.
38. The Developer/Applicant shall comply with the latest disabled access regulations as found in Title 24 of the California Code of Regulations and the Americans with Disabilities Act for covered multifamily dwellings and all applicable accessible features that may be required for common use areas and path of travel.
39. Phased occupancy shall not be granted until all improvements required as part of the approval have been completed in full for each phase, and approved or finalized by the appropriate department. A phasing plan shall be submitted for approval by the Director of Development Services prior to issuance of building permits.
40. The Developer/Applicant shall submit a Precise Paving Plan for the proposed development to be reviewed and approved by the City Engineer and the Director of Development Services.
41. The Developer/Applicant shall submit Rough Grading and Precise Grading Plans for the proposed development to be reviewed and approved by the City Engineer and the Director of Development Services.
42. Prior to the issuance of any grading or building permits, the Developer/Applicant shall submit an Engineering Geology/Soils Report that includes an accurate description of the geology of the site and conclusions and recommendations regarding the effect of the geologic conditions on the proposed development and include a discussion of the expansiveness of the soils and recommended measures for foundations and slabs on grade to resist volumetric changes of the soil. This report shall also include recommendations for surcharge setback requirements in the area of ungraded slopes steeper than five horizontal to one vertical.

43. Building foundation inspections shall not be performed until a rough grading certification, survey stakes in place, and a final soils report has been filed with the City and approved. All drainage facilities must be operable.
44. Construction calculations house lateral analysis shall be required at the time plans are submitted for plan check. Electrical schematic and load list and plumbing (drainage, water, gas) schematics will be required before issuance of electrical or plumbing permits.
45. Any applicable fees shall be paid to Bonita School District in compliance with Government Code Section 65995.
46. Construction hours shall be limited to between 7:00 a.m. and 8:00 p.m., and shall be prohibited at any time on Sundays or public holiday, per San Dimas Municipal Code Section 8.36.100.
47. Prior to removing the existing structures on the property, the Developer/Applicant shall obtain a Demolition Permit from the Building and Safety Division.
48. Connect to public sewer after all applicable City and County fees have been paid and permits issued.
49. Applicant to submit an Edison site electrical plan (if any new transformer or above-ground electrical equipment is proposed) as soon as available for City review. Plan to be coordinated with all other plans (grading, building, and landscape).
50. Applicant to submit a site construction fencing plan that is consistent with the City fencing standards.

ENGINEERING DIVISION – (909) 394-6240

51. The Applicant/Developer shall provide a signed copy of the City's certification statement declaring that the contractor will comply with Minimum Best Management Practices (BMPs) required by the MS4 permit for Los Angeles County as mandated by the National Pollutant Discharge Elimination System (NPDES).
52. The Applicant/Developer shall install sanitary sewers to serve the entire development to the specifications of the City Engineer.
53. The Applicant/Developer shall Contact the Los Angeles County Sanitation District for any required annexation, extension, or sewer trunk fee. Proof of payment/clearance is required before the City will issue any sewer permit.

54. The Applicant/Developer shall provide drainage improvements to carry runoff of storm waters in the area proposed to be developed, and for contributory drainage from adjoining properties to be reviewed and approved by the City Engineer. The Applicant/Developer shall make a good faith effort to negotiate with the upstream property owner for all required storm drain improvements. The proposed drainage improvements shall be based on a detailed Hydrology Study conforming to the current Los Angeles County methodology.

55. The Applicant/Developer shall provide half-width street improvements on all streets within the limits of the development. Improvements to include curbs and gutters, sidewalks, medians, and paving according to City standards, as shown in the following table:

Street Name	Curb & Gutter	A.C. Pavement	Side-walk	Drive Approach	Street Lights	Street Trees	Equestrian Trail	Median Island	Bike Trail	Other
Eucla Avenue (West Half)	x	x	x	x	x	x				X
Eucla Avenue R.R. Crossing (Full Width)	x	x	x							
Notes:	<ol style="list-style-type: none"> 1. Extend curb and gutter, A.C. pavement, and sidewalk improvements to join on southern side of railroad crossing. All proposed crossing improvement must be submitted to and approved by the applicable railroad authority (PUC, Metro, and Goldline Authority). The Developers share of the design and construction cost shall be 50%. 2. Construct catch basin, Filtera System, and lateral at low-point on Eucla Avenue and at the reconstructed catch basin at the north end of the tract to the satisfaction of the Director of Development Services and the City Engineer. 									

56. The Applicant/Developer shall provide mailboxes per City of San Dimas standards. Mailbox locations are subject to the approval of the local postmaster and the City Engineer.

57. The Applicant/Developer shall submit water plans to be reviewed and approved by the City Engineer and the Los Angeles County Fire Department.

