DRAFT

Prepared For:
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Downtown Specific Plan Project

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2022110018

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Draft

Environmental Impact Report

for the

San Dimas Downtown Specific Plan (DTSP) Project

PREPARED FOR:

City of San Dimas
Community Development Department
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EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) with respect to the proposed Downtown Specific Plan (Project) and has been prepared by the City of San Dimas Community Development Department (City) to comply with the California Environmental Quality Act (CEQA).

CEQA requires that projects subject to an approval action by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. Section 15050 of the CEQA Guidelines states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines Section 15367 as the public agency with principal responsibility for approving a project. The Project is subject to approval actions by the City, which is therefore Lead Agency for CEQA purposes.

In accordance with CEQA Guidelines Section 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

ES.2 OVERVIEW OF THE PROPOSED PROJECT

Project Objectives

Section 15124(b) of the CEQA Guidelines states that "the statement of objectives should include the underlying purpose of the project." the purpose of the DTSP is to offer the following:

- A community-supported vision and guiding principles that encourage a vibrant and pedestrian-friendly downtown, and goals and policies to guide decision-makers in achieving the community's vision for the downtown area.
- Zoning and land uses which encourage the development of new housing, commercial, and recreational opportunities, objective development and design standards to provide clear guidance for property owners, developers, and City staff, and streamlined review and approval processes.
- Infrastructure and mobility recommendations to ensure infrastructure is adequately addressed and to promote safe and efficient circulation, active transportation, and complete streets.
- Implementation strategies and tools to encourage redevelopment and economic investment of residential and commercial development and to promote projects and partnerships.

Project Location

The DTSP Project Area ("Project Area") is located in the City of San Dimas ("City") within Los Angeles County, California. The City is located along the foothills of the San Gabriel Mountains and lies approximately 28 miles east/northeast of Downtown Los Angeles. The City is surrounded by the Cities of Glendora and Covina, and unincorporated areas of Los Angeles County to the west, the City of La Verne and unincorporated areas of Los Angeles County to the to the east, the San Gabriel Mountains range to the north, the City of Pomona to the southeast, and the City of Walnut to the southwest. The City is crossed by the 210 (Foothill), 57 (Orange), and 10 (San Bernardino) freeways.

The Project Area is centered along Bonita Avenue and is generally bounded by the 57 (Orange) freeway to the west, Gaffney Avenue to the east, First Street to the north, and Arrow Highway to the south. The Project Area includes San Dimas City Hall, located on Bonita Avenue, and a future transit station platform, located in the block bounded by Bonita Avenue, Arrow Highway, San Dimas Avenue and Walnut Avenue.

Project Characteristics

The Downtown Specific Plan DTSP is intended to guide future development and use of land within the Project Area through the establishment of a planning and zoning framework for encouraging innovative, transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. The Specific Plan proposes new housing, retail, employment, and hospitality uses within the Project Area, oriented around a new Metro "A" Line (formerly known as the "Gold"/"L" Line) passenger light rail and transit station to open in 2025.

The Specific Plan includes development standards, land use regulations, and design guidelines for both private development and the public realm to implement the vision outlined above, consistent with the City of San Dimas General Plan ("General Plan") and the requirements for Specific Plans identified in Section 65450-65457 of the California Government Code and the San Dimas Municipal Code (SDMC).The DTSP would facilitate the development of a pedestrian and transit-oriented downtown district centered on the city's existing historic main street and designed to complement the new Metro "A" Line Station.

Within the DTSP Project Area, the following land use areas and zoning designations are proposed to facilitate future development that is context-specific and that serves the Plan's goals: Gateway Village West, oriented around the western gateway area of downtown; Gateway Village East, the transitional area spanning from the eastern entrance into downtown to the cluster of civic uses concentrated around the intersection of Bonita and Walnut Avenues; Transit Village, focused on station-adjacent parcels and blocks; Town Core, centered on the traditional historic downtown; Public/Semi-Public, in which public and semi-

public facilities are situated; and Open Space, which includes designated sites for outdoor recreation, educational, and public health and safety uses.

The Project creates a framework for future development within the Plan Area. The potential residential development is equivalent to 3,687 dwelling units. Development would not occur all at once. Though conceptual, this is considered a maximum development capacity used for analysis purposes. For purposes of analysis, the development potential identified below is assumed to occur over a 20-year period.

ES.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A summary of the potential environmental impacts of the Project and the measures identified to mitigate these impacts is provided in **Table ES-1: Summary of Project Impacts** below for each topic addressed in this Draft EIR. **Table ES-1** has been arranged in four columns: the identified impact under each EIR issue area; the level of significance prior to implementation of mitigation; mitigation measures that would avoid or reduce the level of impacts; and the level of significance after implementation of mitigation measures, if applicable. Compliance with existing City programs, practices, and procedures are assumed for purposes of determining the level of significance prior to mitigation.

A summary of the alternatives to the Project to promote informed decision-making are provided after **Table ES-1**.

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Air Quality			
As shown in **Table 4.1-7** and **Table 4.1-8**, construction and operational emissions of future development would exceed SCAQMD regional thresholds. Through implementation of mitigation measures, emissions generated within the DTSP through future development would be mitigated. Furthermore, the Project would be consistent with applicable policies of the Air Quality Element which calls for compliance with SCAQMD's AQMP, minimizing emissions within the City, and reducing VMT's.	Potentially significant.	**MM AQ-1:** Conduct project specific air quality analysis. The City shall require future projects that are subject to discretionary approval and that are not found to be exempt from CEQA review to evaluate potential air quality impacts as part of project-level CEQA analysis and implement respective mitigation measures to minimize impacts that exceed SCAQMD thresholds. **MM AQ-2:** Prior to the issuance of any construction related permits, the Project Applicant shall prepare and implement a worker training program that describes the potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. Additionally, this training program shall include worker training on the implementation requirements of the SCAQMD approved Dust Control Plan. Copies of the training program shall be provided to the	Significant and Unavoidable.

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		County of Los Angeles Department of Regional Planning. The worker training program shall identify safety measures to be implemented by construction contractors during construction. These measures shall include the following: • HEPA-filtered, air-conditioned enclosed cabs shall be provided on heavy equipment when available. Workers shall be trained on the proper use of cabs, such as turning on air conditioning prior to using the equipment; • Communication methods, such as two-way radios, shall be provided for use by workers in enclosed cabs; • Personal protective equipment (PPE), such as half-mask and/or full-mask respirators equipped with particulate filtration, shall be provided to workers active in dusty work areas upon request; • Separate, clean eating areas with hand-washing facilities shall be provided for construction workers; and	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		• Equipment, vehicles, and other items shall be cleaned before they are moved off-site to other work locations. **MM AQ-3:** Construction Equipment. The project applicant for individual developments or projects envisioned in the DTSP shall ensure the following requirements are incorporated into applicable bid documents, purchase orders, and contracts. Contractors shall confirm the ability to supply the compliant construction equipment prior to any ground-disturbing and construction activities: • Mobile off-road construction equipment (wheeled or tracked) greater than 50 hp used during construction of the project shall meet the U.S. EPA Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. Zero-emissions construction equipment may be incorporated in lieu of Tier 4 final equipment. A copy of each	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		equipment's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each piece of equipment. • Mobile off-road construction equipment less than 50 hp used during construction of the individual projects shall be electric or other alternative fuel type. A copy of each unit's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each applicable unit of equipment. • Electric hook-ups to the power grid shall be used instead of temporary diesel- or gasoline-powered generators, whenever feasible during construction of development or projects envisioned in the DTSP. If generators need to be used, the generators shall be non-diesel generators.	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		MM AQ-4: Before occupancy of new structures within the Project Site, the Applicant and/or contractor must provide to the Director of Community Development evidence of the following: • Use of low emission technology including solar water heaters, air-source heat pump, natural gas, and/or gas boosted solar as deemed appropriate by future project specific analysis.	
By applying SCAQMD's cumulative air quality impact methodology, implementation of the Project would not result in exceedance of regional thresholds during construction. However, the Project would exceed operational thresholds. The DTSP is a planning document to guide development; it does not propose specific development projects. All future developed would be subject to the existing regulatory environment, including adopted air quality standards, and any impacts identified through site-specific review would be addressed through mitigation measures specific to the impact.	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Implementation of the proposed Project could expose sensitive receptors to elevated air pollutant concentrations during construction and operation-related activities, as shown in **Table 4.1-8**. Regulatory compliance measures, evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the individual project site from construction activities, and mitigation measures will be implemented to reduce impacts to air quality.	Potentially significant.	**MM AQ-1:** Conduct project specific air quality analysis. The City shall require future projects that are subject to discretionary approval and that are not found to be exempt from CEQA review to evaluate potential air quality impacts as part of project-level CEQA analysis and implement respective mitigation measures to minimize impacts that exceed SCAQMD thresholds. **MM AQ-2:** Prior to the issuance of any construction related permits, the Project Applicant shall prepare and implement a worker training program that describes the potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. Additionally, this training program shall include worker training on the implementation requirements of the SCAQMD approved Dust Control Plan. Copies of the training program shall be provided to the County of Los Angeles Department	Less than significant.

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		of Regional Planning. The worker training program shall identify safety measures to be implemented by construction contractors during construction. These measures shall include the following: • HEPA-filtered, air-conditioned enclosed cabs shall be provided on heavy equipment when available. Workers shall be trained on the proper use of cabs, such as turning on air conditioning prior to using the equipment; • Communication methods, such as two-way radios, shall be provided for use by workers in enclosed cabs; • Personal protective equipment (PPE), such as half-mask and/or full-mask respirators equipped with particulate filtration, shall be provided to workers active in dusty work areas upon request; • Separate, clean eating areas with hand-washing facilities shall be provided for construction workers; and	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		• Equipment, vehicles, and other items shall be cleaned before they are moved off-site to other work locations. **MM AQ-3:** Construction Equipment. The project applicant for individual developments or projects envisioned in the DTSP shall ensure the following requirements are incorporated into applicable bid documents, purchase orders, and contracts. Contractors shall confirm the ability to supply the compliant construction equipment prior to any ground-disturbing and construction activities: • Mobile off-road construction equipment (wheeled or tracked) greater than 50 hp used during construction of the project shall meet the U.S. EPA Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. Zero-emissions construction equipment may be incorporated in lieu of Tier 4 final equipment. A copy of each	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		equipment's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each piece of equipment. • Mobile off-road construction equipment less than 50 hp used during construction of the individual projects shall be electric or other alternative fuel type. A copy of each unit's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each applicable unit of equipment. • Electric hook-ups to the power grid shall be used instead of temporary diesel- or gasoline-powered generators, whenever feasible during construction of development or projects envisioned in the DTSP. If generators need to be used, the generators shall be non-diesel generators.	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents and compliance with SCAQMD Rule 403 and 403.1 would reduce particulate emissions during construction activities. However, as shown in **Table 4.1-8**, future development activity in the DTSP area may generate significant dust (particulate matter) emissions. SCAQMD does not consider odors generated from the use of construction equipment and activities to be objectionable. Since the DTSP is planning document meant to guide development, and no specific development projects are proposed at this time, future projects within the DTSP area would be subject to the development review process and potential impacts identified would be addressed through mitigation measures specific to the impact. Further, the Specific Plan does not permit any land uses associated with strong odor impacts such as wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants.	Less than significant.	No mitigation measures are required.	N/A
Cultural Resources			
The DTSP land use plan includes guidelines to retain and reflect the historic feel and scale of the buildings along Bonita Avenue in the historic core of the downtown area, generally from Cataract Avenue to San Dimas Avenue, where the historic buildings identified above are located. The Specific Plan strongly encourages the preservation, rehabilitation, and adaptive re-use of historic buildings, and requires new development or redevelopment projects within the Town Core to be architecturally compatible with the existing historic buildings in within the zone. There are 25 recognized historic structures within the planning area that are considered historic resources for the purposes of CEQA. Section 5.10	Potentially significant.	**MM CUL-1: Historical Resources Evaluation**. During review of applications for individual development projects in the DTSP area, the City shall confirm the presence of historical resources with the potential to be impacted by the proposed project. If the property on which the project or development is proposed is not currently designated but contains built environment features over 45	Less than significant.

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Historic Preservation and Adaptive Reuse in the proposed DTSP addresses preservation of individual historic resources and the general historic character of the town core district. As a plan proposed to implement the City's General Plan, the DTSP would not result in any specific individual development projects that could directly or indirectly impact historic resources considering the proposed policies, design guidelines and development standards. The policies, guidelines and standards in the proposed DTSP will apply to structures on the current inventory list of the City of San Dimas and resources that may be added to this list over time. Furthermore, all individual historic resources are protected under CEQA. **Mitigation Measures MM CUL-1** and **MM CUL-2** are proposed to ensure that development that may be facilitated by the DTSP avoids impacts to historic resources to the fullest extent feasible.		years of age, a historical resources evaluation shall be prepared by an architectural historian or historian who meets the Secretary of Interior's (SOI) Professional Qualification Standards (PSQ) in architectural history or history (36 Code of Federal Regulations Part 61). The qualified architectural historian or historian shall conduct an intensive-level survey and perform the historical evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation (OHP). Properties shall be evaluated within their historic context and documented in a report meeting the California OHP guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. The report with attached DPR forms shall be submitted to the City for review and concurrence. **MM CUL-2:** Prior to obtaining a building permit for any structure that would modify a structure included on the City's list of historic resources, a Historical Resource Documentation report shall be	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		prepared by an architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in architectural history or history (36 Code of Federal Regulations Part 61) that demonstrates that all modifications will be designed and implemented in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and/or the State Historical Building Code, as appropriate.	
There are no known archaeological sites reported within the Project area and the portions of the Project area that have been previously disturbed are unlikely to yield intact archaeological deposits.	Less than significant.	No mitigation measures are required.	N/A
There are no known human burials within the Project area. Construction of the future development enabled by the Project could uncover unknown subsurface resources. In the event of an accidental discovery or recognition of any suspected human remains, California State Health and Safety Code Section 7050.5 dictates that no further excavation or disturbance of the site may occur until the County Coroner determines that no investigation of the cause of death is required. If human remains are encountered and determined to be Native American in origin, the County Coroner shall	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
contact the Native American Heritage Commission by telephone within 24 hours.			
Energy			
The Project creates a planning framework for future development for facilities that would consume energy during construction and operation. Energy suppliers are required to achieve greater energy efficiency and conservation over time and no conflict between the Project and these plans has been identified. In addition, future development within the Project would be required to meet the building standards if the Project as well as the requirements of the California Building Code related to water and energy conservation, including Energy Efficiency Standards and Green Building Standards, that are applicable at the time of construction. The Project also creates a framework for development that would be mixed-use and transit-oriented which would support a reduction in vehicle miles traveled, which would reduce the consumption of transportation fuel energy. The Project would neither result in wasteful, inefficient or unnecessary consumption of energy nor conflict with state or local plan for renewable energy or energy efficiency.	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Geology and Soils			
There are no unique paleontological resources or unique geologic features within the DTSP Area, as most of the Specific Plan area has been previously disturbed. If future development enabled by the Project involves excavation of previously undisturbed soils, and unknown resources are inadvertently discovered, a qualified professional paleontologist must evaluate the discovery and properly document it before authorization to resume construction, resulting in no significant adverse impacts to paleontological resources.	Potentially significant.	**MM GEO-1:** ***Unanticipated Discovery of Paleontological Resources.*** In the event an unanticipated fossil discovery is made during project development, work in the immediate vicinity of the find shall be stopped, and a qualified professional paleontologist shall be retained to evaluate the discovery, determine its significance, and identify if mitigation or treatment is warranted. Significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository. Work around the discovery shall only resume once the find is properly documented and authorization is given to resume construction work.	Less than significant.

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Greenhouse Gas Emissions			
As shown in **Table 4.5-1**, **Table 4.5-2**, **Table 4.5-3**, and **Table 4.5-4**, the DTSP is consistent with and supportive of the goals, policies, and tools of Connect SoCal. The Project would not conflict with the regional effort to reduce the emissions of greenhouse gases nor would it generate greenhouse gas emissions that would be considered significant in a regional or state perspective. future development that results from the Project would be required to comply with applicable building regulations such as the California Green Building Standards Code and California's Title 24 Building Energy Efficiency Standards, that would further reduce GHG emissions of future projects.	Less than significant.	No mitigation measures are required.	N/A
Hazards and Hazardous Materials			
As the DTSP is a programmatic, planning-level policy document, the Project would not directly initiate or entitle any new development. Future development initiated pursuant to the DTSP could result in the construction of residential uses and other sensitive receptors adjacent to existing land uses such as dry cleaners or gas stations that require the routine transport, use, and disposal of hazardous materials. The proposed land uses, which do not include industrial uses, do not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials. Future projects within the Specific Plan area would be subject to compliance with programs administered by the City of San Dimas and the Los Angeles Health and Hazardous Materials Division (HHMD), Certified Unified Program Agency (CUPA). These programs, as well as other federal, state, and local	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
regulations and policies, provide a high level of protection to the public and the environment.			
As the DTSP is a programmatic, planning-level policy document, the Project would not directly initiate any new development projects that could result in the release of hazardous materials into the environment. The land uses that would be allowed by the DTSP do not include industrial uses and generally do not involve the routine use, transport, or disposal of significant amounts of hazardous materials. Future development initiated pursuant to the DTSP could result in the construction of residential uses and other sensitive receptors adjacent to existing land uses such as dry cleaners or gas stations that require the routine transport, use, and disposal of hazardous materials. The operation of land uses that use, create, or dispose of hazardous materials is regulated and monitored by federal, state, and local regulations and policies. These materials would be stored, used, and disposed of in accordance with applicable regulations. Compliance with these regulations and guidelines would reduce hazards from hazardous materials to the public and the environment.	Less than significant.	No mitigation measures are required.	N/A
The proposed Project would not emit hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school, as the DTSP is a programmatic, planning-level policy document. Any transport of hazardous substances or materials within the Specific Plan area that may occur during construction and operation of future development would be required to comply with applicable federal, state, and local regulations intended to reduce public safety hazards.	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
The proposed DTSP would result in future development of projects within the Specific Plan area which would be subject to site-specific review by the City of San Dimas and potential environmental review under the California Environmental Quality Act (CEQA) to analyze potential impacts of site-specific past uses involving hazardous materials, thus preventing future development on a site listed pursuant to Government Code Section 65962.5. The EDR Radius Map records search identified sites within the DTSP Area, pursuant to Government Code Section 65962.5 and listed in **Table 4.6-1,** which have been closed and determined fully remediated. Future development projects would be required to analyze any potential impacts resulting from the site's past uses involving hazardous materials and to implement any mitigation measures deemed necessary to address any potential impacts identified. The Project would result in development projects within the Specific Plan area, and the demolition of existing buildings and ground disturbance for construction. As such, the proposed Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	Less than significant.	No mitigation measures are required.	N/A
The portions of the DTSTP Planning area that lie within the Airport Influence Area of Brackett Field Airport, as established in the Bracket Field Airport Land Use Compatibility Plan (ALUCP) are designated Zone E – Other Airport Environs – which consists of the low-risk areas in a two-mile radius of the airport that are beyond the airport's CNEL 55 dB contour and subject to very low noise impacts. Buildings in Zone E are limited to 150 feet or more above runway elevation to further reduce risk related to potential near-airport accidents. As the land use regulations that would be established as part of the DTSP would not permit the development of buildings above	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
150 feet. The Project would not conflict with the land use designations, development standards, and provisions of the Brackett Field Airport ALUCP, resulting in less than significant impacts from airport noise or other safety hazards to people residing or working in the DTSP Area.			
The Project provides design guidance for roadways, sidewalks, and driveways within the DTSP planning area that would ensure emergency access would be maintained. Further, existing City development standards would require new development within the Specific Plan to be designed so as not to interfere with an adopted emergency response plan or emergency evacuation plan.	Less than significant.	No mitigation measures are required.	N/A
The Downtown Specific Plan area is located within an urban area that does not contain wildlands and is not located in an area classified as a Very High Fire Hazard Severity Zone (VHFHSZ) by CAL Fire. The entirety of the Project Area falls within a Local Responsibility Area (LRA). Local Responsibility Areas include incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection.	Less than significant.	No mitigation measures are required.	N/A
Land Use and Planning			
The Project is intended to encourage greater connections with the DTSP area and community, rather than create divisions, through the development of pedestrian connectivity, public transportation, and multimodal access to and from the historic Downtown area or social, recreation, and employment opportunities. The Project will result in compact development near the new Metro "A" Line transit station to decrease automobile dependency, reduce both local and regional traffic congestion and related greenhouse gas emissions, and provide additional guidance and plans to increase multimodal access	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
to and from the historic Downtown area. The DTSP Project Area also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity in the surrounding area through the enhancement of the public realm.			
The Project would support mixed-use, transit-oriented development that is consistent with the existing General Plan and includes a high-quality, pedestrian-oriented public realm framed by context-sensitive buildings that emulate the historic character of San Dimas' Historic Core. The Project would establish land use regulations, zoning, development standards, and design guidelines for the Project area. The Project would include a General Plan Amendment and amendments to the municipal code to establish consistency between the Project and the General Plan. The Project would not conflict with the land use plans and policies of the City. The Project would be consistent with applicable goals within the SCAG 2020-2045 RTP/SCS, the Land Use, Housing Element, Circulation, Safety, Open Space and Conservation, Recreation, Air Quality, and Noise Elements of the General Plan, as depicted in **Table 4.7-1**.	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Noise			
Noise levels generated by typical construction equipment are shown in **Table 4.8-8: Typical Maximum Noise Levels for Construction Equipment**. All subsequent individual development projects within the DTSP Area would be required to comply with the construction hours and days specified in the City's Municipal Code. Construction noise levels would exceed the City's exterior noise limits, listed in **Table 4.8-7**, for Residential Low and Medium, Residential High, Commercial, and Industrial zoned areas. Construction measures would be implemented and enforced by the City of San Dimas during construction activities. With implementation of **MM N-1**, construction noise levels would be reduced by a minimum of 27 dB, dependent on the construction activity and height of the temporary noise barrier used. Subsequent individual development projects within the DTSP will introduce various stationary noise sources similar to existing conditions based off of current land uses. These sources would include HVAC systems. Sensitive receptors could be potentially affected by the introduction of such equipment. Typically, this type of equipment produces noise levels of approximately 56.0 dBA at 50 feet from the source. As the sound distance doubles at 100 feet from the equipment, sound levels would be 50 dBA, which would be similar to the existing ambient noise levels for this area (refer to **Table 4.8-3**), which range from a low of 53.1 dBA to a high of 83.7 dBA. Other noise sources would include landscape equipment during landscape maintenance activities and fuel modification activities. These activities would be subject to the City of San Dimas Noise Ordinance, County Code Section 8.36.040, which limits sound levels during certain times of, see	Potentially significant.	**MM N-1:** Prior to the issuance of grading permits, the Applicant for a development project in the DTSP area or their designee shall develop a Construction Noise Reduction Plan to minimize construction noise at nearby noise sensitive receptors. The Construction Noise Reduction Plan shall be developed in coordination with a certified acoustical consultant and the Project construction contractors and shall be approved by the City of San Dimas. The Construction Noise Reduction Plan shall outline and identify noise complaint measures, best management construction practices, and equipment noise reduction measures. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions: • Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc.).	Less than significant.

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
Table 4.8-7. The Project would be consistent with the General Plan Policies related to noise.		• Noise construction activities whose specific location on the DTSP area may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as feasibly possible from the nearest noise sensitive land uses. • If feasible, schedule grading activities so as to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the DTSP area to reduce construction noise levels by approximately 5 to 10 dB. • Shroud or shield all impact tools, and muffle or shield all intake and exhaust port on power equipment to reduce construction noise by 10 dB or more. • Where feasible, temporary barriers, including but not	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		limited to, sound blankets on existing fences and walls, or freestanding portable sound walls, shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Noise barriers may include, but is not necessarily limited to, using appropriately thick wooden panel walls (at least 0.5-inches think). Such barriers shall reduce construction noise by 5 to 10 dB at nearby noise-sensitive receptor locations. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity. The barrier material is assumed to be solid and dense enough to demonstrate acoustical transmission loss that is at least 10 dB or greater than the estimated noise reduction effect. These suggested barrier types do not represent the only	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
		ways to achieve the indicated noise reduction in dB; they represent examples of how such noise attenuation might be attained by this measure. Implement noise compliant reporting. A sign, legible at a distance of 50 feet, shall be posted at the Project construction site, providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the County to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.	

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
FTA guidelines show that a vibration level equivalent to 0.5 in/sec PPV is considered safe for buildings made of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. As shown in **Table 4.8-11**, the forecasted vibration levels caused by on-site construction activities within the Project area would not exceed the threshold of 0.5 in/sec PPV for sites surrounding a site where construction would occur, and would not result in significant vibration impact with regard to building damage.	Less than significant.	No mitigation measures are required.	N/A
According to the City of San Dimas General Plan Noise Element, aircraft noise from the Brackett Field Airport, approximately 0.8 miles southwest of the City, is not considered significant at the current operational level. Furthermore, the DTSP area is located in compatibility Zone E, which is outside of the 55 dB noise contour and would not be exposed to significant noise levels from the airport that would exceed exterior thresholds.	No Impact.	No mitigation measures are required.	N/A
Population and Housing			
The DTSP is identified in the City's 2021-2029 Housing Element as a program intended to support the City's RHNA goal of providing the target of 1,248 additional housing units. Based on the average household size in San Dimas of 2.91 persons per household, the rezoning within the proposed DTSP Area has the potential to increase the City's population by approximately 3,631 if all of these 1,248 units are constructed, and all of the residents were also new to the City. While the development potential of the DTSP could surpass the RHNA target, the population increase would not be considered substantial unplanned population growth as the growth would occur over an extended period through 2045 and remain consistent with the projected increase outlined in the City's	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
General Plan. Additionally, future housing development facilitated by the proposed project would occur in an urbanized location near existing utilities and service systems, and areas already served by public services (e.g., police and fire protection, and other emergency responders). Specifically, the DTSP would facilitate growth near the new Metro "A" Line light rail station that will be opening in 2025, consistent with policies in the SCAG RTP/SCS. All future housing development facilitated by the proposed project would be subject to the City's development review process, which may include additional environmental review under CEQA, and would be assessed on a project-by-project basis for potential effects related to the growth that would be facilitated by the DTSP.			
Consistent with the City's General Plan and Housing Element, the DTSP will rezone property within the Specific Plan Area to potentially provide an additional 1,248 new housing units by 2045, which are anticipated to be developed on vacant or commercial/industrial sites. Pursuant to SB 330, any housing units that will be removed as part of the DTSP will be replaced through the year 2030, resulting in less than significant impacts due to the displacement of substantial numbers of existing people or housing.	Less than significant.	No mitigation measures are required.	N/A
Public Services and Recreation			
Implementation of the DTSP would increase the number of residential and non-residential buildings and people within the plan area, which would result in more demand for public services. However, all potential growth that may occur as a result of approval of the DTSP would be consistent with the City's General Plan, which the DTSP is proposed to implement. This growth is not considered substantial in relation to current growth forecasts as this growth would occur over an extended	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
period of time and the proposed Project is intended to help the City implement its Housing Element. The Project would allow development in areas already served by existing public service facilities. Though the new uses expected from the Project could result in additional calls for service, it is not expected that new facilities would be necessary to serve the Project area. Future housing development facilitated by the DTSP would occur in an urbanized location served by public services that are expected to monitor resource demands to ensure adequate facilities, staffing, and equipment to accommodate population growth. Future development and residential development would be subject to state laws regarding impact fees to mitigate the impacts of future projects on public services.			
Transportation			
While there is currently no Metro Rail service to San Dimas, Metro is planning to extend Metro Rail "A" Line service through the DTSP area. The proposed Project would not conflict with the San Dimas General Plan policies regarding transit access and would not conflict with RTP/SCS policies regarding transit access and reliability. Implementation of the DTSP would locate more residents near transit facilities, and would not result in disruption of an existing transit service. Roadway improvements proposed in the DTSP are intended to transform the existing auto-oriented streetscape into a more sustainable, multimodal design. Implementation of the DTSP would include roadway improvements to facilitate multimodal connections, including for vehicles, transit, bikes, and pedestrians. No proposed changes to the existing street network are proposed that would limit or reduce vehicular or roadway access upon implementation of the DTSP. The DTSP	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
would not conflict with adopted plan, ordinance or policy related to roadway facilities. Implementation of the DTSP would include bicycle improvements to facilitate multimodal connections, including for vehicles, transit, bikes, and pedestrians. The proposed bicycle facility improvements within the DTSP include adding bike parking and bicycle friendly intersections. The Project is consistent with adopted plans and policies related to bicycle facilities and would not decrease the performance or safety of these facilities. The DTSP identifies proposed improvements to the pedestrian facilities within the DTSP area. These improvements consist of curb extensions, high visibility crosswalks, and improved wayfinding. Proposed pedestrian spot improvements would primarily occur at intersections. The Project is consistent with the adopted plans regarding pedestrian facilities and would not decrease the performance or safety of these facilities.			
Implementation of the DTSP would reduce the total VMT per capita when compared to the existing allowed land uses as the DTSP would provide more sustainable travel modes such as public transit, pedestrian connectivity, and other active transportation, in lieu of vehicle dependency. The mode share for vehicle based trips without implementing the DTSP, in the 2045 Base scenario, is 66 percent compared to 57 percent for trips made to and from the DTSP in the 2045 Base with DTSP scenario.	Less than significant.	No mitigation measures are required.	N/A
Implementation of the DTSP would include improvements to facilitate multimodal connections and safety improvements, but would not significantly alter roadways, traffic patterns, or introduce incompatible uses within the DTSP area. Future individual development projects would either utilize existing	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
driveways or construct new driveways. Plans for individual development projects would be subject to review by the City of San Dimas and the County of Los Angeles Fire Department prior to issuance of building permits. This would ensure that individual projects facilitated by the DTSP would not introduce sharp curves or dangerous intersections.			
Development facilitated by the DTSP would be required to comply with the City's standards for emergency vehicle access, such as providing adequate points of access, vertical clearances, and turning radii. Any development projects facilitated by the DTSP that would require a temporary lane closure during construction would provide clear signage to ensure safety for vehicles, pedestrians, and bicyclists. Additionally, future development projects plans facilitated by the implementation of the DTSP would be subject to review by the City of San Dimas and County of Los Angeles Fire Department, prior to issuance of building permits, thus would not result in inadequate emergency access.	Less than significant.	No mitigation measures are required.	N/A
Tribal Cultural Resources			
There are no tribal cultural resources listed or known to be eligible for listing in the California Register of Historical Resources or in a local register of historical resources within the DTSP planning area.	Less than significant.	No mitigation measures are required.	N/A
The City sent consultation requests to Native American tribes to inform them of projects within the City, pursuant to the required consultation provisions of the Public Resource Code. A response was received from the Gabrieleño Band of Mission Indians - Kizh Nation stating the Kizh Nation concurred with the proposed Specific Plan and requesting consultation for all future projects within the plan area. This response did not identify specific tribal cultural resources within the Project	Less than Significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
area and the Kizh Nation did not request consultation on the Specific Plan project. No known tribal cultural resources are present within the plan area. The cultural history of the area is such that subsurface tribal cultural artifacts may be present within the Project area. As a plan proposed to implement the City's General Plan, the Specific Plan does not include the approval of any specific individual development projects. For this reason, the Project would not involve ground disturbing activities that could directly or indirectly impact tribal cultural resources.			
Utilities and Service Systems			
The proposed DTSP would create the potential for the development of up to approximately 3,600 additional residential units, with an associated population increase of approximately 10,000, which could increase the population of the City from the existing population of approximately 33,000 to 43,000. This population would be well within the projected population of 54,000 for the GSWC service area addressed in the UWMP and, for this reason, sufficient water supplies will be available to meet the demands associated with growth associated with the proposed DTSP and no major water service infrastructure improvements would be required. Sewer service in the DTSP area will need to be expanded in order to accommodate projected development. To accommodate the projected residential growth, service lines will need to be constructed to the trunk lines. All improvements would be reviewed by both the City of San Dimas and the Los Angeles County Sanitation Districts. Any construction to replace or enlarge existing sewer lines in the DTSP area would result in temporary construction impacts within existing streets in the area. Sewer capacity studies will	Less than significant.	No mitigation measures are required.	N/A

TABLE ES-1: Summary of Project Impacts

Project Impacts	Impact Without Mitigation	Mitigation Measures	Impact With Mitigation
be required to determine if existing systems are sufficient for the proposed additional flows and/or to determine the appropriate sizing of any new sewer system. The DTSP area is currently developed and served by existing stormwater infrastructure. As development occurs over time within the DTSP area, pervious surfaces may be replaced with concrete, asphalt, and other impervious surfaces. The DTSP would maintain the pervious area and continue to allow groundwater infiltration at the same rate as existing conditions. Compliance with existing regulations as development occurs within the DTSP area will avoid significant impacts on existing stormwater facilities. The DTSP area is already served by electric power, natural gas, and telecommunications infrastructure. New connections to these systems would be established as new development occurs within the Specific Plan area.			
The California Green Building Standards require new development to meet recycling minimums. The buildout of the DTSP is within the growth forecasts for the City of San Dimas. As stated within the County ColWMP 2018 Annual Report, the County is not anticipating a solid waste disposal capacity shortfall within the next 15 years, under the growth forecasts for the City of San Dimas.	Less than significant.	No mitigation measures are required.	N/A

ES.4 ALTERNATIVES TO THE PROPOSED PROJECT

This Draft EIR considers a range of Alternatives to the Project in accordance with CEQA Guidelines Section 15126.6. This section of the Guidelines requires that an EIR describe and evaluate a range of reasonable alternatives to a project to promote informed decision-making. The identification and analysis of alternatives to a proposed project is a fundamental aspect of the environmental review process under CEQA.

Section 15126.6(a) of the CEQA Guidelines requires an EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the Project, and evaluate the comparative merits of the alternatives."

CEQA Guidelines Section 15126.6(b) emphasizes the selection of project alternatives should be based primarily on the ability to avoid or substantially lessen significant impacts attributable to a proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines Section 15126.6(f) further directs that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the proposed Project. As such, the focus of the evaluation is on those environmental resources for which the proposed Project may have potential impacts. The Alternatives to the Project evaluated in this Draft EIR include:

1. Alternative 1 – No Project
2. Alternative 2 – Alternative Specific Plan Area
3. Alternative 3 – Reduced Intensity

A brief description of each of these Alternatives is provided below with a summary of the evaluation of each.

ES4.1 Alternative 1 – No Project

Consideration of the No Project/No Development Alternative is required by Section 15126(2)(4) of the CEQA Guidelines. As required by the CEQA Guidelines, the analysis must examine the impacts which could occur if the site is left in its present condition, as well as what may reasonably be expected to occur in the

foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

Alternative 1 assumes the DTSP would not be adopted or implemented and assumes development in the proposed Specific Plan Area occurs as allowed by the City's current General Plan. All new development in the Specific Plan area under Alternative 1 would need to be consistent with the existing General Plan land use designations. Alternative 1 would result in lower-density development within the Specific Plan area, resulting in approximately 30 to 35 percent less development when compared with the DTSP. The transportation and mobility improvements envisioned in the DTSP would not occur with this alternative.

ES4.2 Alternative 2 – Alternative Specific Plan Area

Alternative 2 proposes an alternative boundary for the proposed Downtown Specific Plan. The Alternative Specific Plan Area generally extends to S. Eucla Avenue on the west to Pony Express Way on the east and includes additional area to the north to W. 2nd Street. This alternative area would encompass approximately 115 acres and would have a development potential of approximately 4.5 million square feet of building space. Alternative 2 would include portions of established and often historic single-family neighborhoods surrounding the commercial core within the alternative plan area.

The proposed DTSP boundary would encompass 202 acres and have a development potential of approximately 15.18 million square feet of building space. The Alternative Specific Plan Area focuses on the central portion of the City's Downtown and does not extend as far west and east as the proposed DTSP which extends to the 57 Freeway on the west and approximately 0.3 miles east of Walnut Avenue. This alternative would result in less overall development. As discussed within the DTSP, existing established single-family neighborhoods surrounding the commercial core have been intentionally excluded from the DTSP boundaries in order to focus on areas of potential growth and to preserve the existing and often historic single-family neighborhoods in the vicinity.

ES4.3 Alternative 3 – Reduced Intensity

Alternative 3 would reduce the residential dwelling unit intensity within the DTSP Transit Village plan area by 25 percent. The maximum density of the Transit Village plan area is reduced from a maximum of 40 dwelling units per acre, with a development potential of approximately 787 dwelling units, to a maximum of 30 dwelling units per acre, with a development potential of approximately 591 dwelling units. Alternative 3 would have a development potential of 196 fewer dwelling units when compared to the DTSP. Development would occur within the same boundaries as proposed by the DTSP. A 25 percent reduction in the maximum allowed number of residential dwelling units within the Transit Village plan

area would result in the total square footage allowed under a maximum buildout of Alternative 3 being approximately 400,000 square feet smaller compared to the DTSP as proposed.

ES4.4 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR.

The Reduced Intensity Alternative would incrementally reduce air quality emissions; however, emission would still exceed regional and localized thresholds. There are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects to less than significant that would be consistent with the objectives of the Project. While this alternative changes the total development potential of the Specific Plan area, other impacts, such as cultural resources, geology and soils, noise, and tribal cultural resources would not be reduced. Mitigation measures for these impacts have been identified for the proposed DTSP and this alternative that would reduce these impacts to less than significant. Because the Reduced Intensity Alternative would incrementally reduce some impacts, it is considered the environmentally superior alternative. The Reduced Intensity Alternative would see a reduction in the total development potential when compared to the proposed DTSP, and, as such, it would not meet the project objectives to the same degree as the proposed DTSP.

ES.5 AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

The State CEQA Guidelines[1] require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public. Comments received in response to the Notice of Preparation (NOP) identified the following potential impacts that are evaluated in the Draft EIR: the potential for contamination of the site with hazardous materials from past uses, potential noise impacts from construction and operation of subsequent development projects, and the potential for impacts on pedestrian, cyclist, vehicular movement, and transit service in the Project area.

1 California Public Resources Code, tit. 14, sec. 15123.

1.0 INTRODUCTION

1.1 PURPOSE OF THIS REPORT

The subject of this Draft Environmental Impact Report (EIR) is the proposed Downtown Specific Plan.

In accordance with the California Environmental Quality Act (CEQA), all projects requiring a discretionary approval by a public agency within the State of California are required to undergo review to identify and evaluate the potential environmental impacts associated with implementation of the project. A Specific Plan is considered a project under CEQA. Therefore, this EIR has been prepared to evaluate the potential effects of the Downtown Specific Plan as the proposed "Project" in conformance with CEQA and the CEQA Guidelines.

By law, cities in California must develop a General Plan that articulates the city's goals and policies. As per Government Code Section 65450, a city may adopt Specific Plans to implement aspects of the General Plan. The provisions of Section 65450 require that a Specific Plan be consistent with the adopted General Plan and that all subsequent subdivision, development, public works projects, and zoning regulations within the Specific Plan area must be consistent with the Specific Plan. If adopted by the City, the Project would become the primary means of regulating and directing future development within the Specific Plan area.

As stated in the State CEQA Guidelines, an EIR is an informational document intended to inform public agency decision makers and the public generally of any significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. Public agencies shall consider the information in the EIR, along with other information that may be presented to the agency, prior to approving the Project.

CEQA defines "Lead Agency" as the public agency with primary responsibility for approving a project and thus, has primary responsibility for ensuring compliance with the CEQA process. The City of San Dimas (City) is the "Lead Agency" pursuant to CEQA. CEQA requires the Lead Agency to prepare, process, and consider the information contained in an EIR prior to taking any discretionary action on a project.

Through its preliminary review of the Project, the City determined the Project may have a significant impact on the environment and, therefore, prepared this EIR. A primary purpose of an EIR is to provide decision-makers and the public with information regarding the potential environmental effects associated with the Project; identify methods to reduce or eliminate significant direct, indirect, and cumulative Project impacts; and to detail reasonable Project alternatives that would reduce any identified significant impacts.

This EIR considers the actions associated with the Project to determine the short-term and long-term effects associated with the implementation of the Specific Plan. This EIR discusses both the direct and indirect impacts of this Project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects. This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the actions allowed by the Specific Plan, as required under Section 15146 of the State CEQA Guidelines. While Section 15146(b) of the CEQA Guidelines states that the EIR evaluating a plan need not be as detailed as that for a specific construction project, CEQA guidelines 15182 allows for certain development projects that are consistent with the Specific Plan to be exempt from further CEQA review. As such, this EIR identifies potentially significant impacts resulting from construction and operation of development within the boundaries of the Specific Plan that is consistent with the Specific Plan, and provides mitigation measures to reduce or avoid significant effects.

1.2 CEQA PROCESS

A principal objective of CEQA is that the environmental review process be a public one. In meeting this objective, the EIR must inform members of the public, decision makers, and technically oriented reviewers of the physical impacts associated with a proposed project. To this end, this EIR has been written to make it more understandable for nontechnically oriented reviewers while providing the technical information necessary for City personnel to proceed with the processing of the Project.

The CEQA Guidelines outline a process for environmental review that includes a series of steps that must be completed prior to a final decision on the Project.

A Notice of Preparation (NOP) was prepared and distributed on November 2, 2022, and a public scoping meeting was held on November 16, 2022, in the City Council Chambers of the City of San Dimas. The Project as described in the NOP was a draft concept of the Specific Plan. Though the plan has been refined since the scoping meeting, the plan is substantially the same in concept and scope and therefore no new NOP is necessary.

CEQA requires that the Lead Agency provide the public and agencies the opportunity to review and comment on the DEIR. The DEIR will be circulated for a 45-day review and comment period, starting June 7, 2024 and ending July 22, 2024. Copies of this Draft EIR have been sent to the State Clearinghouse, responsible agencies, and agencies that commented on the NOP. The Notice of Availability, with directions on how to access the DEIR, has been sent to all other interested parties that have requested notice. The EIR has been provided to all parties who have previously requested copies and has been made available for public review at the Planning Division in City Hall and on the City's website at:

https://sandimasca.gov/departments/community_development/planning_division/downtown_specific_plan.php

After completion of the review period, a Final EIR will be prepared that includes responses to comments submitted on the DEIR and any necessary corrections or additions to the DEIR. The Final EIR will be made available to agencies and the public prior to the City making a determination on the Project. Once the Final EIR is complete, the City may prepare Findings of Fact pursuant to CEQA Guidelines Section 15091 and issue a Notice of Determination pursuant to CEQA Guidelines Section 15094, the final step in the CEQA process.

1.3 ORGANIZATION OF THIS REPORT

A description of the organization of this EIR and the content of each section is provided below to assist the reader in using this EIR as a source of information about the Project.

Executive Summary contains a brief summary of the Project; potential significant effects with proposed mitigation measures; alternatives; areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and issues to be resolved.

Section 1.0: Introduction contains introductory information on the CEQA process and organization of the EIR.

Section 2.0: Project Description presents a detailed description of the Project.

Section 3.0: Environmental Setting describes the existing conditions within the Project area as a baseline against which potential impacts are evaluated.

Section 4.0: Environmental Impact Analysis contains analysis of the impacts of the Project and identifies mitigation measures where appropriate.

Section 5.0: Other CEQA Considerations discusses other topics identified in Sections 15126.4 and 15126.6 of the State CEQA Guidelines.

Section 6.0: Alternatives discusses and analyzes alternatives to the Project in accordance with the requirements of CEQA.

Section 7.0: Effects Found Not To Be Significant provides a description of topics that were not analyzed in detail yet determined not to be significant.

Section 8.0: Organizations and Persons Consulted lists persons involved in the preparation of this Draft EIR or who contributed information incorporated into this Draft EIR.

Section 9.0: References lists the principal documents, reports, maps, and other information sources referenced in this EIR.

Appendices to this EIR include technical information, studies, and other materials used in the preparation of this EIR.

2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

This section of the Draft Environmental Impact Report (Draft EIR) describes the location, objectives, and characteristics of the proposed Downtown Specific Plan ("DTSP", "Specific Plan", or "Project") and the intended uses of this EIR, as required by the California Environmental Quality Act (CEQA) Guidelines.[1] A general description of the Project's technical, economic, and environmental characteristics is provided in this section.

2.2 PROJECT LOCATION AND BOUNDARIES

The DTSP Project Area ("Project Area") is located in the City of San Dimas ("City") within Los Angeles County, California, as shown in **Figure 2.0-1: Regional Location Map**. The City is located along the foothills of the San Gabriel Mountains and lies approximately 28 miles east/northeast of Downtown Los Angeles. The City is surrounded by the Cities of Glendora and Covina, and unincorporated areas of Los Angeles County to the west, the City of La Verne and unincorporated areas of Los Angeles County to the to the east, the San Gabriel Mountains range to the north, the City of Pomona to the southeast, and the City of Walnut to the southwest. The City is crossed by the 210 (Foothill), 57 (Orange), and 10 (San Bernadino) freeways.

The Project Area is centered along Bonita Avenue and is generally bounded by the 57 (Orange) freeway to the west, Gaffney Avenue to the east, First Street to the north, and Arrow Highway to the south. The Project Area includes San Dimas City Hall, located on Bonita Avenue, and a future transit station platform, located in the block bounded by Bonita Avenue, Arrow Highway, San Dimas Avenue and Walnut Avenue, as shown in **Figure 2.0-2**: **Local Vicinity Map**.

2.3 PROJECT OBJECTIVES

The City of San Dimas has initiated a planning process to create the DTSP that would establish a planning and zoning framework for encouraging transit-oriented development meant to complement a new Metro "A" Line (formerly known as the "Gold"/"L" Line) passenger light rail transit station opening in 2025, while preserving the character of the historic commercial district. The DTSP will include new zoning parameters for housing, retail, employment, and hospitality uses in the downtown area, with a focus on several opportunity sites within walking distance of the transit station, so as to facilitate infill development and adaptive reuse of existing underutilized properties in the downtown area. The DTSP will include newly

1 Section 15124 of the CEQA Guidelines

created design guidelines for both private development and the public realm in order to encourage future development that meets the community's standards and expectations while creating a strong sense of community identity and place.

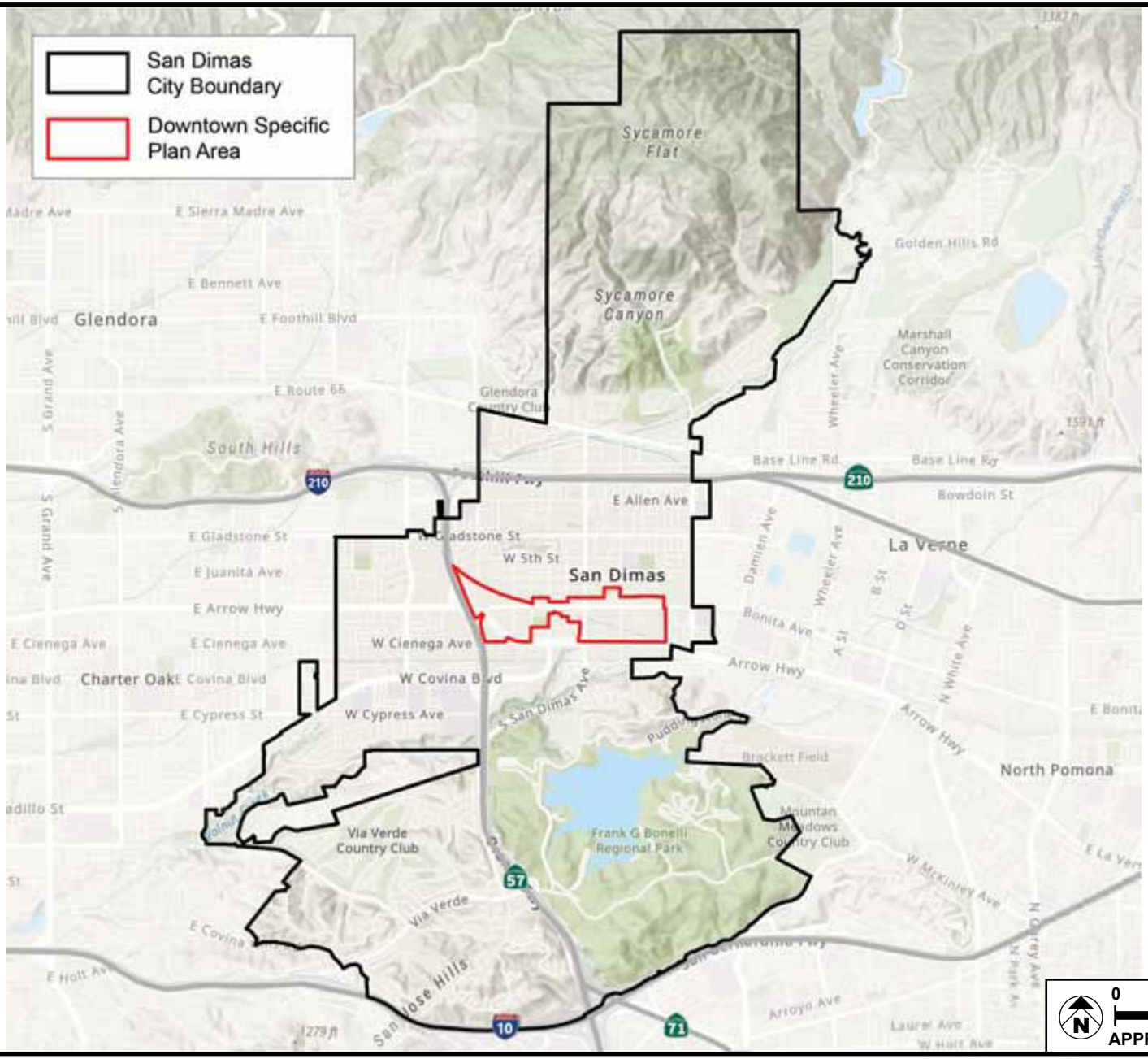
Building on these principles, the purpose of the DTSP is to offer the following:

- A community-supported vision and guiding principles that encourage a vibrant and pedestrian-friendly downtown, and goals and policies to guide decision-makers in achieving the community's vision for the downtown area.
- Zoning and land uses which encourage the development of new housing, commercial, and recreational opportunities, objective development and design standards to provide clear guidance for property owners, developers, and City staff, and streamlined review and approval processes.
- Infrastructure and mobility recommendations to ensure infrastructure is adequately addressed and to promote safe and efficient circulation, active transportation, and complete streets.
- Implementation strategies and tools to encourage redevelopment and economic investment of residential and commercial development and to promote projects and partnerships.

2.3 PLAN CHARACTERISTICS

The DTSP is intended to guide future development and use of land within the Project Area through the establishment of a planning and zoning framework for encouraging innovative, transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. The Specific Plan proposes new housing, retail, employment, and hospitality uses within the Project Area, oriented around a new Metro "A" Line passenger light rail and transit station to open in 2025.

The Specific Plan includes development standards, land use regulations, and design guidelines for both private development and the public realm to implement the vision outlined above, consistent with the City of San Dimas General Plan (General Plan) and the requirements for Specific Plans identified in Section 65450-65457 of the California Government Code and the San Dimas Municipal Code (SDMC).



SOURCE: San Dimas Downtown Specific Plan - 2023

FIGURE **2.0-1**

Meridian Consultants

Regional Location Map

393-001-23

SOURCE: San Dimas Downtown Specific Plan - 2023

FIGURE **2.0-2**

Meridian Consultants

Local Vicinity Map

393-001-23

Land Use

The DTSP would facilitate the development of a pedestrian and transit-oriented downtown district centered on the city's existing historic main street and designed to complement the new Metro "A" Line Station, as shown in **Figure 2.0-3: Land Use and Regulating Plan**.

Within the DTSP Project Area, the following land use areas and zoning designations are proposed to facilitate future development that is context-specific and that serves the Plan's goals as detailed in **Section 2.2** above: Gateway Village West, oriented around the western gateway area of downtown; Gateway Village East, the transitional area spanning from the eastern entrance into downtown to the cluster of civic uses concentrated around the intersection of Bonita and Walnut Avenues; Transit Village, focused on station-adjacent parcels and blocks; Town Core, centered on the traditional historic downtown; Public/Semi-Public, in which public and semi-public facilities are situated; and Open Space, which includes designated sites for outdoor recreation, educational, and public health and safety uses.

The Gateway Village West area is where redevelopment is encouraged and would help bring more activity and vibrancy to the western gateway area of downtown. Building forms may be traditional mixed-use styles in design but are more likely to be horizontally mixed/blended uses allowing for different building types and forms. This would also offer flexibility and creativity in integrating residential and commercial uses within projects. Commercial and open space amenities would be required in new residential developments to serve the future residents and the community at large.

The Gateway Village East area marks the eastern entrance into the downtown area. A transitional area that spans from the eastern boundary of downtown towards the civic uses concentrated at the intersection of Bonita and Walnut Avenues, the Gateway Village East area contains both established uses, undeveloped land, and underutilized sites which present valuable development and redevelopment opportunities. As this area abuts established residential uses to the north and east, thoughtful and anticipatory development standards and design guidelines have been developed to ensure that new development is compatible with existing surrounding uses. A variety of uses will be allowed within the area, including residential, commercial, retail, restaurant, office, and service uses.

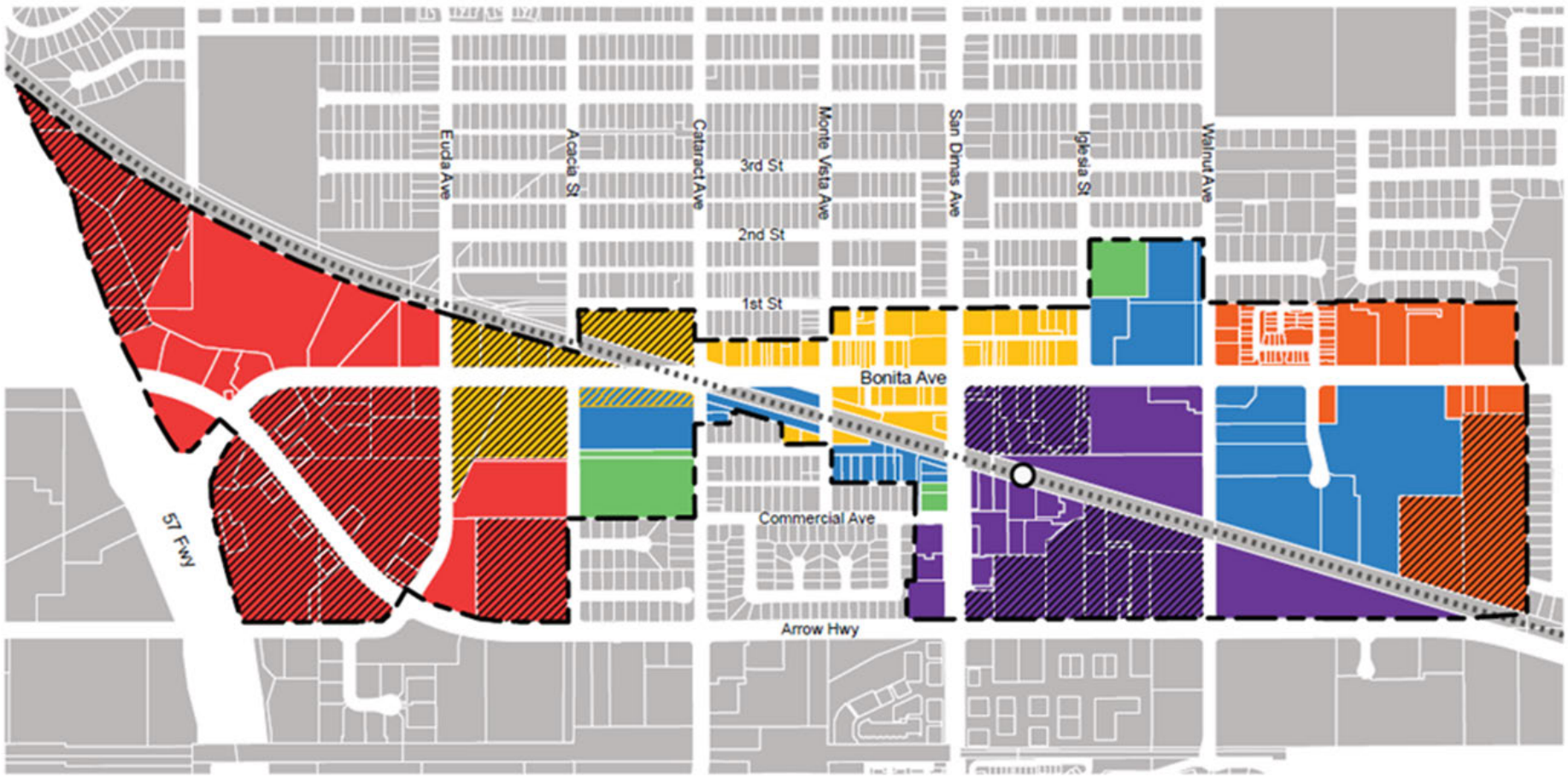
The Transit Village area is focused on station-adjacent parcels and blocks. The Transit Village concept should build upon the success of the existing Grove Station project, and new development/redevelopment is encouraged to incorporate similar site design, building form, and architectural elements. Development standards within the area will allow for higher density than the Town Core area to capitalize on the proximity to the future station. A variety of uses will be allowed, including residential, commercial, retail, restaurant, and service uses.