58. The Applicant/Developer shall be responsible for any repairs within the limits of the development, including but not limited to streets and paving, curbs and gutters, sidewalks, and street lights as determined by the City Engineer and Public Works Director.
59. All work adjacent to or within the public right-of-way shall be subject to review and approval of the Public Works Director and the work shall be in accordance with applicable standards of the City of San Dimas; i.e. Standard Specifications for Public Works Construction (Green Book) and the California Manual of Uniform Traffic Control Devices (CA MUTCD), and further that the construction equipment ingress and egress be controlled by a plan approved by Public Works.
60. For projects that disturb one (1) acre or greater of soil, or projects that disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, the project must obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity, Construction General Permit Order 2012-0006-DWQ (as amended by all future adopted Construction General Permits). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Developer must submit a Notice of Intent and Waste Discharger's Identification (WDID) number as evidence of having applied with the Construction General Permit before the City will issue a grading permit. The project proponent is ultimately responsible to comply with the requirements of Order No. 2012-0006-DWQ, however, the City shall have the authority to enter the project site, review the project SWPPP, and require modifications and subsequent implementations to the SWPPP in order to prevent polluted runoff from leaving the project site onto public or private property.
61. For all projects subject to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations, Applicant/Developer must submit a site-specific drainage concept and stormwater quality plan to mitigate post-development stormwater.
62. A fully executed "Maintenance Covenant for SUSMP Requirements" shall be recorded with the L.A. County Registrar/Recorder and submitted to the Public Works Department prior to the Certificate of Occupancy. Covenant documents shall be required to include an exhibit that details the installed treatment control devices as well as any site design or source control Best Management Practices (BMPs) for post construction. The information to be provided on this exhibit shall include, but not be limited to:
 - i. 8 ½" x 11" exhibits with record property owner information.
 - ii. Types of BMPs (i.e., site design, source control and/or treatment control) to ensure modifications to the site are not

- conducted without the property owner being aware of the ramifications to BMP implementation.
- iii. Clear depiction of location of BMPs, especially those located below ground.
 - iv. A matrix depicting the types of BMPs, frequency of inspection, type of maintenance required, and if proprietary BMPs, the company information to perform the necessary maintenance.
 - v. Calculations to support the sizing of the BMPs employed on the project shall be included in the report. These calculations shall correlate directly with the minimum treatment requirements of the current MS4 permit. In the case of implementing infiltration BMPs, a percolation test of the affected soil shall be performed and submitted for review by the City Engineer.
 - vi. This document shall be reviewed by and concurred with Public Works to ensure the covenant complies with the MS4 Permit.
63. Los Angeles County Fire Department recommendations shall be incorporated as requested, except that the City Engineer may approve revisions where deemed appropriate provided that said revisions still provide adequate fire safety.
64. The proposed retaining wall on the north property line shall minimize encroachment into the sewer easement. Caisson type footing shall be used.
65. Connect run off from the development to a closed storm drain system for the proposed system of the west side of the development. The developer shall backfill this low area to within one-foot of the highest point of the existing grade.
66. All contractor and employees of subcontractors shall park on site during construction of the project to minimize disturbance to the surrounding residential neighborhood. Designated contractor parking shall be shown on the development plan for approval.

PARKS & RECREATION – (909) 394-6230

67. The Applicant/Developer shall provide street trees, with permanent irrigation system, throughout the development. The species, container size and location shall be designated by the City, as approved by the City Arborist.
68. The Applicant/Developer shall comply with City regulations regarding payment of Property Development Tax, and Park, Recreation and Open

Space Development Fee per SDMC Chapters 3.24 and 3.26. Fees shall be paid prior to issuance of building permits.

TREE PERMIT REMOVAL 14-05

69. The applicant shall comply with all requirements of the Tree Preservation Ordinance (Chapter 18.162).
70. The approval of the Development Plan Review Board is for the removal of 58 tree(s) located at 155 N. Eucla Avenue, as shown on the submitted site plan.
71. The applicant shall sign and return to the Planning Department the attached affidavit accepting all conditions prior to removal of the trees.
72. Arborists or tree removal companies shall have a valid City business license prior to performing any work in the City.
73. A (2:1) tree replacement ratio is required on the subject property. A minimum of 15 gallon size, shall be replanted on the subject property, as shown on the submitted tree replacement plans.

*For the purpose of replacement trees, fruit trees are not considered canopy trees. Additional trees will be planted as part of the development that will exceed the 2:1 tree replacement ratio.
74. After removal of the tree(s), the tree stump(s) must be ground down to be flush with the surrounding land.
75. The Applicant/Developer shall submit to the Planning Division a letter of authorization of approval to remove any off-site tree(s) from any of the adjacent owners' property whose tree(s) may be affecting the installation of the perimeter wall or footing due to its proximity to the subject site.
76. The applicant shall contact the Building/Planning Department after all the replacement trees and irrigation systems have been installed for Final Inspection and approval.

End of Conditions