The Town Core area is the traditional, historic downtown segment of the specific plan area. New development and redevelopment projects are required to retain and reflect the historic feel and scale of the buildings along Bonita Avenue in the historic heart of downtown, generally from Cataract Avenue to San Dimas Avenue. Preservation, rehabilitation, and adaptive re-use of historic buildings is strongly encouraged. Pedestrian-oriented uses are required on ground floor street frontages. Building form and site design shall match the historic town core. Commercial vernacular building styles and traditional mixed-use building concepts should be implemented. Maximum setbacks are encouraged (zero to 25 feet, based on site location). New development or redevelopment within the Town Core shall be architecturally compatible with the existing historic buildings within the area.

The Public/Semi-Public zone distinguishes sites designated for public and semi-public uses for the growth and general welfare of the City as a whole. This zoning designation allows for joint use and joint development opportunities between public, semi-public, and private uses, which may include, but are not limited to parks, plazas, parking facilities, and transit-serving facilities.

A commercial use overlay is applied on the south side of Bonita Avenue between Acacia Street and Cataract Avenue, from the northern property line extending 100 feet to the south. In addition to the Public/Semi-Public standards, all commercial uses that are permitted in the Town Core district would apply in the overlay district. Commercial uses in the overlay would be subject to the development standards, design standards and guidelines, and permitting processes that are applicable to the Town Core zone.

The Open Space zone will promote and protect open space and the preservation of natural resources in the City for outdoor recreation and education, as well for public health and safety.



SOURCE: San Dimas Downtown Specific Plan - 2023

FIGURE **2.0-3**

Meridian Consultants

Land Use and Regulating Plan

343-001-21

Height limits, development standards, and limits on residential densities for each of the land use areas/zones included in the Specific Plan are detailed in **Table 2.0-1: Land Use Summary Table**.

The policies, standards, requirements, and procedures provided in the Project would supersede any conflicting provisions of the San Dimas Municipal Code (SDMC), including the Zoning Ordinance of the City of San Dimas (Title 18 to the SDMC). Any subsequent tract or parcel maps, development agreements, local public work projects, zoning text or map amendments, and any action requiring ministerial or discretionary approval in the Project area must be consistent with the DTSP. In addition, development plans initiated pursuant to the Specific Plan following its adoption would need to meet sustainability criteria including the most recent Passive Design Handbook by the California Sustainability Alliance, sustainable landscape and stormwater runoff design recommendations in the Urban Street Stormwater Guide published by the National Association of City Transportation Officials (NACTO); solar panels; and bicycle facilities.

Table 2.0-1: Land Use Summary Table

District	Max # of Stories	Max FAR	Max Residential Density
Gateway Village West	4	2.0	45 du/acre[A]
Gateway Village East	3	1.75	35 du/acre[B]
Transit Village	4	1.75	40 du/acre
Town Core	3	1.5	30 du/acre
Public/Semi-Public	N/A	N/A	N/A

Notes:
A: Sites designated as Housing Element Opportunity Sites shall yield a minimum density as prescribed within the Housing Element.
B: US Forestry site has a density of 45-55 du/acre.

2.4 DEVELOPMENT POTENTIAL

As described above, the Project creates a framework for future development within the Plan Area. For the purposes of CEQA analysis, the following use-mix and development intensity presented in **Table 2.0-2: Assumed Project Buildout** below is assumed to be a potential outcome of the Project. Of possible development scenarios for the Plan Area, this represents the most intense, yet feasible buildout. Though conceptual, this is considered a maximum development capacity used for analysis purposes. The potential residential development is equivalent to 3,687 dwelling units. Development would not occur all at once. For purposes of analysis, the development potential identified below is assumed to occur over a 20-year period.

Table 2.0-2: Assumed Project Buildout

Land Use	Building SF	Acreage
Residential (Total)	6,798,790	88.9
Residential Low (15%)	1,019,818	13.3
Residential Medium (85%)	5,778,971	75.6
Commercial	1,148,888	51.1
Office	313,085	20.5
Industrial	60,027	3.9
Institutional	55,745	3.7

2.5 INTENDED USES OF THIS EIR

As defined in Section 15168 of the CEQA Guidelines, this EIR evaluates the broad environmental effects with the expectation that the analysis will be adequate for much of the future development that occurs within the Specific Plan Area, with the acknowledgement that subsequent, project-specific environmental review may be required for particular aspects of projects at the time of project implementation. Furthermore, pursuant to CEQA guidelines 15182, projects that are consistent with this specific plan would be exempt from further CEQA review.

2.6 AGENCY ACTIONS AND APPROVALS

To implement the Project, discretionary action and associated Project approvals would be required from the lead and responsible agencies as identified below.

The City of San Dimas has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this Draft EIR pursuant to State CEQA Guidelines Section 15050. The City's Planning Commission will evaluate this Draft EIR and the Project-related discretionary applications and make a recommendation to the City Council whether the Project's discretionary applications should be approved and the Draft EIR should be certified. The San Dimas City Council is the decision-making authority for the Project and will consider the Project along with the Planning Commission's recommendations and will make a final decision to approve, approve with changes, or deny the Project. The City will consider the information contained in this Draft EIR and the Project's administrative record in its decision-making processes.

3.0 ENVIRONMENTAL SETTING

Section 15125 of the CEQA Guidelines requires that an EIR include a description of the existing environment. This section provides a general overview of the environmental setting of the Project. Additional information on existing conditions is provided as relevant within each Environmental Impacts and Analysis subsection.

3.1 LOCATION

The City of San Dimas (the City) is located at the eastern edge of Los Angeles County, approximately 25 miles east of Los Angeles along the foothills of the San Gabriel Valley. The City is surrounded by the Cities of Glendora and Covina, and unincorporated areas of Los Angeles County to the west, the City of La Verne and unincorporated areas of Los Angeles County to the east, the San Gabriel Mountains range to the north, the City of Pomona to the southeast, and the City of Walnut to the southwest. The City is crossed by the 210 (Foothill), 57 (Orange), and 10 (San Bernardino) freeways.

Major east-west thoroughfares providing access include Arrow Highway, Foothill Boulevard (Historic Route 66), and Bonita Avenue, on which San Dimas' historic downtown is centered. Major north-south thoroughfares include Lone Hill Avenue, the 57 (Orange) Freeway, San Dimas Avenue, Walnut Avenue, and San Dimas Canyon Road.

The Specific Plan's Project area is centered along Bonita Avenue, the City's historic and civic core, and is bounded by the 57 (Orange) freeway to the west, San Diman Canyon Road to the east, 2nd Street to the north, and Arrow Highway to the south. Refer to **Figure 2.0-2** for the Specific Plan Boundaries. The Downtown Specific Plan (DTSP) area is 202 acres in size and roughly divided from the northwest to the southeast by the Metro "A" Line (formerly known as the "Gold"/"L" Line) right-of-way, which intersects with Bonita Avenue at Cataract Avenue. The San Dimas Station of the Metro "A" Line is situated at San Dimas Avenue, just south of Bonita Avenue. The Downtown Specific Plan boundaries intentionally excluded the existing established single-family neighborhoods that surrounds the commercial core, to focus on areas of potential growth.

3.2 EXISTING LAND USES

The City of San Dimas contains a population of approximately 34,000 and is known for the its 19th century historical character, its historic downtown core, and its varied residential neighborhoods.

The Project Area consists of portions of the existing downtown area of San Dimas and the surrounding Town Core area. The surrounding established single-family residents are intentionally not included in the Project Area. Most properties within the Study Area have been previously developed, with uses including

commercial, multi-family, and public facilities. Between the 57 (Orange) freeway and North Eucla Avenue, existing development uses can be characterized as highway-oriented commercial, including a hotel, auto-oriented commercial strip development, and several big-box retailers. Between North Eucla Avenue and South Cataract Avenue, there are two vacant properties, a restaurant, a bowling alley, and a small number of professional offices. East of South Cataract Avenue, existing development along Bonita Avenue primarily includes both auto-oriented and street-facing commercial properties, parking lots, and, east of South Walnut Avenue, a small number of multi-family residential properties. A complex of public facilities, including the San Dimas City Hall, the San Dimas Library, Civic Center Park, United States Post Office, Los Angeles County Fire Department Station 64, and the San Dimas Sheriff's Office are located at the corner of Bonita and South Walnut Avenues.

The surrounding area includes residential neighborhoods to the north, the remainder of the Bonita Avenue commercial corridor to the east, industrial, office, and multi-family areas to the south and southwest, and big-box retail commercial shopping areas to the west, opposite the Orange Freeway.

3.3 PLANNING FRAMEWORK

California Planning and Zoning Law requires each city to prepare and adopt "a comprehensive, long term general plan for the physical development" of land within its jurisdiction. Under Gov. Code Section 65302, each General Plan must include a land use element that designates the general distribution, location and extent of the uses of the land.

The San Dimas General Plan is the blueprint for future growth and development in the City. The land use element of the General Plan is developed based on a community vision to establish a pattern for compatible land uses which reflect existing conditions, approved land use, open space areas, and to guide future development. The Plan area is currently designated in the General Plan as a range of commercial, residential, and institutional uses. In addition, the Land Use Element contains the following land use goals:

1. Maintain the rural small-town low-density atmosphere of San Dimas.
2. Preserve the integrity of the foothills, including the northern foothills, Puddingstone Hills, and Way Hill.
3. Ensure that all portions of the City are adequately served with essential services, utilities, and recreational and open space facilities.
4. Plan and create an urban form that effectively utilizes urban infrastructure and services. Plan for orderly growth rather than "leapfrog" development.
5. Provide well planned commercial centers and nodes. Discourage "strip" commercial development.
6. Revitalize and improve downtown as a community focus.

7. Maintain existing mobile homes to meet the need for affordable housing stock for the citizens of San Dimas.
8. Ensure adequate community participation in planning for the future of San Dimas.
9. Enhance a unified and high-quality visual image for the City.
10. Development of the northern foothills area shall maximize preservation of the natural environment, recognize the opportunities and constraints that the land imposes, and accommodate such development as can be designed to minimize impacts on the natural environment and protect public health and safety.

The City also maintains a set of Town Core Design Guidelines, adopted by the City Council in 1993 following a survey of historic properties conducted in 1991. The design guidelines were prepared to help building owners preserve and rehabilitate the historic buildings located in the designated area. The Town Core Design Guidelines were last updated in 2010 with the City Council's adoption of the Town Core Fence and Wall Standards, which provide specifications regarding permitted fence and walls for properties located in the Town Core area. For properties that are in the Town Core but fall outside the Specific Plan, such as the single-family residential homes along the Plan's boundary, the existing Town Core Design Guidelines are to be used for any review of the existing structures.

California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 through 65457, states that a city may prepare a Specific Plan "for the systematic implementation of the general plan…" A specific plan must include text and diagrams that specify the distribution, location, and extent of uses of land and infrastructure within the plan area, standards for development, and a program of implementation. As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution.

The regulations of the Specific Plan are applied in addition to the provisions set forth in the City's Municipal Code, however, the Specific Plan preempts the Municipal Code in any instances of conflicting regulations. The City's Municipal Code will be amended to include the Specific Plan's zoning designation and land use.

3.4 PUBLIC FACILITIES AND SERVICES

The Los Angeles County Sheriff's Department (LASD) provides general law enforcement, detention, and court services for the residents, business owners, and visitors of Los Angeles County. LASD provides law enforcement services to the City of San Dimas by contract and maintains a station in San Dimas. There are fourteen City operated recreational facilities, which include twelve parks, a Swim and Racquet Club, and the Sportsplex, constituting together about 177 acres. The City contracts with Waste Management for curbside and business trash and recycling.

Fire Protection Services are provided by the Los Angeles County Fire Department (LACFD). LACFD provides full fire protection services including air and wildland fire support, emergency medical, and fire prevention. The Department also has countywide resources that may be called upon if needed.

Bonita Unified School District (BUSD), Glendora Unified School District (GUSD), Covina-Valley Unified School District (C-VUSD), Charter Oak Unified School District (COUSD), and Pomona Unified School District (PUSD) serve the Los Angeles County communities of San Dimas, Covina, Pomona, La Verne, and part of Glendora. BUSD is headquartered in San Dimas and has 14 schools, including elementary, middle, and high schools. GUSD is headquartered in Glendora, and COUSD in Covina, and both have a total of 10 K through 12 schools each. C-VUSD is headquartered in Covina and has a total of 19 schools. PUSD is based in Pomona and is the largest of the school districts with a total of 41 schools.

Water services to the City is provided by Golden State Water Company; wastewater is handled by the Los Angeles County Sanitation Districts. Utilities and services will not be altered by the implementation of the Downtown Specific Plan.

Metrolink and Metro rail utilize the rail line through San Dimas. There is an existing Metrolink stop and a planned Metro rail station with the expansion of the "A" Line. Foothill Transit provides bus service, connecting San Dimas with neighboring communities.

4.1.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to air quality are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan?

b. 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?

c. Expose sensitive receptors to substantial pollutant concentrations?

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

4.1.2 ENVIRONMENTAL SETTING

Existing Conditions

Criteria Air Pollutants

The criteria air pollutants that are most relevant to current air quality planning and regulation in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead (Pb). In addition, volatile organic compounds (VOC) and toxic air contaminants (TACs) are a concern in the SCAB but are not classified under Ambient Air Quality Standards (AAQS). The characteristics of each of these pollutants are briefly described below.

The State AAQS and their attainment status in the SCAB for each of the criteria pollutants are summarized in **Table 4.1-1: Ambient Air Quality Standards and Attainment Status**. The term "nonattainment area" is used to refer to an air basin in which one or more ambient air quality standards are exceeded. Under federal and State standards, the SCAB is currently designated as nonattainment for O_3 and PM_{10}.

Table 4.1-1: Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	**Nonattainment**	—	**Nonattainment**
	8-hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)	
Nitrogen Dioxide (NO_2)	Annual Arithmetic mean	0.03 ppm (57 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Unclassified / Attainment
	1-hour	0.18 ppm (339 µg/m^3)		0.100 ppm (188 µg/m^3)	
Carbon Monoxide (CO)	8 hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Unclassified / Attainment
	1 hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)	
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	Attainment	0.075 ppm	Attainment
	24 hour	0.04 ppm		—	
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	—	Unclassified / Attainment
	Rolling 3-month average	—		0.15 µg/m^3	
Respirable Particulate Matter (PM_{10})	24 hour	50 µg/m^3	**Nonattainment**	150 µg/m^3	**Nonattainment**
	Annual arithmetic mean	20 µg/m^3		—	
Fine Particulate Matter ($PM_{2.5}$)	24 hours	—	Attainment	35 µg/m^3	Unclassified / Attainment
	Annual arithmetic mean	12 µg/m^3		12 µg/m^3	

Source: California Air Resources Board website at: https://www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed July 2023) and CARB, "Area Designations Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm (last reviewed December 28, 2018).

Note: ppm = parts per million.

Ozone (O_3)

O3 is a highly reactive and unstable gas that is formed when reactive organic gases (ROGs), sometimes referred to as VOC, and nitrogen oxides (NOx), byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to O3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission and mortality rates have also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the observed responses mentioned above. Animal studies suggest that exposure to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide (CO)

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Nitrogen Dioxide (NO_2)

NO_2 is a reddish-brown, highly reactive gas that is formed in the ambient air through the oxidation of nitric oxide (NO). NO_2 is also a byproduct of fuel combustion. Population-based health studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

A detailed discussion of the health effects of NO_2 is provided in the SCAQMD *Final 2022 Air Quality Management Plan*.[1]

Particulate Matter (PM_{10} and $PM_{2.5}$)

A consistent correlation between elevated ambient respirable and fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the US and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and an increased mortality from lung cancer.

Daily fluctuations in fine-particulate-matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of PM_{10} and $PM_{2.5}$.

1 South Coast Air Quality Management District(*SCAQMD), Final 2022 Air Quality Management Plan*, Appendix I: Health Effects, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16. Accessed July 2023.

Sulfur Dioxide (SO_2)

SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, as well as from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SOx).

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. Asthmatics' acute exposure to SO_2 increases their resistance to air flow and reduces their breathing capacity, which leads to severe breathing difficulties. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite the fact that SO_2 is a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Most of the health effects associated with fine particles and SO_2 are also associated with SO_4. Both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants have generally not been successful. Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles, such as sulfuric acid aerosol and ammonium bisulfate, are more toxic than nonacidic particles like ammonium sulfate. Whether effects are attributable to acidity or to particles remains unresolved.

Lead (Pb)

Pb occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the SCAB. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles, such as racecars and some aircraft. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on-road motor vehicles, Pb is present in many urban soils and can be resuspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters. Pb is also found in lead-based paint, which is considered a health hazard for people, especially children. From the turn of the century through

the 1940s, paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased but was still used until 1978 when it was banned from residential use. Remodeling, renovations, or demolition activities in older buildings could disturb lead-based paint surfaces.

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures, and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

Volatile Organic Compounds (VOCs)

VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide (CO_2), carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. VOC emissions often result from the evaporation of solvents in architectural coatings. VOC are any reactive compounds of carbon, excluding methane, CO, CO_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. VOC emissions are generated from the exhaust of mobile sources.[2] Both VOC and ROGs are precursors to ozone and the terms can be used interchangeably.[3]

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed previously, but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

2 *SCAQMD, Final 2022 Air Quality Management Plan*, Appendix I: Health Effects, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16. Accessed July 2023.

3 Both VOC and ROGs are both precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.

The California Air Resources Board (CARB) and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California.[4] Diesel Particulate Matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 microns [µm]), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area, which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher near heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[5]

To provide a perspective on the contribution that DPM has on the overall Statewide average ambient air toxics potential cancer risk, CARB evaluated risks from specific compounds using data from CARB's ambient monitoring network. CARB maintains 21-site air toxics monitoring network that measures outdoor ambient concentration levels of approximately 60 airborne toxins. CARB has determined that, of the top ten inhalation risk contributors, DPM contributes approximately 68 percent of the total potential cancer risk.[6]

Valley Fever

Coccidioidomycosis, more commonly known as "Valley Fever," is primarily a disease of the lungs caused by the spores of the *Coccidioides immitis* fungus. The spores are found in soils, become airborne when the soil is disturbed, and are subsequently inhaled into the lungs. After the fungal spores have settled in the lungs, they change into a multicellular structure called a spherule. Fungal growth in the lungs occurs as the spherule grows and bursts, releasing endospores, which then develop into more spherules.

Valley Fever symptoms occur within two to three weeks of exposure. Approximately 60 percent of Valley Fever cases are mild and display flu-like symptoms or no symptoms at all. Of those who are exposed and

4 The complete list of such substances is located at www.arb.ca.gov/toxics/id/taclist.htm.

5 California Air Resources Board (CARB), Diesel and Health Research, accessed July 2023, https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

6 SCAQMD, "Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV)." (May 2015), accessed July 2023, http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15.pdf.

seek medical treatment, the most common symptoms include fatigue, cough, loss of appetite, rash, headache, and joint aches. In some cases, painful red bumps may develop on the skin. One important fact to mention is that these symptoms are not unique to Valley Fever and may be caused by other illnesses as well. Identifying and confirming this disease require specific laboratory tests such as: (1) microscopic identification of the fungal spherules in infected tissue, sputum, or body fluid sample; (2) growing a culture of *Coccidioides immitis* from a tissue specimen, sputum, or body fluid; (3) detection of antibodies (serological tests specifically for Valley Fever) against the fungus in blood serum or other body fluids; and (4) administering the Valley Fever Skin Test (called coccidioidin or spherulin), which indicate prior exposure to the fungus.

Valley Fever is not contagious, and therefore, cannot be passed on from person to person. Most of those who are infected would recover without treatment within six months and would have life-long immunity to the fungal spores. In severe cases, especially in those patients with rapid and extensive primary illness, those who are at risk for dissemination of disease, and those who have disseminated disease, antifungal drug therapy is used. The type of medication used and the duration of drug therapy are determined by the severity of disease and response to the therapy. The medications used include ketoconazole, itraconazole and fluconazole in chronic, mild-to-moderate disease, and amphotericin B, given intravenously or inserted into the spinal fluid, for rapidly progressive disease. Although these treatments are often helpful, evidence of disease may persist, and years of treatment may be required.

The usual course of Valley Fever in healthy people is complete recovery within six months. In most cases, the body's immune response is effective and no specific course of treatment is necessary. About five percent of cases of Valley Fever result in pneumonia (infection of the lungs), while another five percent of patients develop lung cavities after their initial infection with Valley Fever. These cavities occur most often in older adults, usually without symptoms, and about 50 percent of them disappear within two years. Occasionally, these cavities rupture, causing chest pain and difficulty breathing, and require surgical repair. Only one to two percent of those exposed who seek medical attention would develop a disease that disseminates (spreads) to other parts of the body other than the lungs.

Factors that affect the susceptibility to coccidioidal dissemination are race, sex, pregnancy, age, and immunosuppression. While there are no racial or gender differences in susceptibility to primary infection with coccidioidomycosis, differences in risk of disseminated infection do appear to exist. Men have a higher rate of dissemination than do women and several studies have shown that the rate of dissemination in African Americans and Filipinos is several times higher than in the rest of the US population. Native Americans, Hispanics, and Asians may also have a higher rate of dissemination than the general population, but these population differences are not well defined.

The *Coccidioides immitis* fungal spores are often found in the soil around rodent burrows, Indian ruins, and burial grounds. The spores become airborne when the soil is disturbed by winds, construction, farming, and soil disturbing activities. This type of fungus is endemic to the southwestern United States and Los Angeles County has been identified as an area where the fungus that causes Valley Fever lives. The Project site is located in an area designated as suspected endemic for Valley Fever by the Center for Disease Control and Prevention (CDC).[7] Los Angeles County Public Health (LACPH) indicates that there were 141 cases in the Service Planning Area of the proposed Project in 2022.[8]

Local Air Quality

For evaluation purposes, SCAQMD has divided its territory into 36 Source Receptor Areas (SRA) with operating monitoring stations in most of the SRAs. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within each geographical area.

The Project Site is located in the SCAB in SRA 10, Pomona/Walnut Valley. The SCAQMD air quality monitoring station closest to the site is the Glendora-Laurel Station located 2.8 miles northwest of the Project at 840 Laurel Avenue, Glendora.[9] This station monitors PM_{10}, $PM_{2.5,}$ and Nitrogen Dioxide. The Pomona Station at 924 N. Garey Avenue, Pomona, which is located 3.7 miles southeast, monitors hourly ozone, 8-hourly ozone.[10] The air quality trends from these stations are used to represent the ambient air quality in the Project area. The ambient air quality data in **Table 4.1-2: Air Quality Monitoring Summary** shows that the region has exceeded the O3, PM10, and PM2.5 standards in recent years.

Existing Conditions

The proposed Downtown Specific Plan (DTSP) area is located within the City of San Dimas, within the San Gabriel Valley in the eastern portion of Los Angeles County. The City is surrounded by the Cities of Glendora and Covina, and unincorporated areas of Los Angeles County to the west, the City of La Verne and unincorporated areas of Los Angeles County to the east, the San Gabriel Mountains range to the north, the City of Pomona to the southeast, and the City of Walnut to the southwest. The City is crossed by the 210 (Foothill), 57 (Orange), and 10 (San Bernardino) freeways. Major east-west thoroughfares providing access include Arrow Highway, Foothill Boulevard (Historic Route 66), and Bonita Avenue, on which San

7 Centers for Disease Control and Prevention, Valley Fever Maps, https://www.cdc.gov/fungal/diseases/coccidioidomycosis/maps.html#surveillance, accessed August 2019.

8 Los Angeles County Department of Public Health, Acute Communicable Disease Control, http://publichealth.lacounty.gov/acd/Diseases/Cocci.htm

9 California Air Resources Board, Top 4 Summary: Site Selection, https://www.arb.ca.gov/adam/topfour/topfour2.php. Accessed September 2023.

10 California Air Resources Board, Top 4 Summary: Site Selection, https://www.arb.ca.gov/adam/topfour/topfour2.php. Accessed September 2023.

Dimas' historic downtown is centered. Major north-south thoroughfares include Lone Hill Avenue, the 57 (Orange) Freeway, San Dimas Avenue, Walnut Avenue, and San Dimas Canyon Road.

The City of San Dimas contains a population of approximately 34,000 and is known for its 19th century historical character, its historic downtown core, and its varied residential neighborhoods. The majority of the DTSP area has been previously developed, with uses including commercial, multi-family residential, and public facilities. Between the 57 freeway and North Eucla Avenue, existing uses include highway-oriented commercial, including a hotel, auto-oriented commercial strips, and several big-box retailers. Between North Eucla Avenue and South Cataract Avenue, there are two vacant properties, a restaurant, a bowling alley, and a small number of professional offices. East of South Cataract Avenue, existing development along Bonita Avenue primarily includes both auto-oriented and street-facing commercial properties, parking lots, and, east of South Walnut Avenue, a small number of multi-family residential properties. A complex of public facilities, including the San Dimas City Hall, the San Dimas Library, and Civic Center Park, is located at the corner of Bonita and South Walnut Avenues. The surrounding area includes residential neighborhoods to the north, the remainder of the Bonita Avenue commercial corridor to the east, industrial, office, and multi-family areas to the south and southwest, and big-box retail commercial shopping areas to the west, opposite the Orange Freeway.

Table 4.1-2: Air Quality Monitoring Summary

Air Pollutant	Average Time (Units)	2019	2020	2021
Ozone (O_3)	State Max 1 hour (ppm)	0.098	0.180	0.120
	Days > CAAQS threshold (0.09 ppm)	3	51	27
	National Max 8 hour (ppm)	0.083	0.124	0.092
	Days > NAAQS threshold (0.075 ppm)	12	84	41
	State Max 8 hour (ppm)	0.084	0.124	0.092
	Days > CAAQS threshold (0.07 ppm)	13	88	43
Carbon monoxide (CO)		—	—	—
Nitrogen dioxide (NO_2)	National Max 1 hour (ppm)	52.9	50.4	68.6
	Days > NAAQS threshold (0.100 ppm)	0	0	0
	State Max 1 hour (ppm)	60.0	50.0	60.0
	Days > CAAQS threshold (0.18 ppm)	0	0	0
Respirable particulate matter (PM_{10})	National Max (µg/m3)	97.9	227.2	121.5
	National Annual Average (µg/m3)	21.8	28.0	27.7
	Days > NAAQS threshold (150 µg/m3)	0	2	0
	State Max (µg/m3)	—	—	—
	State Annual Average (µg/m3)	—	—	—
	Days > CAAQS threshold (50 µg/m3)	—	—	—

Table 4.1-2: Air Quality Monitoring Summary

Air Pollutant	Average Time (Units)	2019	2020	2021
Fine particulate matter ($PM_{2.5}$)	National Max (µg/m3)	—	—	—
	National Annual Average (µg/m3)	—	—	—
	Days > NAAQS threshold (35 µg/m3)	—	—	—
	State Max (µg/m3)	75.1	148.1	97.0
	State Annual Average (µg/m3)	11.8	14.9	—

Source: *California Air Resources Board, Air Quality Monitoring Summary, https://www.arb.ca.gov/adam/topfour/topfour1.php.*
Note: *(—) = Data not available.*

Regulatory Framework

State of California

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both State and federal air pollution control programs within California. In this capacity, CARB conducts research, sets State AAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions and the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the State. The CAAQS include more stringent standards than the NAAQS. Criteria pollutants that are in nonattainment under the CAAQS include O_3, $PM_{2.5}$, and PM_{10}.

Air Quality and Land Use Handbook

CARB published the *Air Quality and Land Use Handbook*[11] on April 28, 2005, to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. These recommendations are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural road with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 50 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid

11 CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), https://www.arb.ca.gov/ch/handbook.pdf.

siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13 of the California Code of Regulations, Section 2485)

The Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling[12] measure includes regulations that pertain to air quality emissions. Specifically, Section 2485 states that during construction, the idling of all diesel-fueled commercial vehicles weighing more than 10,000 pounds shall be limited to 5 minutes at any location. In addition, Section 93115 in Title 17 of the California Code of Regulations (CCR)[13] states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

California Air Resources Board (CARB)

CARB Rule 2449, General Requirements for In-Use Off-Road Diesel-Fueled Fleets

Requires off-road diesel vehicles to limit nonessential idling to no more than 5 consecutive minutes.[14]

CARB Rule 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

CARB Rule 2485 requires commercial vehicles weighing more than 10,000 pounds to limit nonessential idling to no more than 5 consecutive minutes.[15]

Local

South Coast Air Quality Management District

SCAQMD shares responsibility with CARB for ensuring that all State and federal ambient air quality standards are achieved and maintained over an area of approximately 10,743 square miles. This area includes the South Coast Air Basin and portions of the Salton Sea and Mojave Desert Air Basins, all of Orange County, and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It does not include the Antelope Valley or the non-desert portion of western San Bernardino County.

SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the Air Basins. SCAQMD, in coordination with the SCAG, is also

12 CARB, Section 2485 in Title 13 of the CCR, https://www.arb.ca.gov/msprog/truck-idling/13ccr2485_09022016.pdf.
13 CARB, Stationary diesel ATCM), Accessed July 2023.https://ww2.arb.ca.gov/our-work/programs/stationary-diesel-atcm#:~:text=Final%20Regulation%20Order%20Amendments%20to,compression%20ignition%20(CI)%20engines.
14 CARB, Final Regulation Order: Regulation for In-Use Off-Road Diesel-Fueled Facts, accessed July 2023, https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation
15 SCAQMD, Rule 1113 Architectural Coating (amended September 6, 2013).

responsible for developing, updating, and implementing the AQMP for the Air Basins. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the national and/or California ambient air quality standards.

The SCAQMD adopted the Final 2022 AQMP on December 2, 2022.[16] The 2022 AQMP includes transportation control measures developed by SCAG from the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as well as the integrated strategies and measures needed to meet the NAAQS. The 2022 AQMP includes strategies to meet the 8-hour ozone NAAQS as well as the latest 24-hour and annual $PM_{2.5}$ standards.

Under the Federal CAA, SCAQMD has adopted federal attainment plans for O_3 and PM_{10}. The SCAQMD reviews projects to ensure that they would not (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay the timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The SCAQMD is responsible for limiting the number of emissions that can be generated throughout the Basin by various stationary, area, and mobile sources. Specific rules and regulations have been adopted by the SCAQMD Governing Board. These rules and regulations limit the emissions that can be generated by various uses or activities and identify specific pollution reduction measures, which must be implemented in association with various uses and activities. These rules not only regulate the emissions of the federal and State criteria pollutants, but also toxic air contaminants and acutely hazardous materials. The rules are also subject to ongoing refinement by SCAQMD.

Among the SCAQMD rules applicable to the Project are Rule 212 (Standards for Approving Permits and Issuing Public Notice), Rule 403 (Fugitive Dust), Rule 1113 (Architectural Coatings), Rule 1401 (New Source Review of Toxic Air Contaminants), and Regulation XIII (New Source Review). Rule 212 states that the Executive Officer has the power to deny a Permit to Construct or Permit to Operate based on standard operating procedures and required notifications. Rule 403 requires the use of stringent best available control measures to minimize PM10 emissions during grading and construction activities. Rule 1113 requires reductions in the VOC content of coatings, with a substantial reduction in the VOC content limit for specified types of coatings. Rule 1401 requires limits for maximum individual cancer risk, cancer burden, and noncancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. Regulation XIII requires new on-site facility nitrogen dioxide emissions to be minimized through the use of emission control measures (e.g.,

16 SCAQMD, Air Quality Management Plan (2022), http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed July 2023.

use of best available control technology for new combustion such as boilers, emergency generators, and water heaters).

City of San Dimas

Local jurisdictions have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air pollutant emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation for significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region would meet federal and State standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

4.1.3 IMPACT ANALYSIS

Under CEQA, SCAQMD is a commenting agency on air quality within its jurisdiction or impacting its jurisdiction. Under the Federal CAA, SCAQMD has adopted federal attainment plans for O_3, $PM_{2.5}$, and PM_{10}. SCAQMD reviews projects to ensure that they would not: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

Daily Emissions Thresholds

SCAQMD has identified thresholds to determine the significance of both local air quality impacts and impacts to regional air quality for construction activities and project operation, as shown in **Table 4.1-3: Mass Daily Emissions Thresholds**.

Table 4.1-3: Mass Daily Emissions Thresholds

Pollutant	Construction	Operational
	pounds/day	
Volatile Organic Compounds (VOC)	75	55

Table 4.1-3: Mass Daily Emissions Thresholds

Pollutant	Construction	Operational
	pounds/day	
Nitrogen dioxide (NOx)	100	55
Carbon monoxide (CO)	550	550
Sulfur dioxide (SOx)	150	150
Respirable particulate matter (PM_{10})	150	150
Fine particulate matter ($PM_{2.5}$)	55	55

Source: SCAQMD, CEQA Air Quality Handbook (November 1993), accessed July 2023, https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

Localized Significance Thresholds

The local significance thresholds are based on the SCAQMD Final *Localized Significance Threshold (LST) Methodology* (LST Methodology)[17] guidance document for short-duration construction activities. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. The SCAQMD provides voluntary guidance on the evaluation of localized air quality impacts to public agencies conducting environmental review of projects located within its jurisdiction. Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. For construction, pollutant concentrations are compared to significance thresholds for particulates (PM_{10} and $PM_{2.5}$), CO, and NO2. The significance threshold for PM_{10} represents compliance with SCAQMD Rule 403 (Fugitive Dust). The threshold for $PM_{2.5}$ is designed to limit emissions and to allow progress toward attainment of the AAQS. Thresholds for CO and NO2 represent the allowable increase in concentrations above background levels that would not cause or contribute to an exceedance of their respective AAQS.

The LST Methodology provides lookup tables of emissions that are based on construction projects of up to 5 acres in size. These LST lookup tables were developed to assist lead agencies with a simple tool for evaluating the impacts from small typical projects. Ambient conditions for Pomona/Walnut Valley, as recorded in SRA 10 by the SCAQMD, were used for ambient conditions in determining appropriate

17 South Coast Air Quality Management District, Final Localized Significance Threshold (LST) Methodology, (June 2003, rev. July 2008).

threshold levels. Thresholds for each criteria pollutant for construction activity and Project operation are listed in **Table 4.1-4: Localized Significance Thresholds**.

Table 4.1-4: Localized Significance Thresholds

Pollutant	Construction	Operational
	pounds/day	
Nitrogen dioxide (NO2)	236	236
Carbon monoxide (CO)	1,566	1,566
Respirable particulate matter (PM_{10})	12	3
Fine particulate matter ($PM_{2.5}$)	7	2

Notes: Based on a distance to sensitive receptors of 25 meters (82 feet). SCAQMD's Localized Significance Threshold (LST) Methodology for CEQA Evaluations guidance document provides that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.
LST values for 5-acre site.

CO Hotspot

The significance of localized project impacts depends on whether ambient CO levels in the vicinity of the proposed Project are above or below State and federal CO standards. If the Project causes an exceedance of either the State 1-hour or 8-hour CO concentrations, the Project would be considered to have a significant local impact. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 parts per million (ppm) or more, or 8-hour CO concentrations by 0.45 ppm or more pursuant to SCAQMD Rule 1303(b).

Cumulative

SCAQMD's *CEQA Air Quality Handbook* identifies several methods to determine the cumulative significance of land use projects (i.e., whether the contribution of a project is cumulatively considerable). However, SCAQMD no longer recommends the use of these methodologies. Instead, SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified previously also can be considered cumulatively considerable.[18] SCAQMD neither recommends quantified

18 "White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions," SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, D-3.

analyses of the emissions generated by a set of cumulative development projects, nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Methodology

The DTSP is a planning document proposed to guide development within the proposed specific plan area; no specific development projects are proposed at this time. Accordingly, a program level analysis of the potential air quality impacts that may result from future development may be facilitated by the DTSP is provided.

Air pollutant emissions would result from construction and operation of subsequent individual development projects within the DTSP. The analysis methodologies for all potential sources of air emissions associated with the proposed DTSP are discussed below.

Emissions Inventory Modeling

The California Emissions Estimator Model, known as CalEEMod, is the CARB–approved computer program model recommended by SCAQMD for use in the quantification of air quality emissions. CalEEMod was developed under the auspices of SCAQMD, with input from other California air districts. CalEEMod utilizes widely accepted models for emissions estimates combined with appropriate data that can be used if site-specific information is not available. For example, CalEEMod incorporates USEPA-developed emission factors; CARB's on-road and off-road equipment emission models, such as EMFAC and OFFROAD;[19] and studies commissioned by other California agencies, such as the California Energy Commission and CalRecycle.

CalEEMod provides a platform to calculate both construction emissions and operational emissions from a land use development project. Emission sources covered by CalEEMod model include the following:

- One-time construction emissions associated with demolition, grading, utility installation, building, application of architectural coatings (e.g., paint), and paving from emission sources that include both off-road construction equipment and on-road mobile equipment associated with workers, hauling, and the delivery of construction materials to the Project Site. Construction emissions associated with dust control and disposal of waste at landfills are also included in the CalEEMod model.
- Operational emissions associated with the occupancy of development, such as on-road mobile vehicle traffic generated by the land uses; off-road emissions from landscaping equipment; energy (i.e., electricity and natural gas) and water usage in the buildings; and emissions from painting operations.

19 EMFAC is an emissions factor model used to calculate emissions rates from on-road vehicles (e.g., passenger vehicles; haul trucks). OFFROAD is an emissions factor model used to calculate emission rates from off-road mobile sources (e.g., construction equipment). CalEEMod version 2022.1 utilizes CARB's 2021 version of EMFAC.

The disposal of solid waste generated during the postconstruction use of the buildings is also included in the CalEEMod model.

CalEEMod version 2022.1.1.14 was used to quantify the proposed Project's air quality pollutants. Proposed Project development would generate air pollutants from a number of individual sources during both construction and postconstruction (operational) use of the buildings and related activities.

For purposes of analysis, the mix of development from **Table 2.0-2** in *Section 2.4: Development Potential* was assumed as a projection of the development that may occur over an approximately 20-year period and was used to estimate construction and operational emissions.

Construction Emissions

Construction of individual development projects within the DTSP has the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment and through vehicle trips generated from workers and haul trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from soil-handling activities. Mobile-source emissions, primarily NOx, would result from the use of construction equipment, such as dozers and loaders. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles. The input values used in this analysis are based on conservative assumptions in CalEEMod, with appropriate, Project-specific adjustments based on equipment types and expected construction activities. These values were then applied to the construction phasing assumptions used in the criteria pollutant analysis to generate criteria pollutant emissions values for each construction activity.

Operational Emissions

Operation of the Project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the Project Site. In addition, emissions would result from area sources on site, such as natural gas combustion, landscaping equipment, and use of consumer products.

Operational emissions were estimated using the CalEEMod software, which was used to forecast the daily regional emissions from area sources that would occur during long-term Project operations. In calculating mobile-source emissions, CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, workers, customers, and delivery vehicles visiting the proposed land uses. CalEEMod defaults were used to estimate the air quality emissions related to mobile uses due to the nature of the Downtown Specific Plan.

Localized Significance Emissions

Localized air quality impacts are evaluated by examining the on-site generation of pollutants and their resulting downwind concentrations. Emissions were estimated using the CalEEMod software. The LST mass rate look-up tables are applicable to the following pollutants only: NOx, CO, PM_{10}, and $PM_{2.5}$. LSTs are derived based on the location of the activity (i.e., the source/receptor area); the emission rates of NOX, CO, $PM_{2.5}$, and PM_{10}; and the distance to the nearest exposed individual. The location of the activity and the distance to the nearest exposed individual can be determined by maps, aerial and site photos, or site visits.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Consistency with the Air Quality Management Plan

A consistency determination with regard to the SCAQMD's AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*,[20] the analysis below addresses the criteria identified by the SCAQMD to determine the proposed Project's consistency with SCAQMD and SCAG air quality related policies.

- Will the project result in any of the following:
  - Increase the frequency or severity of existing air quality violations?
  - Cause or contribute to new air quality violations?

Delay the timely attainment of the air quality standards or the interim emission reductions According to the South Coast Air Quality Management District's *CEQA Handbook*, the consistency determination based on the first criterion pertains to ambient pollutant concentrations, rather than to total regional emissions, thus, requiring an analysis of the proposed Project's pollutant emissions relative to localized pollutant

20 SCAQMD, *CEQA Air Quality Handbook* (April 1993), p. 12-3.

concentrations.[21] A complete review of the proposed Project's potential impact on ambient pollutant concentrations during construction and operation is provided below.

Regional Emissions

It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. In addition, SCAQMD Rule 1113 would limit the VOC content of architectural coatings. Thus, compliance with these SCAQMD rules would further reduce construction related regional emissions.

Potential construction-related emissions of criteria air pollutants and precursors were modeled in accordance with SCAQMD-recommended methodologies. Project-specific data (e.g., construction schedule, equipment types and number requirements, and maximum daily acreage disturbed) is not available at this time. Potential emissions from projected development in the DTSP Area was modeled based on the proposed land uses, projected daily trips and default CalEEMod settings and parameters attributable to the construction period and site location.

Table 4.1-5: Project Construction Diesel Equipment Inventory displays the construction equipment required for each activity. The forecast of emissions generated during Proposed Project construction is based on assumptions regarding the type and number of off-road equipment operating.

Table 4.1-5: Project Construction Diesel Equipment Inventory

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower[HP] (Load Factor)
Demolition	Concrete/Industrial Saws	1	8	33 (0.73)
	Excavators	3	8	36 (0.38)
	Rubber Tired Dozers	2	8	367 (0.40)
Site Preparation	Rubber Tired Dozers	3	8	367 (0.40)
	Tractors/Loaders/Backhoes	4	8	84 (0.37)
Grading	Excavators	2	8	36 (0.38)
	Graders	1	8	148 (0.41)
	Rubber Tired Dozers	1	8	367 (0.40)

21 South Coast Air Quality Management District, *CEQA Air Quality Handbook*, p. 12-3, 1993.

Table 4.1-5: Project Construction Diesel Equipment Inventory

Phase	Off-Road Equipment Type	Amount	Daily Hours	Horsepower[HP] (Load Factor)
Building Construction	Scrapers	2	8	423 (0.48)
	Tractors/Loaders/Backhoes	2	8	84 (0.37)
	Cranes	1	7	367 (0.29)
	Forklifts	3	8	82 (0.20)
	Generator Sets	1	8	14 (0.74)
	Tractors/Loaders/Backhoes	3	7	84 (0.37)
	Welders	1	8	46 (0.45)
Architectural Coating	Air compressors	1	6	37 (0.48)
Paving	Pavers	2	8	81 (0.42)
	Paving Equipment	2	8	89 (0.36)
	Rollers	2	8	36 (0.38)

*Refer to **Appendix B**, Section 3.0: Construction Detail, for equipment inventory information.*

The maximum daily regional construction emissions are provided in **Table 4.1-6: Unmitigated Regional Maximum Construction Emissions**. CalEEMod assumed the construction period would last approximately 16 years based on the Project details. These impacts would be temporary in nature, lasting only for the construction period, and would not have a long-term impact on the region's ability to meet State and federal air quality standards. As shown in **Table 4.1-6**, when modeled without regulatory compliance measures, construction emissions would not exceed SCAQMD daily regional thresholds and impacts would be less than significant.

Table 4.1-6: Unmitigated Regional Maximum Construction Emissions

Year	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	pounds/day					
1	3.7	47.0	34.0	0.1	19.4	5.5
2	3.4	31.7	31.2	<0.1	9.3	5.3
3	13.3	46.8	227.0	0.2	47.4	11.7
4	12.8	45.1	212.0	0.2	47.2	11.6
5	12.2	42.3	201.0	0.2	47.2	11.6
6	11.8	39.5	189.0	0.2	47.2	11.6
7	11.3	37.2	178.0	0.2	47.1	11.6
8	9.5	36.0	168.0	0.2	47.1	11.6
9	9.2	33.6	159.0	0.2	47.1	11.5

Table 4.1-6: Unmitigated Regional Maximum Construction Emissions

Year	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	pounds/day					
10	8.9	31.4	151.0	0.2	47.1	11.5
11	8.5	30.5	143.0	0.2	47.1	11.5
12	8.3	29.8	137.0	0.2	47.1	11.5
13	71.2	29.5	155.0	0.2	55.3	13.4
14	70.9	29.0	149.0	0.2	55.3	13.4
15	70.7	28.4	145.0	0.2	55.3	13.4
16	63.5	7.1	28.0	<0.1	8.6	2.1
Maximum	**71.2**	**47.0**	**227.0**	**0.1**	**55.3**	**13.4**
SCAQMD threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold exceeded?	No	No	No	No	No	No

*Source: CalEEMod. Refer to Air Quality Output Sheets in **Appendix B.***
CO = carbon monoxide; NOx = nitrogen oxides; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SOx = sulfur oxides.

On-road mobile vehicles, electricity, natural gas, water, landscape equipment, solid waste, and wastewater use associated with the occupancy of development would generate the majority of emissions on-site. The land uses within the DTSP include residential, commercial, retail, restaurant, office, service, open space, and civic uses. The primary source of long-term criteria air pollutant emissions would be from Project-generated vehicle trips. As discussed further in **Section 4.11: Transportation,** it is estimated that projected development in the DTSP Area would generate 691,395 VMT (vehicle miles traveled) in the year 2045 from those traveling within and to the DTSP area. The maximum daily regional operational emissions are provided in **Table 4.1-7: Unmitigated Regional Maximum Operational Emissions.** As shown in **Table 4.1-7**, operational emissions from projected development in the DTSP Area would exceed the SCAQMD daily regional thresholds and area considered significant for this reason. It should be noted that these significance thresholds were developed by SCAQMD for evaluation of individual development projects and, for this reason, the emissions estimated for plans like the DTSP will usually exceed these thresholds. When taking into account the removal of the existing uses, the net operational emissions would be reduced, however impacts would remain significant.

Table 4.1-7: Unmitigated Regional Maximum Operational Emissions

Source	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	pounds/day					
Area	226	55	299	<1	4	4
Energy	1	16	9	<1	1	1
Mobile	154	101	1,290	4	402	103
Total	**381**	**172**	**1,598**	**4**	**407**	**108**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

_____

*Source: CalEEMod. Refer to Air Quality Output Sheets in **Appendix B.***
Abbreviations: CO = carbon monoxide; NOx = nitrogen oxide; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; VOC = volatile organic compound; SCAQMD = South Coast Air Quality Management District; SOX = sulfur oxide.

The DTSP is a planning document to guide development and no specific development projects are proposed at this time. The DTSP would not directly enable or entitle construction or development activities and all future development within the proposed DTSP area will be subject to existing regulations, including adopted air quality standards, and subsequent environmental review under CEQA.

Localized Emissions

Ambient pollutant concentrations standards are forecasted for all criteria pollutants during proposed Project construction. The maximum localized construction and operational emissions are provided in **Table 4.1-8: Localized Construction and Operational Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during the assumed 20-year buildout period for the implementation of the DTSP. Additionally, localized construction emissions include compliance with SCAQMD Rule 403 which is required to reduce impacts related to fugitive dust from the construction site. The proposed Project would result in a significant construction and operation health impact if concentration impacts would exceed these thresholds and standards.[22] As shown in **Table 4.1-8**, the daily maximum localized construction and emissions would not exceed the SCAQMD daily significance thresholds for NO_x, CO, or $PM_{2.5,}$ however, emissions would likely result in an exceedance of daily PM_{10} emissions. During operation, emissions would not exceed the significance threshold for NO_x or CO, however emissions would result in an exceedance of daily PM_{10} and $PM_{2.5}$ emissions. Therefore, the daily localized impact of PM_{10} and $PM_{2.5}$ emissions would be considered a potentially significant impact.

22 SCAQMD, "Final Localized Significance Methodology."

As discussed above, the DTSP is a planning document to guide development. Future development facilitated by the DTSP would be subject to the development review process and any potential impacts identified at that time would be addressed through mitigation measures specific to each project.

Table 4.1-8: Localized Construction and Operational Emissions

Source	NOx	CO	PM_{10}	$PM_{2.5}$
	On-Site Emissions (pounds/day)			
Construction				
Total maximum emissions	36	33	14	3
LST threshold	*236*	*1,566*	*12*	*7*
Threshold Exceeded?	No	No	**Yes**	No
Operational				
Project area/energy emissions	71	308	5	5
LST threshold	*236*	*1,566*	*3*	*2*
Threshold Exceeded?	No	No	**Yes**	**Yes**

*Source: CalEEMod. Refer to Air Quality Output Sheets in **Appendix B***
Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.
CO = carbon monoxide; NOx = nitrogen oxide; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns.

Valley Fever

Nearby sensitive receptors, as well as workers at the Project site, could be exposed to Valley Fever from fugitive dust generated during construction. There is the potential that cocci spores would be stirred up during excavation, grading, and earth-moving activities, exposing construction workers and nearby sensitive receptors to these spores and thereby to the potential of contracting Valley Fever. However, compliance with SCAQMD Rule 403 during construction, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with the SCAB, and implementation of **Mitigation Measure (MM) AQ-2**, which would provide personal protective respiratory equipment to construction workers and provide information to all construction personnel and visitors about Valley Fever, the risk of exposure to Valley Fever would be reduced to a less than significant impact. Compliance with the SCAQMD fugitive dust rule and implementation of **MM AQ-2**, would reduce dust from construction of the Proposed Project, and would not expose nearby sensitive receptors to the Valley Fever fungus. Accordingly, impacts would be less than significant with mitigation.

Consistency with the 2020-2045 RTP/SCS

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth for 14 subregions. The population, housing, and employment forecasts which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review.

With respect to the first criterion for determining consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020 RTP/SCS regarding population, housing, and employment growth. A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment growth assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, SCAG's 2020 RTP/SCS form the basis of the projections of air pollutant emissions.

According to SCAG, the City of San Dimas had a resident population of 34,200 in 2016 and with growth to 35,000 residents currently projected in 2045.[23] Employment is currently projected to increase from 12,100 in 2016 to 12,300 in 2045.[24] As discussed in **Section 4.9: Population and Housing** of this Draft EIR, one of the primary objectives of the proposed DTSP is to change the zoning for the sites identified in the City's recently adopted 2022 Housing Element for the development of housing needed to meet the City's Regional Housing Needs Assessment (RHNA) target for the planning period of 2021-2029 identified by SCAG.[25] Based on the average household size in San Dimas of 2.91 persons per household, the rezoning within the proposed DTSP Area has the potential to increase the City's population by approximately 3,631 persons by 2029 if all of these 1,248 units included in the City's RHNA are built by this date and all of the residents were also new to the City. The resulting increase in population of 1.76 percent (i.e., an increase of 557 people) from the 2021 population. By 2045, the City's population is projected by SCAG to increase to 35,000, which is an increase of 2.93 percent (i.e., an increase of 997 people) from the 2021 population. If all 1,248 new units (i.e., 3,631 potential people) are occupied by new residents, the population could increase to 37,634, which is an increase of 3.8 percent (i.e., an increase of 3,631 people) from the 2021 population. This increase in population is higher than the SCAG 2030 population projection of 34,600 and 2045 population projection of 35,000. However, an addition of 1,248 housing units would not substantially induce population growth as the projected growth represents a difference of 9.06 percent (i.e., 3,134

23 Southern California Association of Governments (SCAG), *Current context, Demographics and Growth Forecast,* accessed July 2023, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

24 Southern California Association of Governments (SCAG), *Current context, Demographics and Growth Forecast,* accessed July 2023, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

25 City of San Dimas, General Plan, Housing Element, https://sandimasca.gov/departments/community_development/planning_division/general_plan/housing_element_update.php. Accessed July 2023.

people) and 7.53 percent (i.e., 2,634 people) for the years 2030 and 2045, respectively. It is also possible that existing residents currently sharing homes may locate to new units. As the development potential of the proposed DTSP is greater than the current RHNA target of 1,248 units, additional growth in housing units and population could occur between 2029 and 2045 that would further exceed the current SCAG growth forecast for San Dimas. However, all potential growth that may occur as a result of approval of the DTSP would be consistent with the City's General Plan, which the DTSP is proposed to implement. While the proposed project could potentially increase the population forecast by approximately 9 or greater by 2045, this increase is not considered substantial as the growth would occur over an extended period and the proposed project is intended to help the City implement its Housing Element and meet its RHNA allocation. Future housing development facilitated by the proposed DTSP would occur incrementally over time through 2045, based on market conditions and other constraints. For this reason, the population and housing growth that may be facilitated by the DTSP is considered consistent with the projected growth in the City's General Plan.

- Does the project include air quality mitigation measures?

Future development within the DTSP area would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located with the SCAB. Therefore, compliance with SCAQMD Rule 403 that would further reduce fugitive dust emissions was included in CalEEMod as a regulatory compliance measure:

- **Control Efficiency of PM_{10}**. During construction, methods and techniques should be applied to various operations or equipment when appropriate to reduce estimated emissions related to particulate matter. This includes replacing ground cover in disturbed areas as quickly as possible, yielding an emission reduction efficiency of 15 – 49 percent.[26]

In addition, SCAQMD Staff recommends that the use of Tier 4 construction equipment of 50 horsepower or greater be required during construction. In the event that Tier 4 construction equipment is unavailable or unfeasible, alternative, and applicable strategies include equipment retrofits with Best Available Control Technology (BACT) devices, but not limited to, a CARB-certified Level 3 Diesel Particulate Filters (DPF). Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.[27]

26 SCAQMD, *CEQA Handbook,* Tables 11-4, page 11-15, and A11-9-A, page A11-77, accessed July 2023, http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-sample-construction-scenario-report.pdf.

27 CARB, *Heavy-Duty DECS Installation and Maintenance*, accessed July 2023, https://ww2.arb.ca.gov/resources/fact-sheets/heavy-duty-decs-installation-and-maintenance-frequently-asked-questions#:~:text=Level%203%20%2D%20The%20strategy%20reduces,Example%3A%20Wall%20flow%20filter.

- **Construction Equipment Controls**. During construction, all off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 3 emission standards with Level 3 DPF to minimize emissions of NOx and particulate matter associated with diesel construction equipment.

As shown in **Tables 4.1-7** and **4.1-8**, construction and operational emissions would exceed SCAQMD regional and localized thresholds and would potentially result in significant impacts. Mitigation measures **MM AQ-1** through **MM AQ-4** discussed below, would mitigate the emissions generated by subsequent individual development projects within the DTSP area. **MM AQ-1** would require individual developments within the DTSP area to conduct project specific air quality analysis and implement additional mitigation as needed. **MM AQ-2** and **MM AQ-3** would directly reduce construction emissions including CO, NO_2, $PM_{2.5}$, and PM_{10} by implementing working training that reviews the SCAQMD Dust Control Plan and requiring the use Tier 4 construction equipment. **MM AQ-4** would reduce operational area and energy emissions by using more efficient technology.

b. Would the project 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?

The cumulative significance methodologies contained in the *CEQA Air Quality Handbook*, SCAQMD staff has suggested that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. Individual projects that exceed SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in nonattainment.

By applying SCAQMD's cumulative air quality impact methodology, implementation of the Project would not result in exceedance of regional thresholds during construction (refer to **Table 4.1-6**). However, the Project would exceed operational thresholds (refer to **Table 4.1-7**). The proposed Project's emissions would contribute to existing violations of the criteria pollutants in exceedance (PM_{10}) and are considered potentially significant for this reason. As such, the proposed Project's cumulative construction and operation related impacts would be potentially significant.

As mentioned previously, the DTSP is a planning document to guide development; it does not propose specific development projects. All future developed would be subject to the existing regulatory environment, including adopted air quality standards, and any impacts identified through site-specific review would be addressed through mitigation measures specific to the impact.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of the Proposed Project could expose sensitive receptors to elevated air pollutant concentrations during construction and operation-related activities, specifically carcinogenic or toxic air contaminants as well as elevated air concentrations of CO, NO2, PM_{10}, $PM_{2.5}$, and SO2. The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site because of construction activities. As shown in **Table 4.1-8** above, localized construction and operational emissions would likely exceed SCAQMD daily thresholds for PM_{10} and $PM_{2.5}$ and would potentially be significant. As discussed above, regulatory compliance measures will be implemented to reduce air quality impacts. Additionally, **MM AQ-1** through **MM AQ-3** would be required.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As shown in **Table 4.1-7** and **Table 4.1-8**, the construction and operation of subsequent individual projects within the DTSP area may result in emissions in exceedance of SCAQMD operational thresholds and localized significance thresholds and adverse health impacts from criteria pollutants would be significant. Mandatory compliance with SCAQMD Rule 1113 would limit the number of VOCs in architectural coatings and solvents and compliance with SCAQMD Rule 403 and 403.1 would reduce particulate emissions during construction activities. However, as shown in **Table 4.1-8**, future development activity in the DTSP area may generate significant dust (particulate matter) emissions.

SCAQMD does not consider odors generated from the use of construction equipment and activities to be objectionable. For potential odor impacts from the occupancy and operation of subsequent individual development projects, before granting approval of a specific project that would result in the citing of a new source of odor or exposure of a new receptor to existing or planned odor sources, the City would need to consider odor impacts. Since the DTSP is planning document meant to guide development, and no specific development projects are proposed at this time, future projects within the DTSP area would be subject to the development review process and potential impacts identified would be addressed through mitigation measures specific to the impact. Further, the Specific Plan does not permit any land uses associated with strong odor impacts such as wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants. For these reasons, potential impacts related to odors would be less than significant.

4.1.4 MITIGATION

As shown in **Tables 4.1-7** and **4.1-8**, estimated construction and operational emissions from future development in the proposed DTSP area are likely to exceed regional and localized thresholds. For this

reason, the following mitigation measures are proposed to reduce potential emissions to the greatest degree feasible:

Construction Emissions

MM AQ-1: The City shall require future projects subject to discretionary approval that are not found to be exempt from CEQA review to evaluate potential air quality impacts and implement respective mitigation measures to minimize impacts that exceed SCAQMD thresholds.

MM AQ-2: Prior to the issuance of any construction permits, the applicant for an individual development project within the DTSP Area shall prepare and implement a worker training program that describes the potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. Additionally, this training program shall include worker training on the implementation requirements of the SCAQMD approved Dust Control Plan. Copies of the training program shall be provided to the County of Los Angeles Department of Regional Planning. The worker training program shall identify safety measures to be implemented by construction contractors during construction. These measures shall include the following:

- HEPA-filtered, air-conditioned enclosed cabs shall be provided on heavy equipment when available. Workers shall be trained on the proper use of cabs, such as turning on air conditioning prior to using the equipment;
- Communication methods, such as two-way radios, shall be provided for use by workers in enclosed cabs;
- Personal protective equipment (PPE), such as half-mask and/or full-mask respirators equipped with particulate filtration, shall be provided to workers active in dusty work areas upon request;
- Separate, clean eating areas with hand-washing facilities shall be provided for construction workers; and
- Equipment, vehicles, and other items shall be cleaned before they are moved off-site to other work locations.

MM AQ-3: Construction Equipment. The applicant for an individual development project within the DTSP Area shall ensure the following requirements are incorporated into applicable bid documents, purchase orders, and contracts. Contractors shall confirm the ability to supply the compliant construction equipment prior to any ground-disturbing and construction activities:

- Mobile off-road construction equipment (wheeled or tracked) greater than 50 hp used during construction of the project shall meet the U.S. EPA Tier 4 final standards. In the event of specialized equipment use where Tier 4 equipment is not commercially available at the time of construction, the equipment shall, at a minimum, meet the Tier 3 standards. Zero-emissions construction equipment may be incorporated in lieu of Tier 4 final equipment. A copy of each equipment's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each piece of equipment.
- Mobile off-road construction equipment less than 50 hp used during construction of the individual projects shall be electric or other alternative fuel type. A copy of each unit's certified tier specification or model year specification shall be available to the City upon request at the time of mobilization of each applicable unit of equipment.
- Electric hook-ups to the power grid shall be used instead of temporary diesel- or gasoline-powered generators, whenever feasible during construction of development or projects envisioned in the DTSP. If generators need to be used, the generators shall be non-diesel generators.

Operational Emissions

MM AQ-4: Before occupancy of new structures within the Project Site, the applicant for an individual development project within the DTSP Area must provide to the Director of Community Development of the incorporation of low-emission technology including solar water heaters, air-source heat pump, natural gas, and/or gas boosted solar as deemed appropriate by future project specific analysis.

4.1.5 SIGNIFICANCE AFTER MITIGATION

There are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects in the proposed DTSP area to less than significant that would be consistent with the objectives of the DTSP. Reducing growth in the DTSP areas would not necessarily reduce population growth because people could still move to the region or Basin but would reside outside of the DTSP Area. Additionally, as the AQMP is updated to reflect new growth assumptions, the anticipated growth from the DTSP would be accounted for in the next AQMP. Therefore, even with the incorporation of mitigation, impacts would remain significant and unavoidable.

4.2 CULTURAL RESOURCES

4.2.1 INTRODUCTION

This section examines the potential impacts of the Project on cultural resources.

4.4.2 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to cultural resources are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 1506.5.(b)?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.(c)?

c. Would the project disturb any human remains, including those interred outside of formal cemeteries pursuant to § 15064.5.(d)?

4.2.3 ENVIRONMENTAL SETTING

Background

San Dimas is located within the San Gabriel Valley on a large alluvial fan complex that originates from the south flanks of the San Gabriel Mountains. The geology in the vicinity of the specific plan area includes Pre-Mesozoic to Cretaceous plutonic igneous rocks of the Peninsular Ranges Batholith; Paleozoic metamorphic rocks; Late Cenozoic terrestrial, marine, and volcanic deposits; and widespread Quaternary alluvial fan and valley deposits.

Recent archaeological studies within the surrounding area indicate that human occupation of the area dates back almost 10,000 years. San Dimas is thought to sit along the fringes of territories traditionally belonging to the Serrano and Gabrielino Native American cultural groups. Tribal Cultural Resources are discussed in Section 4-14 of this DEIR.

The first Americans arriving in the locality presently known as San Dimas were a band of explorers headed by Jedediah Strong Smith, who camped at a Cienega (marshy area), later called Mud Springs, in 1826. A monument on E. Arrow Highway marks the approximate location. In 1837, two Spanish Dons, Señor Ignacio Palomares and Señor Ricardo Vejar, acquired these vast semi-arid and wilderness pastures. Their immense land grant was christened Rancho San Jose and was a range for vast herds of cattle. An era of droughts and financial reverses resulted in the break-up of the California Rancho. Around this time, a

station of the Banning Stage Line was constructed near the Mud Springs under the purview of Dennis Clancy, the line's operator. In the 1860s, the Clancy family's two children were the first American settlers to be born in San Dimas. The site of the former Mud Springs, on Palomares Street, has long been dry.

The first farmers to settle in the area arrived in 1878. They leased large acreage upon which they raised grain until the citrus era dawned, and San Dimas became the "Queen of the citrus belt" in Southern California. With the growth of the Los Angeles metropolitan area, the citrus groves of the early 1900s have, in turn, given way to urbanization, and in 1960 (August 4) the citizens of San Dimas incorporated as a city so that they might chart the course of their development more effectively. Since its incorporation in 1960, the growth of San Dimas has transformed the City from a primarily rural area to an urbanized community containing several industrial, commercial, and residential uses.

Existing Conditions

The Project area consists of portions of the existing downtown of San Dimas and immediately adjacent areas. Most properties within the Project area have been previously developed, with uses including commercial, multi-family residential, and public facilities. The historic commercial downtown district situated along Bonita Avenue (between Cataract and Walnut Avenues) contains a fine-grained urban form with smaller parcels, street-oriented buildings with small setbacks, and buildings that conform to the "Early California Village" architectural theme discussed in the City's Land Use Element. Outside of this downtown area, the eastern and western portions of the Project area predominantly feature larger parcels on irregular blocks of varying shapes and sizes, with most buildings generally constructed in the middle- to late-twentieth century.

The historic downtown, or "Town Core," contains numerous historic homes, churches, and other buildings.[1] The City of San Dimas conducted a historic survey of all pre-1940 buildings in 1991.[2] Over 300 structures were identified in this survey as being locally significant, having a state level of significance, or having the potential to be placed on the National Register of Historic Places.

Based in part on the 1991 survey, the City of San Dimas has compiled a list of historically significant structures present within the Project area. This list includes 25 properties that are either locally significant (LS), nationally significant (NS), or are part of the Lower San Dimas Historic District (LSDHD). These buildings are considered notable examples of their architectural style, appear to be in good condition, do

1 LA Conservancy, City of San Dimas, "Historic Structure List," 1991. Accessed December 23, 2021. https://www.laconservancy.org/sites/default/files/community_documents/San%20Dimas%20Historic%20Structures%20List.pdf.

2 City of San Dimas, Planning Division, "Historic Preservation and Sustainability," accessed December 23, 2021. https://sandimasca.gov/departments/community_development/planning_division/historic_preservation_and_sustainability.php.

not appear to have been significantly modified, and have been listed in the City Register. Therefore, these properties, detailed in **Table 4-2.1: Historic Properties in DTSP Study Area** below, are considered historical resources for purposes of evaluation of the potential for the proposed Specific Plan to result in significant impacts to historical resources as defined in the CEQA and CEQA Guidelines.

Table 4.2-1: Historic Properties in DTSP Study Area

Address	Historic Significance	Existing Use
219 E. Arrow Highway	Locally Significant	Castle Pet Resort (pet grooming and lodging)
121 E. Bonita Ave.	Locally Significant	Vacant (formerly Police Tax)
145 E. Bonita Ave.	Locally Significant	Studio K Beauty Suite
246 E. Bonita Ave.	Locally Significant	San Dimas Chamber of Commerce
358 E. Bonita Ave.	Locally Significant	Calvary Church of San Dimas
108 W. Bonita Ave.	Locally Significant	Early Ford Store
114 W. Bonita Ave.	Locally Significant	Pozzetto's Italian Dining
142 W. Bonita Ave.	Locally Significant	San Dimas Grain Co.
150 W. Bonita Ave.	Locally Significant	Agence (hair salon)
151 W. Bonita Ave.	Locally Significant	Better Home Financial Group
152-68 W. Bonita Ave.	Locally Significant	The Perfect 10 Beauty Studios (168), San Dimas Barber Shop (164), Roady's Restaurant (160), San Dimas Cake Co. (156), The Train Tunnel (152)
163 W. Bonita Ave.	Locally Significant	Quality Instant Printing
175 W. Bonita Ave.	Locally Significant	ICI World Wide Inc. Corporate Office
201 W. Bonita Ave.	Locally Significant	San Dimas Hardware; Existing building is a complete reconstruction of the former building
210 W. Bonita Ave.	Nationally Significant	Pacific Railroad Museum
211-12 W. Bonita Ave.	Locally Significant	Puzzle Zoo Store; Residential units have been constructed above through MCTA
221 W. Bonita Ave.	Locally Significant	Sata Lawnmower Shop
225 W. Bonita Ave.	Locally Significant	San Dimas Wine Shop
233-35 W. Bonita Ave.	Locally Significant	Second Time Around (233), The Little Back House (235)
115 N. Cataract Ave.	Nationally Significant	M & E San Dimas LLC; Former San Dimas Packing House
112 N. San Dimas Ave.	LSDHD	Platform (hair salon)
121 N. San Dimas Ave.	LSDHD; Nationally Significant	The Walker House

Table 4.2-1: Historic Properties in DTSP Study Area

Address	Historic Significance	Existing Use
114 E. First St.	LSDHD	San Dimas Mountain Rescue/LA County Sheriff's Dept.
144 E. First St.	LSDHD	Existing Single-Family Residence
146 E. First St.	LSDHD	Existing Single-Family Residence

Source: City of San Dimas

Regulatory Framework

National Historic Preservation Act

The National Historic Preservation Act of 1966 established the National Register of Historic Resources to recognize resources associated with the country's history and heritage. Structures and features must be at least 50 years old to be considered for listing on the National Register, barring exceptional circumstances. Criteria for listing on the National Register are significance in American history, architecture, archaeology, engineering, and culture as present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that are any of the following:

a. Associated with events that have made a significant contribution to the broad patterns of our history;

b. Associated with the lives of persons significant in our past;

c. Embodying the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; represent a significant and distinguishable entity whose components may lack individual distinction; and

d. Have yielded, or may be likely to yield, information important in prehistory or history (Criterion D is usually reserved for archaeological and paleontological resources).

California Register of Historical Resources

The California Register of Historic Resources (CRHR) includes California State Historical Landmarks; eligible Points of Historical Interest; and resources listed, or formally determined eligible for listing, in the National Register. To be eligible for listing in the California Register, a resource must meet at least one of the following criteria:

1. Be associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;

2. Be associated with the lives of persons important to local, California, or national history;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, resources must have integrity for the period of significance. The period of significance is the date or span of time within which significant events transpired, or significant individuals made their important contributions. Integrity is the authenticity of a historical resource's physical identity as evidenced by the survival of characteristics or historic fabric that existed during the resource's period of significance. Alterations to a resource or changes in its use over time may have historical, cultural, or architectural significance. Simply, resources must retain enough of their historic character or appearance to be recognizable as historical resources and must convey the reasons for their significance.

California Environmental Quality Act

State CEQA Guidelines Section 15064.5 defines a historical resource as: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; (2) a resource included in a local register of historical resources, as defined in Public Resources Code (PRC) Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

Archaeological resources are defined in CEQA Section 21083.2, which states that a "unique" archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Unique archaeological resources as defined in Section 21083.2 may require reasonable efforts to preserve resources in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall

be required. Additionally, the State CEQA Guidelines state that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (State CEQA Guidelines Section 15064.5(c)(4)).

Section 15064.5(e)(1) and (2) of the CEQA Guidelines provides applicable standards that apply to the accidental discovery of human remains.

City of San Dimas

Following the 1991 historic resources survey, the City prepared design guidelines to help building owners to preserve and rehabilitate buildings identified in the historic resources survey and located within the Town Core area. This resulted in the creation of the San Dimas Town Core Design Guidelines, adopted by the City Council in 1993.

The 1991 historic resources survey also serves as the foundation for the City's preservation tax incentive program. Any structure identified as a "Historic Resource" by the 1991 survey is eligible for local tax incentives under the Mills Act. The Mills Act is a state law that enables the owner of a structure designated as historically significant by the City to enter an agreement with the City to preserve, maintain, and possibly rehabilitate the structure. Money saved from reduced property taxes under the Mills Act is then available for the owner to maintain and restore the structure. In San Dimas specifically, the Mills Act requires that the owner spend their tax savings on preserving and restoring the historic structure, and under select circumstances, may permit the owner to claim expenses associated with the rehabilitation of historic properties as an additional tax deduction. In order to quality for tax abatement under the Mills Act, a structure:

- Must be a privately owned property which is not exempt from property taxation;
- Must be identified as a "Historic Resource" by the City's 1991 Historic Resources Survey and must not have been altered since the survey in a manner that would change its historical significance, and;
- Must include all of their basic structural elements consistent with the Guidelines For The Assessment of Enforceably Restricted Historic Property adopted by the State Board of Equalization in 2005.

The City of San Dimas further maintains standards for how historic preservation must be conducted, following rules developed by the U.S. Department of Interior known as the "Secretary of Interior Standards for Rehabilitation," listed below. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historical, architectural, and cultural values."

The 10 Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility:

- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historical materials or alteration of features and spaces that characterize a property shall be avoided.
- Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
- Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be maintained.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historical materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historical integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

4.2.4 IMPACT ANALYSIS

Project Impact

a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 1506.5.(b)?

The proposed Downtown Specific Plan (DTSP) would establish a planning and zoning framework for encouraging transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. The DTSP encourages compact development near the new Metro "A" Line transit station to decrease automobile dependency, reduce both local and regional traffic congestion and related greenhouse gas emissions, and provides additional guidance and includes plans to increase multimodal access to and from the historic Downtown area.

The DTSP land use plan includes guidelines to retain and reflect the historic feel and scale of the buildings along Bonita Avenue in the historic core of the downtown area, generally from Cataract Avenue to San Dimas Avenue, where the historic buildings identified above are located. The Specific Plan strongly encourages the preservation, rehabilitation, and adaptive re-use of historic buildings, and requires new development or redevelopment projects within the Town Core to be architecturally compatible with the existing historic buildings in within the zone.

As described previously, there are 25 recognized historic structures within the planning area that are considered historic resources for the purposes of CEQA. 18 are locally significant, 3 are nationally significant, and 5 are part of the proposed Lower San Dimas Historic District (the Walker House located at 121 N. San Dimas is both nationally significant and part of the proposed Lower San Dimas Historic District). Several of these structures, particularly along Bonita Avenue, have been modified to accommodate commercial uses.

Section 5.10 Historic Preservation and Adaptive Reuse in the proposed DTSP addresses preservation of individual historic resources and the general historic character of the town core district. Section 5.10.1 of the DTSP addresses adaptive re-use of historic buildings to accommodate new uses, stating that the adapting historic buildings to accommodate new uses, with minimal changes to the structure and maintenance of the historic integrity of a structure, is preferred over the significant alteration or demolition of any historic resource.

In addition, Section 5.10.2 contains the following standards applicable to the alteration and/or adaptive reuse of the structures on the inventory list of the City of San Dimas and as may be added to this list over time:

A. A historic building should be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

B. The historic character of a property should be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.

C. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.

D. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

E. Deteriorated historic features shall be repaired rather than replaced. Where the severity of the deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and where possible, materials.

F. Replacement of missing features shall be substantiated by documentary and physical evidence.

G. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

H. Archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

Section 5.10.3 of the DTSP includes guidelines for development of sites within the Town Core area and for properties adjacent to identified historic resources. These guidelines call for new development within the Town Core to be particularly sensitive to the existing, established, historic building form and block patterns. In addition, new development located adjacent to properties on the City's historic inventory list is to be designed with appropriate transitions, massing, and scale to avoid overwhelming and dominating adjacent historic buildings.

As a plan proposed to implement the City's General Plan, the DTSP would not result in any specific individual development projects that could directly or indirectly impact historic resources considering the proposed policies, design guidelines and development standards. Since the date of the 1991 historic resource survey, other buildings and structures in the downtown area may have attained an age of 45 years or greater and may qualify as historic resources. As discussed above, the policies, guidelines, and standards in the proposed DTSP will apply to structures on the current inventory list of the City of San Dimas and resources that may be added to this list over time. Furthermore, all individual historic resources are protected under CEQA. **Mitigation Measures MM CUL-1** and **MM CUL-2** are proposed to ensure that development that may be facilitated by the DTSP avoids impacts to historic resources to the fullest extent

feasible. Adoption and implementation of these measures will mitigate potential impacts to historic resources in the DTSP area to less than significant.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.(c)?

There are no known archaeological sites reported within the Project area and the portions of the Project area that have been previously disturbed are unlikely to yield intact archaeological deposits.

c. Disturb any human remains, including those interred outside of formal cemeteries pursuant to § 15064.5.(d)?

There are no known human burials within the Project area. Construction of the future development enabled by the Project could uncover unknown subsurface resources. In the event of an accidental discovery or recognition of any suspected human remains, California State Health and Safety Code Section 7050.5 dictates that no further excavation or disturbance of the site may occur until the County Coroner determines that no investigation of the cause of death is required. If human remains are encountered and determined to be Native American in origin, the County Coroner shall contact the Native American Heritage Commission by telephone within 24 hours.

Cumulative Impacts

Potential impacts of the Project on cultural resources combined with the impacts of other reasonably foreseeable projects could contribute to a cumulative loss of cultural resources. Each development proposal within the Project and each related project proposed in the surrounding area would be required to comply with the requirements of CEQA, including regulatory requirements and the mitigation measures discussed below. These measures would ensure that the future development within the Project would not result in significant impacts on cultural resources and would likewise ensure that the Project would not have a considerable contribution to significant cumulative impacts.

4.2.5 MITIGATION

To address the potential impacts on historic resources, the following mitigation shall be incorporated into the Project:

MM-CUL-1 **Historical Resources Evaluation.** During review of applications for individual development projects in the DTSP area, the City shall confirm the presence of historical resources with the potential to be impacted by the proposed project. If the property on which the project or development is proposed is not currently designated but contains built environment features over 45 years of age, a historical resources evaluation shall be prepared by an architectural historian or historian who meets the Secretary of the Interior's (SOI)

Professional Qualification Standards (PQS) in architectural history or history (36 Code of Federal Regulations Part 61). The qualified architectural historian or historian shall conduct an intensive-level survey and perform the historical evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation (OHP). Properties shall be evaluated within their historic context and documented in a report meeting the California OHP guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. The report with attached DPR forms shall be submitted to the City for review and concurrence.

MM-CUL-2 Prior to obtaining a building permit for any structure that would modify a structure included on the City's list of historic resources, a Historical Resource Documentation Report shall be prepared by an architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in architectural history or history (36 Code of Federal Regulations Part 61) that demonstrates that all modifications will be designed and implemented in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and/or the State Historical Building Code, as appropriate.

With regulatory compliance and implementation of the mitigation measures above, no significant unavoidable adverse impacts relating to cultural resources would occur.

4.3 ENERGY

4.3.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to energy resources are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

Except as provided in Public Resources Code Section 21099, would the project:

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.3.2 ENVIRONMENTAL SETTING

Existing Conditions

The primary forms of energy consumed in San Dimas are electricity, natural gas and petroleum used for vehicles. San Dimas is serviced by Southern California Edison (SCE) for electricity and by Southern California Gas Company (SoCalGas) for natural gas.[1] Petroleum fuels are generally purchased individually at retail locations.

Regulatory Framework

Senate Bill 2 (1X)

SB 2 (1X) was passed in April 2011 and became effective December 10, 2011. SB 2 (1X) requires utilities to procure eligible renewable energy resources of 33 percent by 2020, including the following interim targets:

- Maintain at least an average of 20 percent renewables between 2011 and 2013.
- Achieve 25 percent renewables by 2016.
- Achieve 27 percent renewables by 2017.
- Achieve 29 percent renewables by 2018.
- Achieve 31 percent renewables by 2019.
- Achieve 33 percent renewables by 2020.

1 City of San Dimas. "Utilities & Franchises." Accessed May 2024. https://sandimasca.gov/departments/administration/utilities___franchises.php.

Senate Bill 350

SB 350, which was passed in September 2015 and became effective October 7, 2015, requires utilities to procure eligible renewable energy resources of 50 percent by 2030, including the following interim targets:

- Achieve 40 percent renewables by 2024.
- Achieve 45 percent renewables by 2027.
- Achieve 50 percent renewables by 2030 and maintain this level in all subsequent years.

SB 350 also requires the State to double statewide energy efficiency savings in electricity and natural gas uses by 2030. The law requires publicly owned utilities to establish annual targets for energy efficiency savings and demand reductions consistent with the Statewide goal. The Public Utilities Commission also must approve programs and investments by electrical corporations in transportation electrification, including electric vehicle charging infrastructure.

California's Renewable Portfolio Standard (Senate Bill 100)

SB 100, signed September 10, 2018, is the 100 Percent Clean Energy Act of 2018. SB 100 updates the goals of California's RPS and SB 350, as discussed above, to the following: achieve 50 percent renewable resources target by December 31, 2026, and achieve a 60-percent target by December 31, 2030. SB 100 also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity of California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.

California Building Standards (Title 24)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve indoor and outdoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective on January 1, 2023. The 2022Title 24 standards continue to improve upon the 2019Title 24 standards for new construction of, and additions and alterations to, residential and nonresidential buildings which include efficiency improvements to the residential standards for attics, walls, water heating, and lighting, and efficiency improvements to the nonresidential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1-20173 national standards.

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, initially went into effect on January 1, 2011, and is updated every three

years. The 2022 CALGreen Code includes mandatory measures for residential and nonresidential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. For new multifamily dwelling units, the residential mandatory measures were revised to provide additional EV charging requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG reduction goals. SB 375 specifically required each Metropolitan Planning Organization (MPO) to prepare a "Sustainable Communities Strategy" (SCS) as part of its Regional Transportation Plan (RTP). The Specific Plan Area is located within the planning jurisdiction of Southern California Association of Governments (SCAG). SCAG's first Sustainable Communities Strategy (SCS) was the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS), which was adopted by SCAG in April 2012. SCAG has since adopted the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS, its current iteration. The goals and policies of the SCS are intended to reduce VMT and result in corresponding decreases in transportation-related fuel consumption by focusing on transportation and land use planning that include building infill projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service.

4.3.3 IMPACT ANALYSIS

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project creates a planning framework for future development. As such, the Project would not have direct energy impacts. However, the Project facilitates future development that would consume energy during construction and operation.

As indicated above in presenting the regulatory framework, the energy suppliers are required to achieve greater energy efficiency and conservation over time and no conflict between the Project and these plans has been identified. In addition, future development within the Project would be required to meet the building standards if the Project as well as the requirements of the California Building Code related to water and energy conservation, including Energy Efficiency Standards and Green Building Standards, that are applicable at the time of construction. As such, energy use by future projects would be more efficient.

The Project also creates a framework for development that would be mixed-use and transit-oriented. A Transit Oriented Development is a "moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto."[2] As such, the Project would support a reduction in vehicle miles traveled, which would reduce the consumption of transportation fuel energy.

Based on the above, the Project would neither result in wasteful, inefficient or unnecessary consumption of energy nor conflict with state or local plan for renewable energy or energy efficiency.

Cumulative Impact

Energy consumption is regional in nature as the energy providers such as SCE and SoCalGas forecast energy needs based on regional growth forecasts. The Project accommodates expected growth in San Dimas in a framework that would reduce average energy consumption through the design of a walkable, transit-oriented downtown with new Building Code-compliant structures. As such, the Project would not result in a considerable contribution to regional cumulative energy impacts.

4.3.4 MITIGATION

As impacts would be less than significant, no mitigation is necessary.

2 California Department of Transportation. *Statewide Transit Oriented Development Study – Factors for Success in California*. 2002.

4.4 GEOLOGY AND SOILS

4.4.1 INTRODUCTION

This section examines the potential impacts of the Project on paleontological resources. The Initial Study prepared for the Project determined that impacts to other geology and soil thresholds would be less than significant and therefore did not need to be evaluated in this EIR.

4.4.2 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to geology is derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines:

a. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.4.2 ENVIRONMENTAL SETTING

Existing Conditions

The Project site is predominantly developed urban land that has been disturbed in the past. Most properties within the Study Area have been previously developed, with uses including commercial, multi-family, and public facilities. No unique paleontological resource or site or unique geologic feature have been recorded as unearthed within the project boundary.

Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. Paleontological records searches conducted for other projects with the City have indicated that fossils have been found in the area of Puddingstone Lake and Bonelli Regional Park.[1] The closest recorded find was at Puddingstone Dam, within a mile of the Project site.

Regulatory Framework

City of San Dimas General Plan

The Conservation Element of the City's General Plan states that "Paleontological sites yield specimens of fossil flora and fauna which are a resource for scientific knowledge." It continues to note that there are fossil bearing rocks within the City specifically shale and siltstone strata in the Via Verde and around Bonelli

1 UltraSystems Environmental Inc. *Initial Study and Mitigated Negative Declaration (IS/MND) for Allen-Cataract Warehouse Project, State Clearinghouse Number 2023030132.* January 2023. Accessed May 2024. https://ceqanet.opr.ca.gov/2023030132.

Park. The General Plan concludes that "Future Development should avoid needless destruction of the remaining paleontological sites."[2]

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) of 2009 calls for uniform policies and standards that apply to fossils on all federal public lands. The Project does not contain Federal Public Land, and as such the PRPA does not apply. However, the Society for Vertebrate Paleontology (SVP) has established standard guidelines[3] that satisfy the stipulations of the PRPA and these guidelines provide a definition of unique paleontological resources that is useful in the evaluation of the Project not within Federal Public Land.

Based on the significance definitions of the SVP[4], all identifiable vertebrate fossils are considered to have significant scientific value. Vertebrate fossils are relatively uncommon, and only rarely will a site yield a statistically significant number of specimens of the same genus. Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

4.4.3 IMPACT ANALYSIS

a. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No unique paleontological resources or unique geologic feature are known to be present within the Project Site. While unique paleontological resources have been found within one mile of the Project site, these finds are within an area identified in the General Plan as a different geologic stratum.

Nonetheless, if future development enabled by the Project involves excavation of previously undisturbed soils, while unlikely, it is possible that unknown resources could be inadvertently unearthed. During this process it is possible, though unlikely, that paleontological resources may be unearthed. As such, an additional mitigation measure has been detailed below in the case that such an event were to occur.

2 City of San Dimas. *General Plan Conservation Element*, Page VI-16.

3 Society of Vertebrate Paleontology, *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*, 2010, http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_GUIDELINES.aspx.

4 Society of Vertebrate Paleontology, *Assessment and Mitigation of Adverse Impacts to Nonrenewable Palaeontologic Resources: Standard Guidelines*, Society of Vertebrate Paleontology News Bulletin 163:22-27, 1995.

Cumulative Impact

Cumulative impacts could occur through widespread adverse changes in the significance of paleontological resources. Implementation of the mitigation measure identified below would ensure that the Project would not have a considerable contribution to cumulative impacts on paleontological resources.

4.4.4 MITIGATION

The following mitigation measure shall be incorporated into the Project to reduce the potential for impacts from inadvertent discovery of paleontological resources:

MM-GEO-1: ***Unanticipated Discovery of Paleontological Resources***. In the event an unanticipated fossil discovery is made during project development, work in the immediate vicinity of the find shall be stopped, and a qualified professional paleontologist shall be retained to evaluate the discovery, determine its significance, and identify if mitigation or treatment is warranted. Significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository. Work around the discovery shall only resume once the find is properly documented and authorization is given to resume construction work.

With implementation of the above mitigation measure, no significant unavoidable adverse impacts relating to paleontological would result.

4.5 GREENHOUSE GAS EMISSIONS

4.5.1 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Statutes and *Guidelines* includes the following greenhouse gas thresholds as part of the environmental checklist:

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

In addition, Section 15064.4 of the CEQA Guidelines provides guidance for lead agencies to determine the significance of greenhouse gas (GHG) impacts. Specifically, a lead agency has the discretion to determine, in the context of a particular project, whether to use a model or methodology to quantify GHG emissions or to rely on a qualitative analysis or performance-based standards. Furthermore, a lead agency should consider the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Neither the City nor the State have adopted specific applicable quantitative thresholds for Greenhouse Gases (GHG) emissions. In the context of CEQA, "GHG impacts are exclusively cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective."[1] Per CEQA Guidelines, a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project.[2] In 2020 the Southern California Association of Governments (SCAG) adopted *Connect SoCal* as the 2020–2045 Regional Transportation Plan and Sustainable Communities Strategy to provide policies and growth strategies designed to achieve the State's GHG reduction goals for the region. As such,

1 CAPCOA, *CEQA & Climate Change (January 2008)*, p. 35. See also SCAQMD, *CEQA Guide* (February 2016), p. 6-1 ["…from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative…"]; SJVAPCD, *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* (December 2009), p. 4 ["…effects of project specific GHG emissions are cumulative…"]; California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, December 2009.

2 CEQA Guidelines Section 15064(h)(3).

a finding of less than significant impact on GHG emissions can be made if the Project complies with the policies and strategies of *Connect SoCal*.

4.5.2 ENVIRONMENTAL SETTING

Sources of Greenhouse Gas Emissions

GHGs are a group of emissions that include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorinated chemicals (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3). Other GHGs emissions are less abundant than CO_2 so are frequently expressed in the equivalent mass of CO_2; denoted as CO_2e.

GHGs are the result of both natural and anthropogenic activities. With respect to anthropogenic activities, motor vehicle travel, air travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, agriculture, and wildfire are the primary sources of GHG emissions. Additionally, land use decisions and future development projects pursuant to implementation of a general plan can affect the generation of GHG emissions from multiple sectors, resulting in direct or indirect GHG emissions. For example, electricity consumed in the lighting and heating of buildings is an indirect source of GHG emissions because it requires electricity from power plants, which emit GHG directly into the atmosphere. Conversely, tailpipe emissions from the use of vehicles generate direct GHG emissions.

Greenhouse Effect

GHGs are global pollutants that have long atmospheric lifetimes (one year to several thousand years). GHGs persist in the atmosphere for a long enough time to be dispersed around the globe. GHGs play a critical role in determining the Earth's surface temperature, as these gases absorb solar radiation. Solar radiation enters the Earth's atmosphere from space. A portion of the radiation is absorbed by the Earth's surface, and a smaller portion of this radiation is reflected into space. The radiation absorbed by the Earth is reradiated as lower-frequency infrared radiation, which is then selectively absorbed by GHGs in the Earth's atmosphere. As a result, the greater the amount of GHGs in the atmosphere, the greater the amount of infrared radiation trapped, resulting in a warming of the atmosphere. This phenomenon is commonly referred to as the "greenhouse effect." Scientists have speculated that increased GHG emissions from human activity (anthropogenic) could lead to a less habitable climate. Anthropogenic GHG emissions leading to atmospheric levels more than natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the Earth's atmosphere and oceans, with corresponding effects on global air and water circulation patterns. According to the California Air Resources Board (CARB) some of the potential California-specific impacts of this climate change may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.

Regulatory Framework

Executive Order S-3-05

Executive Order S-3-05, signed by Governor Arnold Schwarzenegger and issued in June 2005, proclaimed that California is vulnerable to the impacts of climate change.[3] It declared that increased temperatures could reduce the Sierra snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established targets of reducing GHG emissions to 2000 levels by 2010; to 1990 levels by 2020; and to 80 percent below 1990 levels by 2050. However, in adopting the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32 (Pavley), discussed below, the Legislature did not adopt the 2050 horizon-year goal from Executive Order No. S-3-05 and, in the 2006 legislative session, rejected legislation to enact the Executive Order's 2050 goal.

Executive Order S-01-07

Executive Order S-1-07, the Low Carbon Fuel Standard (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020.[4] Regulatory proceedings and implementation of the Low Carbon Fuel Standard have been directed to CARB. The Low Carbon Fuel Standard has been identified by CARB as a discrete early action item in the adopted Climate Change Scoping Plan (discussed below). CARB expects the Low Carbon Fuel Standard to achieve the minimum 10 percent reduction goal; however, many of the early action items outlined in the Climate Change Scoping Plan work in tandem with one another. Other specific emission reduction measures included are the Million Solar Roofs Program[5] and AB 1493 (Pavley I), Vehicle Emissions: Greenhouse Gases, which establishes motor vehicle GHG emissions standards.[6] To avoid the potential for double-counting emission reductions associated with AB 1493, the Climate Change Scoping Plan has modified the aggregate reduction expected from the Low Carbon Fuel Standard to 9.1 percent. In accordance with the Climate Change Scoping Plan, this analysis incorporates the modified reduction potential for the Low Carbon Fuel Standard. CARB released a draft version of the Low Carbon Fuel Standard in October 2008. The final regulation was approved by the Office of Administrative Law and filed with the Secretary of State on January 12, 2010; the Low Carbon Fuel Standard became effective on the same day.

3 National Resources Conservation Service, "Emerging Issues Committee Members," https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs143_008701.pdf.

4 Office of the Governor, *Executive Order S-01-07* (January 18, 2007), https://www.arb.ca.gov/fuels/lcfs/eos0107.pdf.

5 US Department of Energy, "Laying the Foundation for Solar America: The Million Solar Roofs Initiative," October 2016, https://www.nrel.gov/docs/fy07osti/40483.pdf.

6 The standards enacted in Pavley I are the first GHG standards in the nation for passenger vehicles and took effect for model years starting in 2009 and going through 2016. Pavley I could potentially result in 27.7 million metric tons CO2e reduction in 2020. Pavley II will cover model years 2017 to 2025 and potentially result in an additional reduction of 4.1 million metric tons CO2e.

Executive Order B-30-15 and B-55-18

Executive Order B-30-15, signed by Governor Edmund Gerald "Jerry" Brown and issued on April 29, 2015, established a new Statewide policy goal to reduce GHG emissions to 40 percent below their 1990 levels by 2030. Reducing GHG emissions by 40 percent below 1990 levels in 2030, and by 80 percent below 1990 levels by 2050 (consistent with Executive Order S-3-05), aligns with scientifically established levels needed to limit global warming to less than 2 degrees Celsius.[7] EO B-30-15 also directed all State agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 target, as well as the preexisting, long-term 2050 target identified in EO S-3-05 (see discussion above). Additionally, EO S-3-05 directed CARB to update its Scoping Plan (see discussion below) to address the 2030 target. EO B-55-18, issued by Governor Brown on September 10, 2018, directs the State to achieve carbon neutrality no later than 2045 and achieve and maintain net negative emissions thereafter.

Assembly Bill 32

AB 32, the Global Warming Solutions Act of 2006, required a sharp reduction of GHG emissions to 1990 levels by 2020. To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap and institute a schedule to meet the cap; implement regulations to reduce Statewide GHG emissions from stationary sources consistent with the California Climate Action Team strategies; and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. To reach the reduction targets, AB 32 requires CARB to adopt—in an open, public process—rules and regulations that achieve the maximum technologically feasible and cost-effective GHG reductions.

The California Climate Action Team stated that "smart land use" is an umbrella term for strategies that integrate transportation and land-use decisions.[8] Such strategies generally encourage jobs/housing proximity, promote transit-oriented development (TOD), and encourage high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. "Intelligent transportation systems" is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.[9]

7 Office of the Governor, "Governor Brown Established Most Ambitious Greenhouse Gas Reduction Target in North America" (April 29, 2015), https://www.gov.ca.gov/2015/04/29/news18938/.

8 California Energy Commission, "The Role of Land Use in Meeting California's Energy and Climate Change Goals" (June 2007), http://www.energy.ca.gov/2007publications/CEC-600-2007-008/CEC-600-2007-008-SD.PDF.

9 California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature (March 2006)*, 58.

AB 197: Statewide GHG Emissions Limit

On September 8, 2016, Governor Brown signed AB 197, which requires CARB to approve a Statewide GHG emissions limit equivalent to the Statewide GHG emission level in 1990 to be achieved by 2020.[10] AB 197 requires the CARB to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions. The bill became effective on January 1, 2017.

Senate Bill 375

SB 375, signed into law in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations.[11] The act requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS) that prescribes land use allocation in that MPO's regional transportation plan (RTP).

CARB Scoping Plan

As required by AB 32, CARB approved a Climate Change Scoping Plan in 2008 and has adopted updated plans in 2014, 2017, and 2022. The Scoping Plans have included a range of GHG reduction actions at the state level and recommendations at the local level.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the metropolitan planning organization (MPO) for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for the discussion of regional issues related to transportation, the economy, community development, and the environment. To comply with SB 375, SCAG has prepared and adopted the 2020–2045 RTP/SCS,[12] which includes a Sustainable Communities Strategy that addresses regional development and growth forecasts. The SCAG 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, with a specific goal of achieving an 8 percent reduction in passenger vehicle GHG emissions on a per capita basis by 2020, a 19 percent reduction by 2035, and a 21 percent reduction by 2040 as compared to the 2005 levels.

10 California Legislative Information, *Assembly Bill No. 197* (September 8, 2016), https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160AB197.

11 California Legislative Information, *Senate Bill No. 375* (September 30, 2008), https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375.

12 Southern California Association of Governments (SCAG), *Connect SoCal*: *2020-2045 Regional Transportation Plan/Sustainable Communities Strategies Draft*, "Chapter 1," https://www.connectsocal.org/Pages/Connect-SoCal-Draft-Plan.aspx, Accessed on July 10, 2020.

4.5.3 IMPACT ANALYSIS

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Characteristics of the Project

The Project would create a new development framework for Downtown San Dimas. The Specific Plan aims to enhance the existing character of the downtown area and provide opportunities for new housing, retail, restaurant, cultural, and civic uses that would vitalize the commercial center of the City. The Project would establish the general type, parameters, and character of development to foster an integrated downtown and transit-oriented district around the new Metro station. By allowing for a variety of housing types, the Project would provide increased housing opportunities located within a walkable mixed-use area that is also served by regional transit. The Project would promote alternative transportation methods to link the community to the new rail station. The Project would also foster safe, accessible pedestrian routes within and around downtown, and would also support growth that is sustainable for the City's public infrastructure and public services.

Consistency with Connect SoCal

As stated previously, a finding of less than significant impact on GHG emissions can be made if the Project complies with the policies and strategies of *Connect SoCal*. *Connect SoCal* includes strategies that identify how growth within the region can be accommodated to achieve the targeted GHG reductions. The core vision of *Connect SoCal* is to build upon and expand land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. *Connect SoCal* focuses on transportation infrastructure and existing job centers to determine where future growth of employment and households should occur. Priority Growth Areas have been identified in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). These Priority Growth Areas include Transit Priority Areas, High Quality Transit Areas, Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045. The following tables present the consistency of the Project with the goals, strategies, and tools of *Connect SoCal*.

Table 4.5-1: Consistency with Connect SoCal Goals

Goals	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness	**Supportive**. This goal is directed towards regional economic status. The Project would facilitate the continued economic vitality of downtown San Dimas that would support the overall prosperity of the region.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Supportive.** The Project would support a safe, attractive, and accessible mobility network for multiple methods of travel within the downtown area.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Supportive**. The Project would support the use of the Metro transit system by promoting development in the downtown that is transit oriented in nature.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Supportive.** The Project would support this goal by providing multiple choices of transportation mode within the downtown area.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Supportive.** The Project would create a framework for development that would be transit- oriented and pedestrian-friendly in an area classified by SCAG as a high-quality transit area. As such, it is expected to reduce vehicle miles travelled as compared to other development frameworks.
Goal 6: Support healthy and equitable communities.	**Supportive.** The Project would support the development of a range of housing types as well as commercial uses and public facilities that would support the community.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Supportive.** The Project would create a framework for the long-term vitality of the downtown that is integrated into the regional transit network.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Supportive**. The Project leverages Metro's investment in rail transit as well as data driven-planning strategies intended to create a more travel-efficient downtown.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Supportive.** The Project would provide for a range of residential unit types in an area in the City that offers multiple transportation options.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Supportive**. The Project would support infill development that would accommodate development demand and thereby reduce development pressure on natural and agricultural lands.

Source: SCAG, Connect SoCal, 2020–2045 RTP/SCS, September 2020.

Table 4.5-2: Consistency with Connect SoCal Principles

Principles	Consistency Analysis
Principle 1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**No Conflict.** This principle directs SCAG in allocating transportation investments. This principle does not apply to the Project.

Goals	Consistency Analysis
Principle 2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system	**No Conflict.** This principle directs SCAG in allocating transportation system funding. This principle does not apply to the Project.
Principle 3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities	**Consistent.** The Project would create a land use and growth framework that was developed with local input and is intended to promote a multimodal, sustainable downtown.
Principle 4. Encourage RTP/SCS investments and strategies that collectively result in reduced nonrecurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices	**No Conflict.** This principle is directed at investment in transportation technology and transportation choices and does not apply directly to the Project. However, the Project is intended to reduce demand for single occupancy vehicle use and expanding travel choices in the downtown San Dimas.
Principle 5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions	**Consistent.** The project would increase housing options in downtown San Dimas such that residents be more likely to walk and utilize transit that would thereby reduce vehicle trips and associated regional and localized air pollutant and GHG emissions.
Principle 6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies	**No Conflict.** This principle is directed towards SCAG and not does apply directly to the project.
Principle 7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience	**No Conflict.** This principle is directed towards SCAG and not does apply directly to the project. However, the Project is intended to provide a framework of downtown San Dimas that would facilitate long term resilience.

Source: SCAG, Connect SoCal, 2020–2045 RTP/SCS, September 2020.

Table 4.5-3: Consistency with Connect SoCal Land Use Strategies

Strategies	Consistency Analysis
Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options	
Sustainable Community Strategy 1a: Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.	**Consistent.** The land use concepts of the Project emphasize the multimodal aspect of downtown San Dimas.
Sustainable Community Strategy 1b: Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	**Consistent.** The Project provides for greater housing opportunities as well as commercial uses near transit and within the downtown.
Sustainable Community Strategy 1c: Plan for growth near transit investments and support implementation of first/last mile strategies	**Consistent.** The Project provides for growth near the San Dimas light rail station and includes first/last mile strategies.
Sustainable Community Strategy 1d: Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	**Consistent.** The Project is designed to promote the ongoing vitality of the downtown and foster redevelopment activity.

Table 4.5-3: Consistency with Connect SoCal Land Use Strategies

Strategies	Consistency Analysis
Sustainable Community Strategy 1e: Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	**Consistent.** The Project is designed to promote residential infill development.
Sustainable Community Strategy 1f: Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	**Consistent.** The Project is designed to promote mixed-use, transit supporting development.
Sustainable Community Strategy 1g: Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking).	**Consistent.** The Project includes parking strategies and codes to "right-size" parking within the downtown.
Sustainable Community Strategy 2: Promote Diverse Housing Choices	
Sustainable Community Strategy 2a: Preserve and rehabilitate affordable housing and prevent displacement.	**Consistent.** The Project focuses on redevelopment of underutilized commercial and vacant property and does not include existing residential neighborhoods.
Sustainable Community Strategy 2b: Identify funding opportunities for new workforce and affordable housing development.	**Not Applicable.** This strategy is directed toward SCAG and local jurisdictions funding mechanisms and does not apply to a downtown specific plan.
Sustainable Community Strategy 2c: Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	**Not Applicable.** This strategy is directed toward housing policy. The Project is intended to increase housing supply but does not include existing residential neighborhoods within which accessory dwelling units could be considered.
Sustainable Community Strategy 2d: Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	**Consistent.** This strategy relates to SCAG support of local jurisdictions and as such is not applicable to the Project. However, the Project is intended to streamline and lessen barriers to housing development that is within the framework of the Specific Plan and would therefore support the reduction of GHG emissions.
Sustainable Community Strategy 3: Leverage Technology Innovations	
Sustainable Community Strategy 3a: Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking /drop off space.	**Consistent.** The Project includes an infrastructure plan for the downtown which would promote low-emission transportation choices.

Table 4.5-3: Consistency with Connect SoCal Land Use Strategies

Strategies	Consistency Analysis
Sustainable Community Strategy 3b: Improve access to services through technology such as telework and telemedicine as well as other incentives such as a "mobility wallet", an app-based system for storing transit and other multi modal payments.	**Not Applicable.** This strategy addresses technology options to reduce transportation impacts and does not apply to a downtown specific plan.
Sustainable Community Strategy 3c: Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation.	**Not Applicable.** This strategy is directed toward energy policy and does not apply to a downtown specific plan such as the Project.
Sustainable Community Strategy 4: Support Implementation of Sustainability Policies	
Sustainable Community Strategy 4a: Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions.	**Consistent.** This strategy relates to SCAG support of local jurisdictions and as such is not applicable to the Project. However, the Project is intended to be a sustainable land use framework that would support development that would reduce GHG emissions.
Sustainable Community Strategy 4b: Support statewide legislation that reduces barriers to new construction and that incentivizes development new transit corridors and stations.	**Not Applicable.** This strategy is directed towards SCAG support for statewide legislation and does not apply to the Project.
Sustainable Community Strategy 4c: Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	**Consistent.** This strategy is directed towards SCAG support for public finance programs to support sustainable infrastructure and development projects. The Project would utilize local financing programs that would support sustainable infrastructure and development projects, including parks and open space.
Sustainable Community Strategy 4d: Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	**Not Applicable.** This strategy addresses SCAG working with local agencies and does not directly apply to the Project. Nonetheless, the Project includes sustainability strategies to support the long-term vitality of downtown.
Sustainable Community Strategy 4e: Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	**Not Applicable.** This strategy is directed towards SCAG actions and does not apply to individual development projects.
Sustainable Community Strategy 4f: Continue to support long range planning efforts by local jurisdictions.	**Consistent.** This strategy is directed towards SCAG actions. However, the Project is a long range planning effort by a by local jurisdictions.
Sustainable Community Strategy 4g: Provide educational opportunities to local decisionmakers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.	**Not Applicable.** This strategy is directed towards SCAG actions and does not apply to the Project.

Table 4.5-3: Consistency with Connect SoCal Land Use Strategies

Strategies	Consistency Analysis
Sustainable Community Strategy 5: Promote a Green Region	
Sustainable Community Strategy 5a: Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	**Not Applicable.** This strategy addresses SCAG support of local planning efforts related to community resiliency and does not apply to directly to the Project. Nevertheless, the Project represents a long-term planning vision for the downtown that is intended to improves community resiliency.
Sustainable Community Strategy 5b: Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	**Not Applicable.** This strategy addresses SCAG support for local policies on renewable energy production, reduction of urban heat islands and carbon sequestration and does not apply directly to the Project.
Sustainable Community Strategy 5c: Integrate local food production into the regional landscape.	**Not Applicable.** This strategy addresses local food production in the region and does not apply directly to the Project.
Sustainable Community Strategy 5d: Promote more resource efficient development focused on conservation, recycling and reclamation.	**Consistent.** The Project would facilitate new development that would comply with the CALGreen requirements for resource efficient building materials and systems.
Sustainable Community Strategy 5e: Preserve, enhance and restore regional wildlife connectivity.	**Not Applicable**. This policy addresses regional wildlife movement and corridors and does not apply to downtown San Dimas.
Sustainable Community Strategy 5f: Reduce consumption of resource areas, including agricultural land.	**Consistent.** The Project would create a framework for the future development of downtown San Dimas which would reduce development pressure on resource areas such as agricultural land.
Sustainable Community Strategy 5g: Identify ways to improve access to public park space.	**Consistent.** The Project would create a framework for future development that includes open space and promote public plazas within the downtown.

Table 4.5-4: Consistency with Connect SoCal Land Use Tools

Tools	Consistency Analysis
CENTER FOCUSED PLACEMAKING Creating dynamic, connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG emissions is critical throughout the region.	**Consistent.** The Project is a Specific Plan for Downtown San Dimas and thus is a center-focused framework for future development that would be dynamic, connected and multi-modal.

Table 4.5-4: Consistency with Connect SoCal Land Use Tools

Tools	Consistency Analysis
PRIORITY GROWTH AREAS Priority Growth Areas (PGAs) follow the principles of center focused placemaking and are locations where many *Connect SoCal* strategies can be fully realized.	**Consistent.** The Project is located in a Priority Growth Area, as defined by SCAG.
JOB CENTERS Job Centers are where regional strategies that support economic prosperity can be deployed in catalytic ways. Job Centers have been identified in all six counties in the SCAG region and represent areas that have a significantly higher employment density than surrounding areas. Employment growth and residential growth are prioritized in existing Job Centers in order to leverage existing density and infrastructure.	**Consistent.** The Project is not identified as a job center by SCAG; nonetheless, the Project leverages transit infrastructure to support nearby Job Centers with new residential development.
TRANSIT PRIORITY AREAS Transit Priority Areas (TPAs) are Priority Growth Areas that are within one half mile of existing or planned 'major' transit stops in the region.	**Consistent.** The Project is located within a Transit Priority Area, as defined by SCAG.
HIGH QUALITY TRANSIT AREAS High Quality Transit Areas (HQTAs) are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours.	**Consistent.** The Project is located within a Transit Quality Transit Area, as defined by SCAG.
NEIGHBORHOOD MOBILITY AREAS Neighborhood mobility area (NMAs) focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs are Priority Growth Areas with robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds.	**Consistent.** The Project is located within a Neighborhood mobility area, as defined by SCAG. The Project would improve safe and convenient connections to between residential, commercial, public facilities and transit.
LIVABLE CORRIDORS The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to "redevelop" single story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option.	**Consistent.** The Project includes increased density throughout the plan, including along Bonita Avenue, the key corridor through the center of San Dimas.

Table 4.5-4: Consistency with Connect SoCal Land Use Tools

Tools	Consistency Analysis
SPHERES OF INFLUENCE Local Agency Formation Commissions, or LAFCos, are given the authority to determine SOIs for all local governmental agencies, and each county in the SCAG region has an associated LAFCo. An SOI is a planning boundary outside of a local agency's legal boundary (such as the city limit line) that designates the agency's probable future boundary and service area.	**Not Applicable.** The Project is within the City of San Dimas and is not part of a Sphere of Influence.
GREEN REGION A sustainable, "green" region requires that the built environment and natural resource areas coexist in a well-balanced land use pattern that encourages mutual co-benefits.	**Consistent.** The Project would support new housing and commercial development within a Priority Growth Area and away from natural and farmlands on the urban edges.
TRANSFER OF DEVELOPMENT RIGHTS Transfer of Development Rights (TDR) is a market-based planning tool to support growth in locally identified "receiving districts" in lieu of growth in identified "sending districts."	**Not Applicable.** The City of San Dimas has not identified "receiving districts" or "sending districts" for transfer of development rights.
URBAN GREENING Urban Greening is a multi-benefit land use strategy that improves the relationship between the built and natural environment.	**Consistent.** The Project would include design standards that increase the number of trees on private development and street trees within the Project area.
GREENBELTS & COMMUNITY SEPARATORS Greenbelts and community separators can serve as contiguous areas between jurisdictions that support projected regional growth, promote land conservation, and avert unchecked urbanization.	**Not Applicable.** The Project is focused on downtown San Dimas and not areas between jurisdictions.

As shown in the preceding tables, the Project is consistent with and supportive of the goals, polices and tools of *Connect SoCal*. As such, it would not conflict with the regional effort to reduce the emissions of greenhouse gases and would not generate greenhouse gas emissions that would be considered significant in a regional or state perspective. Furthermore, future development that results from the Project would be required to comply with applicable building regulations such as the California Green Building Standards Code and California's Title 24 Building Energy Efficiency Standards, that would further reduce GHG emissions of future projects. Therefore, the GHG impacts of the Project would be less than significant.

Cumulative Impacts

GHG emissions are cumulative in nature, as their impact is associated with global climate change. As such, the evaluation of Project impacts is also the determinant of whether a Project has a considerable

contribution to cumulative effects. The analysis herein determined that the implementation of the proposed Project would not result in significant adverse impacts related to the emissions of greenhouse gases. As a result, the Project would also not have a considerable contribution to cumulative GHG impacts.

4.5.4 MITIGATION

As impacts would be less than significant, no mitigation is necessary.

4.6 HAZARDS AND HAZARDOUS MATERIALS

4.6.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to Hazards and Hazardous Materials are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

4.6.3 ENVIRONMENTAL SETTING

Hazardous Materials

Section 25501(m) of the California Health and Safety Code defines a "hazardous material" as:

> *A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous Materials" include, but are not limited to, hazardous substances, hazardous wastes, and any materials which a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.*

"Hazardous waste" is any hazardous material that is abandoned, discarded, or recycled, as defined by Sections 25117 and 25124 of the California Health and Safety Code. In addition, hazardous waste may occasionally be generated by actions that change the composition of previously nonhazardous materials. The criteria used to characterize a material as hazardous include ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity.

As will be discussed in more detail below, hazardous materials and wastes are defined and regulated in the United States by federal, state, and local regulations, including those administered by the US Environmental Protection Agency (US EPA), the California Environmental Protection Agency (Cal/EPA), the US Occupational Safety and Health Administration, the US Department of Transportation, the US Nuclear Regulatory Commission, and various other agencies. Hazardous materials include hazardous wastes and, in the discussion, below (except as noted) hazardous materials refers to both hazardous materials and wastes.

Public health is potentially at risk whenever hazardous materials are, or would be, used and when hazardous wastes are disposed of, including transportation of hazardous materials and wastes. It is necessary to differentiate between the "hazard" of these materials and the acceptability of the "risk" they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The California Department of Toxic Substances Control (DTSC) determines the risk to health and public safety by the probability of exposure, in addition to the inherent toxicity of a material.

Factors that can influence health effects when human beings are exposed to hazardous materials or wastes include: the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

Hazardous Waste Generation and Management

There are four general categories of waste management: source reduction, recycling, treatment, and residuals disposal. All of these activities can occur on-site at the location where they are generated. Recycling, treatment, and disposal can also occur off-site but require additional intermediate support to store and transport the waste.

The generation and handling of hazardous waste in the City is overseen by multiple agencies including: US EPA; California Department of Toxic Substances Control, California Department of Resources, Recycling and Recovery (CalRecycle), Los Angeles County Department of Public Works, Sanitation Districts of Los Angeles County, and the Los Angeles County Fire Department. Businesses that generate hazardous waste

are either Large-Quantity Generators (e.g., heavy industrial or commercial facilities) or Small-Quantity Generators (e.g., dry cleaners, automotive repair shops, etc.); these businesses require an EPA identification number used to monitor and track hazardous waste activities.

Certain land uses can indicate that there is potential for generating hazardous materials or waste, or that existing hazardous materials or waste may be present (for example: industrial uses, gas stations, and dry cleaners). Hazardous materials can also be used and generated during construction activities. Common hazardous materials that are typically present on construction sites include oil, transmission fluids, fuels, solvents, paints, asphalt, and adhesives. A variety of federal, state, and local regulations require best management practices to be implemented to ensure that these wastes are not released into the environment.

Transportation of Hazardous Materials

The transportation of hazardous materials within the State of California is subject to various federal, state, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit loading or delivery of such materials (California Vehicle Code Sections 31602(b), 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials in the City is restricted to this route except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

There are several risks associated with the transportation of hazardous materials. Transport of hazardous materials via truck, rail, and other modes involves a degree of risk of accident and release. The use of hazardous materials and the generation of hazardous waste in the construction and maintenance of the transportation system are other avenues for risk or exposure. Past disposal of hazardous materials in a manner that creates residual contamination of soil or water can be a source of risk when such sites are disturbed in the course of construction of transportation projects and development. Each of these avenues is discussed below.

Hazardous materials move through the City by a variety of modes: truck, rail, air, and pipeline. Any given shipment of hazardous materials can involve one or more movements, or trip segments, that can occur by different modes. For instance, a shipment might arrive at a port by ship (out of the City) and be picked up by a truck, with a transfer to rail, and a final delivery by truck again (for a total of four movements). Each movement of hazardous materials implies a degree of risk, depending on the material being moved, the mode of transport, and numerous other factors.

Vehicles transporting hazardous materials through the City use many of the same freeways, arterials, and local streets as other traffic in the region. This creates a risk of accidents and associated release of hazardous materials that could create a risk for drivers and for people living, working, and going to school along these routes. A similar risk exists for use of rail for hazardous materials transport. Rail line maintenance is the responsibility of each private company that owns and operates each line. Rail routes pass through urban areas and near sensitive land uses such as schools, hospitals, and residential areas. Rail shipments through urban areas and on local rail spurs usually travel at slower speeds than in rural areas reducing the possibility of major safety related accidents. In addition, shipping by rail is often safer than shipping by truck because rail tankers can reduce the number of trucks on the road hauling hazardous materials by four to 10 times, reducing the chances of trucking related accidents.

Pipelines tend to be protected because they are buried and result in relatively low risk, although they could be affected by seismic or other activity that could cause rupture. According to the USDOT, Hazardous Materials Information System, in 2014, highways accounted for the largest share of hazardous materials incidents, with a total of 15,156 incidents or 88 percent of total incidents.

In addition to the CHP designated routes, the City has designed and designated various roadways as truck routes to provide for the regulated movement of trucks through the City. Arrow Highway provide the Specific Plan Area with direct access to truck routes. However, these transportation routes are also used to transport hazardous materials (among other materials/freight) from suppliers to users. Transportation accidents involving hazardous materials could occur on designated truck routes

Hazardous Waste Sites

GeoTracker

GeoTracker is the California State Water Resources Control Board's (SWRCB) data management system for managing sites that impact groundwater, especially those that require groundwater cleanup (Underground Storage Tanks, Department of Defense, Site Cleanup Program) as well as permitted facilities such as operating underground storage tanks (USTs) and land disposal sites.

The Geographic Environmental Information Management System (GEIMS) is a data warehouse that tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies using GeoTracker. GeoTracker and GEIMS were developed pursuant to a mandate by the California State Legislature (AB 592, SB 1189) to investigate the feasibility of establishing a statewide GIS for leaking underground fuel tank (LUFT) sites. The GeoTracker database provides lists of several site types including Leaking Underground Storage Tank (LUST) Cleanup Sites, Other Cleanup Sites, Land Disposal Sites, Military Sites, Waste Discharge Report (WDR) Sites, and Permitted Underground Storage Tank (UST) Facilities.

EnviroStor

The DTSC's EnviroStor database is an online search and Geographic Information System (GIS) tool. EnviroStor provides access to detailed information on hazardous waste permitted and corrective action facilities, as well as existing site cleanup information. EnviroStor allows a search for information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted or have been completed under DTSC's oversight. The EnviroStor database provides information on a variety of cleanup sites and permitted hazardous materials sites. The cleanup sites include Federal Superfund (National Priority List), State Response, Voluntary Cleanup, School Cleanup, Corrective Action, as well as several others.

4.6.4 REGULATORY FRAMEWORK

Federal

Clean Air Act

The Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the United States Environmental Protection Agency (US EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants. One of the goals of the Act was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, in order to achieve these standards. The Act was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS, since many areas of the country had failed to meet the deadlines.

Section 112 of the Clean Air Act addresses emissions of hazardous air pollutants. The 1990 Clean Air Act Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. For major sources, Section 112 requires that US EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category; US EPA is required to review those standards to determine whether any residual risk exists for that source

category and, if necessary, revise the standards to address such risk. (All impacts related to air quality are addressed in **Section 4.1, Air Quality**).

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, US EPA has implemented pollution control programs such as setting wastewater standards for industry. Water quality standards for all contaminants in surface waters were also established. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. US EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Environmental Protection Agency Regulations

The US EPA's mission is to protect human health and the environment. The US EPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. The US EPA continues to oversee the introduction and use of pesticides, improve their Integrated Risk Information System (IRIS) program, reduce radon risks, identify and address children's health risks in schools and homes, and improve chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners remains a key focus of the US EPA, as well as efforts to reduce urban air toxics.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA" or "Superfund") provides a federal "superfund" to clean up uncontrolled or abandoned hazardous waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, US EPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. US EPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, US EPA obtains private party cleanup through orders, consent decrees, and other small party settlements. US EPA also recovers costs from financially viable individuals and companies once a response action has been completed.

The US EPA is authorized to implement the Act in all 50 states and US territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies.

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. This included Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA); this act is discussed in further detail below.

Superfund Amendments and Reauthorization Act of 1986

The Superfund Amendments and Reauthorization Action (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities.

Hazardous Material Transportation Act

The Hazardous Materials Transportation Act, as amended, is the basic statute regulating hazardous materials transportation in the United States. The purpose of the law is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. This law gives the US Department of Transportation (DOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act, which is implemented by OSHA, contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in Title 29 of the Code of Federal Regulations (CFR) Section 1910, et seq., are designed to promote worker safety, worker training, and a worker's right–to-know. In California, OSHA has delegated the authority to administer OSHA regulations to the State of California.

Title 49 of the CFR, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in operations of their equipment and commodity specific requirements.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) gives the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste by "large-quantity generators" (1,000 kilograms/month or more). Under RCRA regulations, hazardous wastes must be tracked from the time of generation to the point of disposal. At a minimum, each generator of hazardous waste must register and obtain a hazardous waste activity identification number. If hazardous wastes are stored for more than 90 days or treated/disposed of at a facility, any treatment, storage, or disposal unit must be permitted under RCRA. Additionally, all hazardous waste transporters are required to be permitted and must have an identification number. RCRA allows individual states to develop their own program for the regulation of hazardous waste as long as it is at least as stringent as RCRA. In California, the US EPA has delegated RCRA enforcement to the State of California.

Department of Transportation Regulations

The Secretary of the Federal Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 USC 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 USC The Pipeline and Hazardous Materials Safety Administration (PHMSA) (formerly the Research and Special Provisions Administration [RSPA]) was delegated the responsibility to write the hazardous materials regulations, which are contained in 49 CFR Parts 100180.

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976 to give US EPA the ability to track the approximately 75,000 industrial chemicals currently produced or imported into the United States. The US EPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The US EPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Research and Special Programs Administration Regulations

The Research and Special Programs Administration Regulations (RSPA) regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging, and labeling requirements, operational rules for shippers, and training. They apply to interstate, intrastate, and foreign commerce by air, rail, ships, and motor vehicles, and also cover hazardous waste shipments. The Federal Highway Administration (FHWA) is responsible for highway routing of hazardous materials and highway safety permits. The US Coast Guard regulates bulk transport by vessel. The hazardous material

regulations include emergency response provisions, including incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the US.

Emergency and Community Right to Know Act

The Emergency and Community Right to Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. EPCRA was passed in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state, and local governments, tribes and industry regarding emergency planning and "Community Right-to-Know" reporting on hazardous and toxic chemicals. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. States and communities, working with facilities, can use the information to improve chemical safety and protect public health and the environment. To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC). The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district.

State

California Environmental Protection Agency and California Department of Toxic Substances Control

The California EPA (Cal/EPA) includes the DTSC, whose mission it is to protect California's people and environment from harmful effects of toxic substances through the restoration of contaminated resources, enforcement, regulation, and pollution prevention. The DTSC regulates hazardous waste, cleans-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. Approximately 1,000 scientists, engineers, and specialized support staff ensure that companies and individuals handle, transport, store, treat, dispose of, and clean-up hazardous wastes appropriately. Through these measures, DTSC contributes to greater safety for all Californians, and less hazardous waste reaches the environment.

DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. The DTSC regulates hazardous waste, cleans up existing contamination, and researches ways to reduce the hazardous waste produced in California. In addition, the DTSC develops legislation, coordinates with lawmakers, and responds to constituent complaints. The regulations spell out what those who handle hazardous waste must do to comply with the laws.

Statewide, DTSC cleans-up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. Ensuring compliance through inspection and enforcement is an important part of effectively regulating hazardous waste. DTSC conducts roughly 200 inspections a year. DTSC's Criminal Investigations Branch has the only law enforcement officers in the Cal/EPA. These peace officers, with the powers of arrest, and search and seizure, investigate alleged criminal violations of the Hazardous Waste Control Law. They work closely with district attorneys' offices, the federal Environmental Protection Agency, the Federal Bureau of Investigation, and law enforcement personnel in other states.

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan, which must include:

- Details, including floor plans, of the facility and business conducted at the site;
- An inventory of hazardous materials that are handled or stored on-site;
- An emergency response plan; and
- A safety and emergency-response training program for new employees with annual refresher courses.

California Occupational Safety and Health Administration Regulations

The California Occupational Safety and Health Administration Regulations (Cal/OSHA) has set forth work requirements for disturbance of Asbestos-Containing Construction Materials (ACCMs) including removal operations for all types of ACCMs. In addition, the agency has developed standards for general industry and the construction industry hazardous waste operations and emergency response. Cal/OSHA ensures that employers must have controls to reduce and monitor exposure levels of hazardous materials, an informational program describing any exposure during operations and the inspection of drums and containers prior to removal or opening. Decontamination procedures and emergency response plans must be in place before employees begin working in hazardous waste operations.

California Office of Emergency Services Regulations

The California Office of Emergency Services (CAL OES) Hazardous Materials (HazMat) Section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

Accidental Release Prevention Law

The state's Accidental Release Prevention Law provides for consistency with federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the state and federal programs. State and federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The Accidental Release Prevention Law is implemented by the Certified Unified Program Agency (CUPA) and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a risk management plan. A risk management plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The business plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the state hazardous waste management program, which is similar to but more stringent than the federal Resource Conservation and Recovery Act program. The act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a CUPA. The Program Elements consolidated under the Unified Program are: Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (a.k.a. Tiered Permitting); Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan

(SPCC); Hazardous Materials Release Response Plans and Inventory Program (a.k.a. "Hazardous Materials Disclosure" or "Community-Right-To-Know"); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements. The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as unsafe raw or unused materials that are part of a process or manufacturing step. They are not considered hazardous waste. Health concerns pertaining to the release of hazardous materials, however, are similar to those relating to hazardous waste.

Hazardous Waste Source Reduction and Management Review Act of 1989

This Act requires generators of 12,000 kilograms/year of typical/operational hazardous waste to conduct an evaluation of their waste streams every four years and to select and implement viable source reduction alternatives. This Act does not apply to nontypical hazardous waste (such as asbestos and polychlorinated biphenyls).

California Vehicle Code

The California Vehicle Code (Title 13 of the CCR) establishes regulations for motor carrier transport of hazardous materials. For example, all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

California Health and Safety Code

The transport of hazardous waste materials is further governed by the California Health and Safety Code Section 25163 and Title 22, Chapter 13, of the CCR. Specifically, Section 25163 of the California Health and Safety Code requires transporters of hazardous waste to hold a valid registration issued by the DTSC in his/her possession while transporting hazardous waste. Additionally, Title 22, Chapter 13 of the CCR includes a number of requirements, which include, but are not limited to, the following:

- Transporters shall not transport hazardous waste without first receiving an identification number and a registration certificate from DTSC
- Registration as a hazardous waste transporter expires annually, on the last day of the month in which the registration was issued
- To be registered as a hazardous waste transporter, an application must be submitted
- Hazardous waste shall not be accepted for transport without a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter
- Hazardous waste shall be delivered to authorized facilities only

Local

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) works with the California Air Resources Board (CARB) and is responsible for developing and implementing rules and regulations regarding air toxics on a local level. The SCAQMD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines. The SCAQMD and regulations related to air quality are discussed in detail in **Section 4.1, Air Quality**.

Los Angeles County Health Care Agency- Environmental Health Care Division

The Certified Unified Program Agency with jurisdiction over the City of Claremont is the County of Los Angeles Fire Department Health Hazardous Materials Division (HHMD). The HHMD became a CUPA in 1997. The HHMD coordinates the regulation of hazardous materials and hazardous wastes in Los Angeles County through the following programs:

- Aboveground Petroleum Tank
- California Accidental Release Prevention (CalARP)
- Hazardous Waste
- Hazardous Materials (Hazardous Material Handler Permit Requirements)
- Underground Storage Tank

City Fire Agencies within Los Angeles County have joined in partnership with the CUPA as Participating Agencies (PAs). The CUPA provides its regulated businesses several convenient benefits such as a single point of contact for permitting, billing, and inspections; uniformity and consistency in enforcement of regulations; and a single fee system incorporating all of the applicable fees from the CUPA programs. The HHMD provides detailed guidelines to respond to emergency hazardous materials spills or releases and abandonment.

The Hazardous Material Handler Permit Requirements indicates that businesses that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity, are considered a hazardous materials handler and to report appropriate information (i.e. emergency response and contingency plan and employee training plan) in the California Environmental Reporting System (CERS). Compliance with the Hazardous Materials Handler Permit Requirements would ensure that all hazardous wastes generated by existing and proposed uses are properly handled, recycled, treated, stored, and disposed. This program involves inspection of facilities that generate hazardous waste, evaluation of hazardous waste generating industries, investigation of reports of illegal hazardous waste disposal, and response to emergency hazardous chemical spills. The CalARP program aims to prevent accidental releases of hazardous materials that could cause harm to the public or environment.

Standardized Emergency Management System Multi-Hazard Functional Plan

The Basic Plan of the Standardized Emergency Management System (SEMS) Multi- Hazard Functional Plan (MHFP) is outlined with different phases. The preparedness phase with increased readiness, response phase with pre-emergency and emergency response, recovery phase, and mitigation phase. These phases provide detailed information to handle disaster events whether they are peacetime emergencies such as natural or technological or national security emergencies such as food and petroleum shortages or nuclear attack. Assessments of the major threats to the City of Claremont are included in the SEMS MHFP which includes earthquake, hazardous materials from spills during transit, flooding, dam failure, and many others. Each threat is assessed for its impact to the City including damage to vital service systems, transit routes, and fuel access. An appropriate response to the threat is also discussed.

4.6.5 IMPACT ANALYSIS

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Implementation of the DTSP would result in an increase in density and population through development and redevelopment of properties within the Specific Plan area. Routine transportation of hazardous materials, including through traffic, poses a risk to residents within the City as a result of potential accidents involving trucks, rail, and other modes that are used to transport hazardous materials and wastes and are shared with the public. As the DTSP is a programmatic, planning-level policy document, the Project would not directly initiate or entitle any new development. Future development initiated pursuant to the DTSP could result in the construction of residential uses and other sensitive receptors adjacent to existing land uses such as dry cleaners or gas stations that require the routine transport, use, and disposal of hazardous materials. The proposed land uses, which do not include industrial uses, do not generally

involve the routine use, transport, or disposal of significant amounts of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials.

The operation of land uses that use, create, or dispose of hazardous materials is regulated and monitored by federal, state, and local regulations and policies. Within the Specific Plan area specifically, future development would be subject to compliance with the programs administered by the City of San Dimas and the Los Angeles County Health and Hazardous Materials Division (HHMD) Certified Unified Program Agency (CUPA). The owners or operators of businesses that handle or store hazardous materials equal to or above the reportable quantities would be subject to compliance with the CUPA programs detailed above. These programs, as well as other federal, state, and local regulations and policies, provide a high level of protection to the public and the environment. As such, impacts from routine use, transport, or disposal of hazardous materials would be less than significant.

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?

The land uses that would be allowed by the DTSP do not include industrial uses and generally do not involve the routine use, transport, or disposal of significant amounts of hazardous materials. As the DTSP is a programmatic, planning-level policy document, the Project would not directly initiate or entitle any new development projects. Future development initiated pursuant to the DTSP could result in the construction of residential uses and other sensitive receptors adjacent to existing land uses such as dry cleaners or gas stations that require the routine transport, use, and disposal of hazardous materials. The operation of land uses that use, create, or dispose of hazardous materials is regulated and monitored by federal, state, and local regulations and policies. These materials would be stored, used, and disposed of in accordance with applicable regulations. Compliance with these regulations and guidelines would reduce hazards from hazardous materials to the public and the environment. As such, impacts associated with upset or accident conditions involving the release of hazardous materials would be less than significant.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest school to the DTSP planning area is Fred Ekstrand Elementary School, located approximately 0.25 miles to the north. As the DTSP is a programmatic, planning-level policy document, the Project would not directly initiate or entitle any new development projects. The proposed Project would not emit hazardous emissions or include the handling of hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. Any transport of hazardous substances or materials to-and-from the Project site that may occur during construction and operation of the Project would be required to comply with applicable federal, State, and local regulations intended to reduce public safety hazards. Compliance with these regulations and guidelines would reduce hazards

from hazardous materials to the public and the environment. The proposed Project would not pose a significant risk of hazardous emissions or significant handling of hazardous materials or substances within one-quarter mile of an existing or proposed school and impacts would be less than significant.

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?

California Government Code Section 65962.5 references the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. The EDR Radius Map Report records search, see **Appendix C**, includes hazardous materials sites compiled pursuant to Government Code Section 65962.5. Further, information on hazardous materials sites pursuant to Government Code Section 65962.5 is compiled on the websites of the State Department of Toxic Substance Control (DTSC), the State Water Resources Control Board, and California Environmental Protection Agency (CalEPA).

The records search identified the DTSP planning area on the Hazardous Waste Information System (HAZNET) site, the National Pollution Discharge Elimination System (NPDES) site, and the Hazardous Waste Tracking System (HWTS) site. Any transport of hazardous substances or materials to-and-from the Project site that may occur during construction and operation of the Project would be required to comply with applicable federal, State, and local regulations intended to reduce public safety hazards. Compliance with these regulations and guidelines would reduce hazards from hazardous materials to the public and the environment. As such, all potentially hazardous materials would be used and stored in compliance with applicable federal, State, and local regulations.

The DTSP planning area includes eight Cortese List sites identified in the RWQCB GeoTracker database. The provisions in Government Code Section 65962.5 are commonly referred to as the “Cortese List”. The list, or a site’s presence on the list, has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). Further, two sites listed on the DTSC EnviroStor database are also within the DTSP planning area. Cleanup sites designated as completed have received a closure letter or other formal case closure decision from the relevant regulatory agency. The sites listed, which include automobile service stations, automobile repair, city service facilities, and a machinery equipment company, are detailed in **Table 4.6-1: GeoTracker and EnviroStor Sites** below. One site, located at 304 W. Bonita Avenue, is listed by both the RWQCB GeoTracker and DTSC EnviroStor databases. All of the sites listed in the RWQCB GeoTracker and DTSC EnviroStor databases have been determined to be fully remediated, and thus would not result in significant hazards to the public or environment.

Table 4.6-1: GeoTracker and EnviroStor Sites

GeoTracker					
Name	**Media**	**Contaminants**	**Status**	**Status Date**	**Address**
Shell #204-6774-0369	Soil	Diesel	Completed - Closed	7/22/1993	630 W Bonita Ave.
Chevron #9-1099	Soil	Gasoline	Completed - Closed	9/29/1995	111 W Bonita Ave.
City of San Dimas	Soil	Aviation	Completed - Closed	4/10/1997	245 E Bonita Ave.
Texaco (Former)	Soil	Gasoline	Completed - Closed	11/17/2000	304 W Bonita Ave.
Machinery & Equipment*	None Specified	Metals/Heavy Metals, Petroleum/Fuels/Oils	Completed - Closed	11/2/2001	115 N Cataract Ave.
Shell Service Station	Aquifer	Gasoline	Completed - Closed	2/23/2011	630 W Bonita Ave.
LA Co. Sheriff San Dimas	Soil	Gasoline	Completed - Closed	6/19/2018	122 N San Dimas Ave.
Gas & Go (Former M&N Drive-In Dairy)	Under Investigation	Diesel, Gasoline	Completed - Closed	2/8/2019	105 E Arrow Hwy.
EnviroStor					
Name	**Media**	**Contaminants**	**Status**	**Status Date**	**Address**
Coopers Plating Co	Soil	Lead (tetraethyl lead), Chromium III, Copper, Compounds	Completed - Closed	6/20/1995	304 W Bonita Ave.
Texaco Service Station	Soil	Lead	Completed - Closed	8/15/1995	304 W Bonita Ave.

As the DTSP is a programmatic, planning-level policy document, the Project would not directly initiate or entitle any new development projects on said sites. While the sites have been determined safe by the relevant regulatory bodies, future development projects on any such site would be subject to site-specific review by the City of San Dimas, potentially including environmental review under the California Environmental Quality Act. Future development projects would be required to analyze any potential impacts resulting from the site's past uses involving hazardous materials and to implement any mitigation measures deemed necessary to address any potential impacts identified. The Project would result in development projects within the Specific Plan area, and the demolition of existing buildings and ground disturbance for construction. As such, the proposed Project would not be located on a site which is

included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts would be less than significant.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Portions of the DTSP planning area lie within the Airport Influence Area (AIA) established in the Brackett Field Airport Land Use Compatibility Plan (ALUCP). Bracket Field Airport, located less than two miles to the southeast of the planning area in La Verne, is a public general aviation airport owned and operated by Los Angeles County.

The portions of the DTSP planning area that lie within the AIA are designated Zone E – Other Airport Environs, which consists of all areas in a two-mile radius of the airport but that lie outside of any other established safety zones. Properties designated Zone E lie beyond the airport's CNEL 55 dB contour and are subject only to very low noise impacts and are considered to be subject to low risk of near-airport accidents. Buildings in Zone E are limited to 150 feet or more above runway elevation to further reduce risk related to potential near-airport accidents. As the land use regulations that would be established as part of the DTSP would not permit the development of buildings above 150 feet, the Project would not conflict with the provisions of the Brackett Field Airport ALUCP. Therefore, impacts on people residing or working in the project area resulting from airport noise or other safety hazards would be less than significant.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project provides design guidance for roadways, sidewalks, and driveways within the DTSP planning area that would ensure emergency access would be maintained. Further, existing City development standards would require new development within the Specific Plan to be designed so as not to interfere with an adopted emergency response plan or emergency evacuation plan. The potential for roadway impacts during construction is discussed in **Section 4.11, Transportation**.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Downtown Specific Plan area is located within an urban area that does not contain wildlands and is not located in an area classified as a Very High Fire Hazard Severity Zone. The entirety of the Project Area falls within a Local Responsibility Area (LRA). Local Responsibility Areas include incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for

wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract. As such, no impacts would occur.

Cumulative Impacts

As discussed above, implementation of the Downtown Specific Plan would result in development that has the potential to occur on or adjacent to sites that use or have previously used hazardous materials, which could place construction workers and future residents at-risk. Construction-related hazardous materials impacts would generally be site-specific and limited to the duration of the construction activity, and would continue to be highly regulated under federal, state, and local regulations. Therefore, there would not be a cumulatively considerable contribution to a cumulatively significant impact.

Residential development as part of the cumulative development may be located in proximity or adjacent to facilities that use, store, transport, and dispose hazardous materials, which could increase an individual's exposure to hazardous materials. The cumulative projects that would use, store, transport, and dispose hazardous materials would also be required to comply with hazardous materials laws, which are designed to avoid and minimize adverse impacts on public health, safety, and the environment. Each cumulative project has been or would be subject to environmental review and if significant impacts are identified, mitigation measures would be implemented to avoid or reduce the impacts. Therefore, the cumulative impact would be less than significant.

4.6.6 MITIGATION

As impacts would be less than significant, no mitigation is necessary.

4.7 LAND USE AND PLANNING

4.7.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to land use and planning are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Physically divide an established community?

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

4.7.2 ENVIRONMENTAL SETTING

Existing Conditions

The Project Area consists of portions of the existing downtown area of San Dimas and the surrounding Town Core area. Most properties within the Study Area have been previously developed, with uses including commercial, multi-family, and public facilities. Between the 57 (Orange) freeway and North Eucla Avenue, existing development uses can be characterized as highway-oriented commercial, including a hotel, auto-oriented commercial strips, and several big-box retailers. Between North Eucla Avenue and South Cataract Avenue, there are two vacant properties, a restaurant, a bowling alley, and a small number of professional offices. East of South Cataract Avenue, existing development along Bonita Avenue primarily includes both auto-oriented and street-facing commercial properties, parking lots, and, east of South Walnut Avenue, a small number of multi-family residential properties. A complex of public facilities, including the San Dimas City Hall, the San Dimas Library, Civic Center Park, United States Post Office, Los Angeles County Fire Department Station 64, and the San Dimas Sheriff's Office are located at the intersection of Bonita and South Walnut Avenues.

The Downtown Specific Plan (DTSP) area is roughly divided from the northwest to the southeast by the Metro "A" Line (formerly known as the "Gold"/"L" Line) right-of-way, which intersects with Bonita Avenue at Cataract Avenue. The San Dimas Station of the Metro "A" Line is situated at San Dimas Avenue, just south of Bonita Avenue. The DTSP area is further bounded to the west by the 57 (Orange) Freeway. The surrounding area includes residential neighborhoods to the north, the remainder of the Bonita Avenue commercial corridor to the east, industrial, office, and multi-family areas to the south and southwest, and big-box retail commercial shopping areas to the west, opposite the Orange Freeway.

Regulatory Framework

City of San Dimas General Plan

California Planning and Zoning Law requires each city to prepare and adopt "a comprehensive, long term general plan for the physical development" of land within its jurisdiction. Under Gov. Code Section 65302, each General Plan must include a land use element that designates the general distribution, location and extent of the uses of the land.

California Government Code Section 65450 states that a city may prepare a specific plan "for the systematic implementation of the general plan…" A Specific Plan must include text and diagrams that specify the distribution, location, and extent of uses of land and infrastructure within the plan area, standards for development, and a program of implementation. California Government Code 65454 states that "No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan."

The San Dimas General Plan is the blueprint for future growth and development in the City. The land use element of the General Plan is based on a community vision to establish a pattern for compatible land uses which reflect existing conditions, approved land use, open space areas, and to guide future development. The Plan area is currently designated in the General Plan as a range of commercial, residential, and institutional uses. In addition, the Land Use Element contains the following land use goals:

1. Maintain the rural small-town low-density atmosphere of San Dimas.
2. Preserve the integrity of the foothills, including the northern foothills, Puddingstone Hills, and Way Hill.
3. Ensure that all portions of the City are adequately served with essential services, utilities, and recreational and open space facilities.
4. Plan and create an urban form that effectively utilizes urban infrastructure and services. Plan for orderly growth rather than "leapfrog" development.
5. Provide well planned commercial centers and nodes. Discourage "strip" commercial development.
6. Revitalize and improve downtown as a community focus.
7. Maintain existing mobile homes to meet the need for affordable housing stock for the citizens of San Dimas.
8. Ensure adequate community participation in planning for the future of San Dimas.
9. Enhance a unified and high-quality visual image for the City.
10. Development of the northern foothills area shall maximize preservation of the natural environment, recognize the opportunities and constraints that the land imposes, and accommodate such

development as can be designed to minimize impacts on the natural environment and protect public health and safety.

Connect SoCal

The State of California adopted Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, to outline growth strategies and better integrate regional land use and transportation planning in a way that will help the State meet its GHG reduction mandates. SB 375 requires that the State's 18 metropolitan planning organizations incorporate a "sustainable communities strategy" within their respective regional transportation plans to achieve their respective region's GHG emission reduction targets set by CARB. SCAG is the metropolitan planning organization for the region that includes the Project. On September 3, 2020, SCAG adopted the 2020–2045 RTP/SCS: *Connect SoCal* which includes regional land use goals and growth strategies.

4.7.3 IMPACT ANALYSIS

Project Impacts

a. Physically divide an established community?

Rather than dividing an established community, the Project is intended to encourage greater connections within the DTSP area and between the DTSP area and the surrounding community by fostering a high-quality, pedestrian-oriented public realm framed by context-sensitive buildings that enhance the historic character of Downtown San Dimas. The Project will result in compact development near the new Metro "A" Line transit station to decrease automobile dependency, reduce both local and regional traffic congestion and related greenhouse gas emissions, and provide additional guidance and plans to increase multimodal access to and from the historic Downtown area. The DTSP Project Area also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multi-modal connectivity in the surrounding area through the enhancement of the public realm.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

City of San Dimas General Plan

The Project has been designed to further the vision of San Dimas contained in the San Dimas General Plan. The Project would support mixed-use, transit-oriented development that is consistent with the existing General Plan and includes a high-quality, pedestrian-oriented public realm framed by context-sensitive buildings that emulate the historic character of San Dimas' Historic Core. The Project represents a model

of sustainable development practices; seeks to support existing residential neighborhoods through providing a vibrant link between the existing downtown area and the surrounding neighborhoods; and accommodates a range of uses. Furthermore, by focusing a portion of the forecasted growth of San Dimas into the Project area, the City's open space and habitat resources that are at distant locations would experience less development pressure. As such, the Project is supportive of the General Plan Land Use Goals.

The Project would establish land use regulations, zoning, development standards, and design guidelines for the Project area. The Project would include a General Plan Amendment and amendments to the municipal code to establish consistency between the Project and the General Plan. As stated in Government Code section 65450, the intent of a specific plan is to implement the General Plan in a specified geographic area and California Government Code Section 65454 requires that all specific plans be consistent with the general plan. As such, the Project would not conflict with the land use plans and policies of the City and impacts would be less than significant.

Connect SoCal

Table 4.7-1: Connect SoCal Consistency, provides an assessment of the Project's relationship to regional goals pertaining to issues of environmental concern contained in various chapters of the SCAG 2020-2045 RTP/SCS. The analysis contained in **Table 4.7-1** concludes that the Project would not conflict with the land use goals of *Connect SoCal*. In addition, SCAG has identified priority growth areas within which cities are encouraged to focus growth. Downtown San Dimas is one of these priority growth areas due to the presence of transit and neighborhood mobility features. Accordingly, impacts would be less than significant.

Table 4.7-1: Connect SoCal Consistency

Goals and Policies	Consistency Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness	**Consistent.** This Goal is directed towards actions taken by SCAG and the City and does not apply to the Project. Nonetheless, the Project would enhance the prosperity of the neighborhood through the creation of up to approximately 3,600 additional residential units, providing residential opportunities to the community.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project would be consistent with the City of San Dimas General Plan, including its Circulation Element. The traffic analysis conducted pursuant to CEQA requirements finds that the Project would have a less than significant impact on the City's transportation system, and that impacts regarding VMT generation would also be less than significant. The Project thus would not conflict with

Table 4.7-1: Connect SoCal Consistency

Goals and Policies	Consistency Analysis
	efforts to improve mobility, accessibility, reliability, and travel safety for people and goods.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent**. While not necessarily applicable to an individual development project, the Project would support this goal by improving the viability of alternative forms of transportation in the area immediately surrounding the Project site. The Project includes the development of a transit-oriented, mixed-use downtown area designed to provide better connections to sidewalks, bicycle infrastructure, and the new Metro "A" Line under construction in the City.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Consistent**. While not necessarily applicable to an individual development project, the Project would support this goal by improving local access to alternative forms of transportation, including walking, biking, and transit, with appropriate design considerations to account for future population growth and multi-modal choices.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent**. The Project involves the development of a multi-modal, mixed-use downtown core area that would facilitate walking, biking, and transit access for residents, businesses, and visitors to the Project area. The Project's provisions for safe and convenient walking, biking, and the use of improved transit facilities to reach social, recreation, and employment opportunities supports the goal of reducing GHG emissions and improving air quality through promoting the use of these alternative modes among residents of the community.
Goal 6: Support healthy and equitable communities.	**Consistent**. The Project would support healthy, active lifestyles among residents through the creation of a new transit-oriented, mixed-use downtown district that supports walking, bicycling, and transit use to reach employment and recreational opportunities.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent**. This policy is directed towards SCAG actions to support integrated regional development patterns. However, the Project would result in infill development that is integrated with the existing transportation network, and thus would support this goal. The Project would further be consistent with the City of San Dimas General Plan, supporting the City's overall vision for regional development.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable**. This policy is directed towards SCAG actions to leverage the use of new transportation technologies using data-driven solutions.

Table 4.7-1: Connect SoCal Consistency

Goals and Policies	Consistency Analysis
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent**. The Project would result in the development of new multi-family housing consisting of apartments, townhomes and condominiums in the City's downtown, which would increase the range of housing types available in the vicinity. As the Project is designed to complement the development of the new San Dimas Metro "A" Line station, all such new housing would be well-supported by transit infrastructure, and the DTSP's pedestrian-oriented design considerations would result in a walkable area that promotes active transportation among residents and visitors.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent**. The Project is located in the highly-urbanized downtown area of the City and would promote higher-density development in this area to maximize the utility of existing and planned infrastructure. As discussed in this EIR, focusing new development in the central area of the City would reduce development pressures on outlying areas, including hillside and environmentally sensitive areas.

Source: SCAG, Connect SoCal, 2020–2045 RTP/SCS, September 2020.

Cumulative Impact

The Project is centered on the San Dimas' existing Town Core and downtown areas, and is surrounded by residential neighborhoods, highway-oriented commercial uses, and the site of the future Metro "A" Line station. Development following the adoption of the Downtown Specific Plan would knit these areas together. The maximum Floor Area Ratio (FAR) for the planning area would range from 1.5 to 2.0, which is the same as other nearby mixed-use districts, and the development standards of the Project would create a transitional scale at the interface with adjacent residential neighborhoods. As stated above, the intent of the Project is to implement the principles of the City's General Plan over a specified geographic area. As such, the Project would not have a considerable contribution to a cumulative impact.

4.7.4 MITIGATION

As impacts would be less than significant, no mitigation is necessary.

4.8.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to noise are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generation of excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

4.8.2 ENVIRONMENTAL SETTING

Fundamentals of Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters that describe the physical properties of sound waves. These properties include the rate of oscillation (frequency); the distance between successive high and low noise levels, the speed of propagation; and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.

The unit of sound pressure expressed as a ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by more than one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is used to describe sound-intensity levels. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A weighting, written as dBA. Further reference to decibels in this analysis should be understood to be A-weighted.

Several noise descriptors have been developed to evaluate the adverse effect of community noise on people. Since noise level fluctuates over time, an equivalent sound level (Leq) descriptor is used to describe typical time-varying instantaneous noise. Finally, because community receptors are more sensitive to unwanted noise intrusion during evening and nighttime hours, State law requires that an

artificial decibel increment be added to noise occurring during those time periods. The 24-hour noise descriptor with a specified evening (7:00 PM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) penalty is called the Community Noise Equivalent Level (CNEL).

Noise sources can generally be categorized as one of two types: (1) point sources, such as stationary mechanical equipment; and (2) line sources, such as a roadway. Sound generated by a point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically hard sites, and at a rate of 7.5 dBA at acoustically soft sites.[1] A hard or reflective site consists of asphalt, concrete, or very hard-packed soil, which does not provide any excess ground-effect attenuation. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60-dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and 48 dBA at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dBA at 100 feet and 45 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively. **Table 4.8-1: Noise Descriptors** identifies various noise descriptors developed to measure sound levels over different periods of time. Man-made or natural barriers can also attenuate sound levels, as illustrated in **Table 4.8-2: Attenuation of Typical Structures**.

Noise Terminology

Different types of scales are used to characterize the time-varying nature of sound. Applicable scales include the maximum noise level (Lmax), equivalent noise level (Leq), and the CNEL. Lmax is the maximum noise level measured during a specified period. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is an average A-weighted sound level measured over a 24-hour period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. A CNEL noise measurement is obtained by adding 5 dBA to sound levels occurring during the evening, from 7:00 PM to 10:00 PM, and 10 dBA to sound levels occurring during the nighttime, from 10:00 PM to 7:00 AM. The 5 dBA and 10 dBA "penalties" are applied to account for increased noise sensitivity during the evening and nighttime hours. Day-night average level (Ldn) is the A-weighted equivalent sound level for a 24-hour period with an additional 10 dB imposed on the equivalent sound levels for nighttime hours of 10:00 PM to 7:00 AM.

1 USDOT FHWA, *Fundamentals and Abatement*, 97.

Table 4.8-1: Noise Descriptors

Term	Definition
Sound	A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
Noise	Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-Weighted Decibel (dB[A])	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Continuous Sound Level (Leq)	The sound level containing the same total energy as a time varying signal over a given time period. Leq is the value that expresses the time averaged total energy of a fluctuating sound level. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 10 dBA added sound levels occurring from 10 PM to 7 AM.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening, 7:00 PM to 10:00 PM, and add 10 dBA for the night, 10:00 PM to 7:00 AM. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour Leq measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour Leq.
Sound Pressure level	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The sound pressure level is expressed in dB.
Ambient Noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient environment.

Note: California Department of Transportation, Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol, (Sacramento, CA: November 2009), N51-N54.

Noise Barrier Attenuation

The introduction of a barrier between a noise source and a sensitive receptor redistributes the sound energy into several paths, including a diffracted path over the top of the barrier, a transmitted path through the barrier, and a reflected path directed away from the sensitive receptor. Diffraction is the bending of sound waves over the top of a barrier. The area behind the barrier in which diffraction occurs is known as a "shadow zone," and sensitive receptors located in this area will experience some sound attenuation. The amount of attenuation is related to the magnitude of the diffraction angle. The diffraction angle will increase if the barrier height increases or if the distance from sensitive receptors is decreased

to the barrier. In addition to diffraction with the use of barriers, sound can travel through the barrier itself. The level of sound transmission through the barrier depends on factors relating to the composition of the barrier (such as its weight and stiffness), the angle of incidence of the sound, and the frequency spectrum of the sound. The rating of a material's ability to transmit noise is called transmission loss. Transmission loss is related to the ratio of the incident noise energy to the transmitted noise energy, and it is normally expressed in decibels, which represents the amount noise levels will be reduced when the sound waves pass through the material of the barrier. Noise energy can also be reflected by a barrier wall. Thus, the reflected sound energy would not affect the sensitive receptor but may affect sensitive receptors to the left and right of the developed barrier.[2] Man-made or natural barriers can also attenuate sound levels; a solid wall or berm may reduce noise levels by 5 to 10 dBA.[3]

Contemporary wood frame construction techniques in California typically provide about 25 dBA reduction in exterior to interior noise levels. This is due to structural means used to comply with California regulations, such as the Title 24 energy conservation standards. The minimum attenuation of exterior to interior noise provided by typical structures in California is provided in **Table 4.8-2: Attenuation of Typical Structures**.

Table 4.8-2: Attenuation of Typical Structures

Building Type	Open Windows (dBA)	Closed Windows (dBA)[a]
Residences	17.0	25.0
Churches	20.0	30.0
Hospitals/Convalescent homes	17.0	25.0
Offices	17.0	25.0
Theaters	20.0	30.0
Hotels/motels	17.0	25.0

Source: Bolt Beranek and Newman, Inc., Highway Noise: A Design Guide for Highway Engineers, NCHRP Report No. 117, (1971). Prepared for Highway Research Board, National Academy of Sciences, Washington, D.C.

[a] *As shown, structures with closed windows can attenuate exterior noise by a minimum of 25.0 to 30.0 dBA.*

Vibration

Vibration consists of waves transmitted through a solid medium. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. A vibration may be a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how

2 U.S. Department of Housing and Urban Development, Office of Community Planning and Development, *The Noise Guidebook (n.d.)*, 21–23.

3 Federal Highway Administration, *Highway Noise Fundamentals* (1980), 18.

rapidly it is oscillating, measured in hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum," of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibrations that can be felt starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration is often measured in terms of the peak particle velocity (PPV) in inches per second (in/sec) because it is related to the stresses that are experienced by buildings. Vibration is also measured in vibration decibels (VdB). The human threshold of perception is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Vibration levels are acceptable at approximately 85 VdB if there are an infrequent number of events per day.[4]

Vibration energy attenuates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source.[5] High frequency vibrations reduce much more rapidly than low frequencies, so that in the far-field from a source, the low frequencies tend to dominate. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors.[6] Vibration in buildings is typically perceived as rattling of windows or of items on shelves, or the motion of building surfaces.

Groundborne vibration is generally limited to areas within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps.[7] If traffic, typically heavy trucks, induces perceptible vibration in buildings, such as window rattling or shaking of small loose items, then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the vibration energy and the number and duration of events, as well as the setting in which the person experiences the vibration. As discussed previously, vibration can be amplified by the structural resonances of the walls and floors of buildings. The more the events or the greater the duration, the more annoying it will be to humans.

Existing Conditions

The proposed DTSP Area includes approximately 202 acres including existing commercial, residential and institutional uses. The DTSP Area includes highway-oriented commercial uses, including a hotel, auto-oriented commercial strips, and several big-box retailers between the 57 freeway and North Eucla Avenue. Between North Eucla Avenue and South Cataract Avenue, there are two vacant properties, a restaurant, a

4 Federal Transit Administration*, Transit Noise and Vibration Impact Assessment Manual,* September 2018), 7-8.
5 California Department of Transportation*, Earthborne Vibrations* (1990), VII-27.
6 Federal Transit Administration*, Transit Noise and Vibration Impact Assessment Manual,* September 2018, 7-1, 7-2.
7 Federal Transit Administration (2018), 7-9.

bowling alley, and a small number of professional offices. East of South Cataract Avenue, existing development along Bonita Avenue primarily includes both auto-oriented and street-facing commercial properties, parking lots, and, east of South Walnut Avenue, a small number of multi-family residential properties. A complex of public facilities, including the San Dimas City Hall, the San Dimas Library, and Civic Center Park, is located at the corner of Bonita and South Walnut Avenues.

Existing Noise Levels

The City of San Dimas General Plan Noise Element identifies the main sources of noise within the City as noise from roadway traffic, noise from train movements on the rail lines, as well as some noise from leaf blowers, special events, and heavy industrial land uses.[8] The Noise Element identifies goals, objectives, and policies to avoid noise impacts.

There are two existing rail lines in San Dimas, one located south of Arrow Highway, approximately 0.1 mile south of the DTSP area, and one, previously used as the AT & SF rail line, bisects the DTSP area and goes from the northwest corner of the DTSP area through to the southeast corner. These rail lines are being incorporated into the the Foothill Gold Line light rail line project, which is currently scheduled for completion in January 2025.

The former AT & SF rail line rail line located in the proposed DTSP Area had seventeen operations per day and was identified as a significant source of noise in the General Plan Noise Element.[9] The noise levels at these residences near this rail line ranged from 70 to 72 dB Ldn. Measures to mitigate noise from operations on this rail line in the EIR prepared for the Foothill Gold Line Extension Project include noise barriers, building sound insulations, and modifications to warning devices and operations to reduce these impacts to a less than significant level.[10] Additional mitigation measures for temporary construction impacts were identified in the 2011 Supplemental EIR for the Foothill Gold Line Extension Project including limiting construction hours, using specified equipment, and temporary noise barriers.[11] In the 2012 Final

8 City of San Dimas, *General Plan*, Noise Element (1991), https://files.sandimasca.gov/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-noise-element.pdf. Accessed July 2023.

9 City of San Dimas, *General Plan*, Noise Element (1991), https://files.sandimasca.gov/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-noise-element.pdf. Accessed July 2023.

10 Los Angeles and San Bernardino Counties, *Gold Line Foothill Extension Pasadena to Montclair Final Environmental Impact Report* (2007), Noise and Vibration, https://foothillgoldline.org/default/final-environmental-impact-report-completed-2007/. Accessed August 2023.

11 Los Angeles and San Bernardino Counties, *Metro Gold Line Foothill Extension Final Supplemental Environmental Impact Report* (2011), https://foothillgoldline.org/default/2010-draft-supplemental-environmental-impact-report/. Accessed August 2023.

supplemental Impact report, noise and vibration impacts from the Foothill Gold Line Extension project were determined to be less than significant with mitigation.[12]

Ambient noise measurements were taken at 14 locations within and surrounding the DTSP area, as shown in **Figure 4.8-1: Noise Measurement Locations**, on February 7, 2023, during daytime hours to determine the existing noise environment. Results are shown in **Table 4.8-3: Ambient Noise Measurements**.

The ambient noise measurements ranged from 48.9 dBA at Site 14, located along the west end of E. Hera Street, in a residential neighborhood adjacent to Public/Semi-Public land uses, to 83.7 dBA at Site 7, on the northeast corner of S. Cataract Avenue and W. Bonita Avenue, between residential and commercial uses. Existing noise levels exceeded the standards identified in **Table 4.8-7: San Dimas Exterior Noise Limits** at 9 of the 14 locations. The locations where noise levels were exceeded the City's noise standards were located close to busy roadways, the 57 freeway and Bonita Avenue, as well as near industrial areas. The sites where noise levels did not exceed exterior limits were located closer to residential areas as shown in **Figure 4.8-1**.

Table 4.8-3
Ambient Noise Measurements

Location Number	Description	Nearest Use(s)	Time Period	dBA
1	North of Arrow Highway, west of 57 Freeway, south of train tracks	Commercial	7:00 AM – 7:15 AM	57.1
			1:18 PM – 1:33 PM	59.1
2	North of Arrow Highway and west of 57 Freeway	Commercial	7:19 AM – 7:34 AM	68.4
			1:00 PM – 1:15 PM	70.4
3	South of Arrow Highway and north of W. Cienega Avenue	Commercial	7:42 AM – 7:57 AM	67.4
			1:39 PM – 1:54 PM	68.1
4	Southwest corner of W. Bonita Avenue and S. Eucla Avenue	Commercial	8:02 AM – 8:17 AM	57.6
			2:00 PM – 2:15 PM	56.2
5	Along S. Acacia Street and northwest of W. Calora Street	Residential	8:20 AM – 8:35 AM	53.1
			2:18 PM – 1:33 PM	56.8
6	South side of W. Bonita Avenue and between S. Acacia Street and S. Cataract Avenue	Park and Commercial	8:46 AM – 9:01 AM	63.7
			2:37 PM – 1:52 PM	66.0

12 Los Angeles and San Bernardino Counties, *Metro Gold Line Foothill Extension Final Supplemental Environmental Impact Report No. 2* (2012), https://foothillgoldline.org/default/2010-draft-supplemental-environmental-impact-report/. Accessed August 2023.

Table 4.8-3
Ambient Noise Measurements

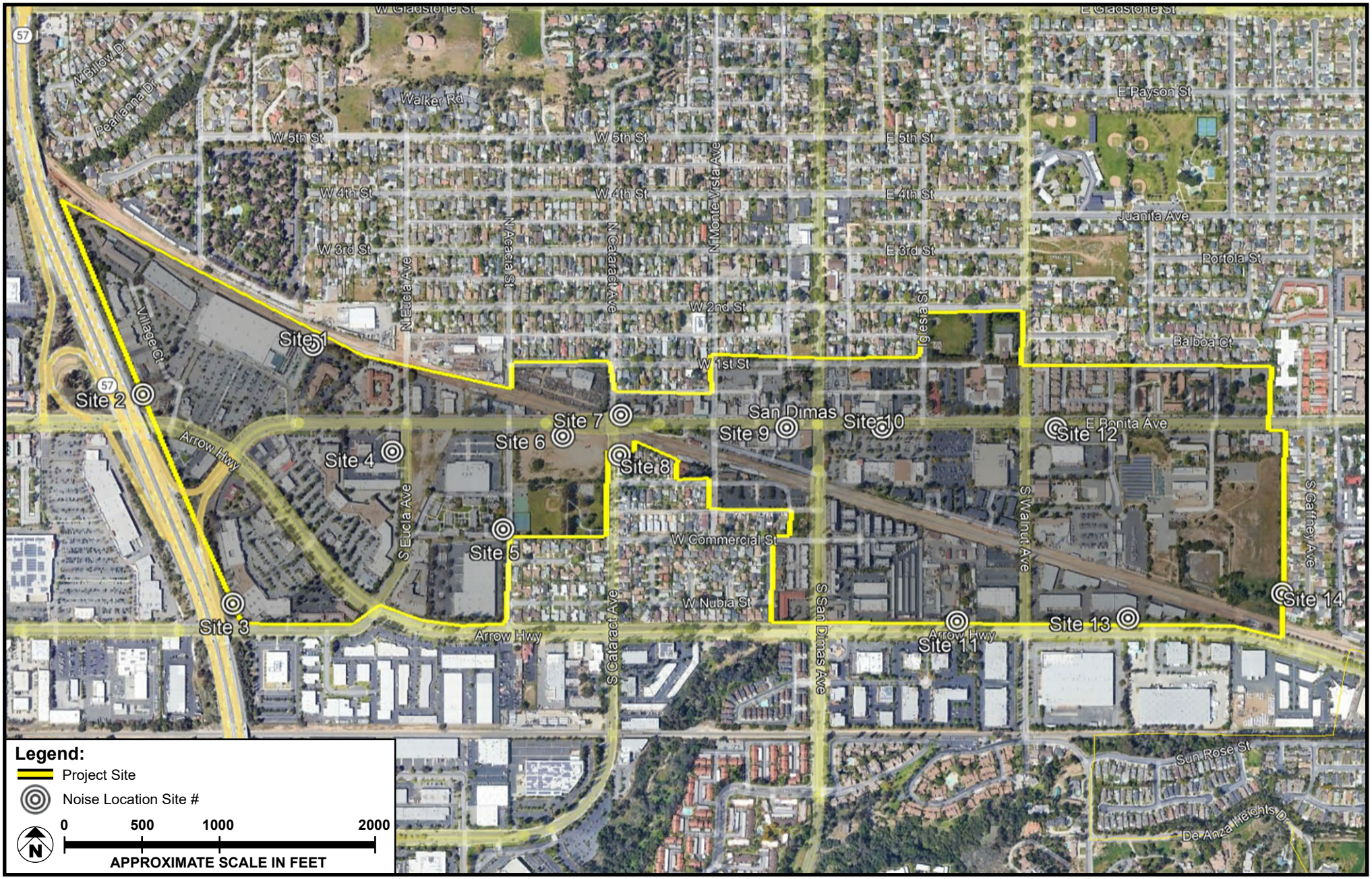
Location Number	Description	Nearest Use(s)	Time Period	dBA
7	Northeast corner of S. Cataract Avenue and W. Bonita Avenue	Residential and Commercial	9:04 AM – 9:19 AM	64.0
			3:00 PM – 3:15 PM	83.7
8	Southeast corner of S. Cataract Avenue and W. Bonita Avenue	Residential	9:21 AM – 9:36 AM	57.5
			3:19 PM – 3:34 PM	57.1
9	West of southwest corner of W. Bonita Avenue and N. San Dimas Avenue	Commercial	9:51 AM – 10:06 AM	68.1
			3:47 PM – 4:02 PM	63.6
10	West of E. Bonita Avenue and Iglesia Street	Commercial	10:13 AM – 10:28 AM	65.1
			4:09 PM – 4:24 PM	60.0
11	North of E. Arrow Highway and west of S. Walnut Avenue	Industrial	10:33 AM – 10:48 AM	73.9
			5:35 PM – 5:50 PM	66.7
12	Northeast corner of E. Bonita Avenue and S. Walnut Avenue	Commercial	11:12 AM – 11:27 AM	68.5
			4:29 PM –4:44 PM	72.1
13	North of E. Arrow Highway and east of S. Walnut Avenue	Industrial	10:53 AM – 11:08 AM	71.9
			5:13 PM – 5:28 PM	72.3
14	Along west end of E. Hera Street	Residential	11:33 AM – 11:48 AM	49.8
			4:51 PM – 5:06 PM	54.7

Source: Refer to Appendix D for Noise monitoring data sheets.
Notes: dBA = A-weighted decibel; Leq = average equivalent sound level.

Existing Vibration Conditions

As mentioned above existing uses include commercial, multi-family, and public facilities. Based on these uses, the primary source of existing ground-borne vibration within the DTSP area is vehicle traffic on local roadways and trains. According to the FTA,[13] typical road traffic-induced vibration levels are unlikely to be perceptible by people. In part, FTA indicates that "it is unusual for vibration from traffic including buses and trucks to be perceptible, even in a location close to major roadways." Therefore, based on FTA published vibration data, the existing ground vibration environment in the Project vicinity would be below the perceptible levels. Trucks and buses typically generate vibration velocity levels of approximately 63 VdB (at 50-feet distance), and these levels could reach 72 VdB when trucks and buses pass over bumps in the road.

13 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2018).



SOURCE: Google Earth - 2023

FIGURE **4.8-1**

Meridian Consultants

Noise Measurement Locations

393-001-23

The FTA also states that vibration from trains is strongly dependent on factors such as how smooth the wheels and rails are as well as other features of the train and the tracks.[14] The Metro "A" (formerly "Gold"/"L") Line Foothill Extension Final EIR identified the potential for high vibration levels in the City of San Dimas for residences located within 50 feet of this planned light rail line.[15]

Regulatory Framework

Federal

Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA CNEL as a desirable maximum exterior standard for residential uses developed under HUD funding. While HUD does not specify acceptable interior noise levels, standard construction of residential uses constructed under Title 24 standards typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior CNEL should not exceed 45 dBA CNEL.[16]

Federal Transit Administration

The FTA has published a technical manual, *Transit Noise and Vibration Impacts Assessment*, which provides ground-borne vibration impact criteria with respect to building damage during construction activities.[17] According to the FTA guidelines, a vibration criterion of 0.20 PPV should be considered as the significant impact level for nonengineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.50 PPV based on the FTA guidelines. Structures amplify ground-borne vibration, and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than are heavier buildings. The level at which ground-borne vibration is strong enough to cause architectural damage has not been determined conclusively.

The most conservative estimates are reflected in the FTA standards, shown in **Table 4.8-4: Construction Vibration Damage Criteria**. The FTA has also adopted standards for ground-borne vibration impacts related to human annoyance, as shown in **Table 4.8-5: Ground-borne Vibration Sensitivity Criteria**. These

14 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (2018).

15 The Construction Authority, "Metro Gold Line foothill Extension From Azusa to Montclair Project" (2013), https://foothillgoldline.org/environmental-reviews/. Accessed August 2023.

16 Code of Federal Regulations, Title 24, sec. 51, Housing and Urban Development, *Environmental Criteria and Standards* (revised April 1, 2004).

17 US Department of Transportation, Federal Transit Administration (USDOT, FTA), *Transit Noise and Vibration Impact Assessment, FTA report no. 0123* (September 2018), accessed May 2020, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

criteria are based on extensive research that suggests humans are sensitive to vibration velocities in the range of 8 to 80 Hz.[18]

Table 4.8-4
Construction Vibration Damage Criteria

Building Category	PPV (ips)	Lv (VdB)
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Nonengineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018).
Note: For Max Lv (VdB), Lv = the velocity level in decibels as measured in 1/3 octave bands of frequency over the frequency ranges of 8 to 80 Hz; VdB = vibration decibels; Hz = hertz; ips = inches per second.

Table 4.8-5
Ground-borne Vibration Sensitivity Criteria

Building Category	Frequent Events	Occasional Events	Infrequent Events
Category 1: High Sensitivity. Buildings where vibration would interfere with interior operations (e.g., vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and research operations).	65 VdB[1]	65 VdB[1]	65 VdB[1]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses, such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.	75 VdB	78 VdB	83 VdB

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018.
Note:
1 This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

State

Noise Standards

The California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure; these guidelines have been included in the State of California General Plan Guidelines, which is published and updated by the

18 USDOT, FTA, *Transit Noise and Vibration Impact Assessment*.

Governor's Office of Planning and Research.[19] According to the State, an exterior noise environment up to 60 dBA CNEL and 65 dBA CNEL is "normally acceptable" for single- and multifamily residential uses, respectively, without special noise insulation requirements. In addition, noise levels up to 75 dBA CNEL are "conditionally acceptable" with special noise insulation requirements, while noise levels at 75 dBA CNEL and above are "clearly unacceptable" for residential uses. In addition, Section 65302(f) of the California Government Code requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must (1) identify and appraise noise problems in the community, (2) recognize Office of Noise Control guidelines, and (3) analyze and quantify current and projected noise levels.

DHS's Office of Noise Control has established guidelines to provide communities with noise environments that it deems to be generally acceptable based on land-use categories. These guidelines serve as a primary tool for a city to use to assess the compatibility between land uses and outdoor noise. Noise exposure for single-family uses is normally acceptable when the CNEL at exterior residential locations is equal to or below 60 dBA, conditionally acceptable when the CNEL is between 55 to 70 dBA, and normally unacceptable when the CNEL exceeds 70 dBA. Some overlap exists between categories. These guidelines apply to noise sources such as vehicular traffic, aircraft, and rail movements.

Vibration Standards

The California Department of Transportation (Caltrans) published its *Transportation and Construction Vibration Guidance Manual* in April 2020.[20] The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. This manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 inches per second for extremely fragile historic buildings, ruins, and ancient monuments, to 0.50 to 2.0 inches per second for modern industrial and commercial buildings.

The guidance and procedures provided in the Caltrans manual should be treated as screening tools for assessing the potential for adverse effects related to human perception and structural damage. General information on the potential effects of vibration on vibration-sensitive research and advanced-technology facilities is also provided, but a discussion of detailed assessment methods in this area is beyond the

19 State of California, Governor's Office of Planning and Research, *General Plan Guidelines 2017*, 374, accessed July 2023, http://opr.ca.gov/planning/general-plan/guidelines.html.

20 California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, April 2020, accessed July 2023, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

manual's scope. The document is not an official policy, standard, specification, or regulation. Therefore, the vibration analysis in this Draft EIR is based on the FTA's standards and the Caltrans standards are included for informational purposes only.

State of California Building Code

California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

California Noise Insulation Standards

The California Noise Insulation Standards[21] require that interior noise levels from exterior sources be 45 dBA or less in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses, except detached single-family dwellings) with doors and windows closed. Measurements are based on CNEL or Ldn (the day–night average): whichever is consistent with the noise element of the local general plan. Where exterior noise levels exceed 60 dBA CNEL, an acoustical analysis for new development may be required to show that the proposed construction will reduce interior noise levels to 45 dBA CNEL. If the interior 45 dBA CNEL limit can be achieved only with the windows closed, the residence must include mechanical ventilation that meets applicable Uniform Building Code (UBC) requirements.

California Department of Health Services

The State of California Department of Health Services, Environmental Health Division, has published recommended guidelines for noise and land use compatibility, referred to as the *State Land Use Compatibility Guidelines for Noise* (*State Noise Guidelines*). The *State Noise Guidelines*, illustrated in Figure 4.3-6: Land Use Compatibility to Noise indicates that residential land uses and other noise-sensitive receptors generally should locate in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA CNEL. According to the *State Noise Guidelines*, an exterior noise level of 60 dBA CNEL is considered to be "normally acceptable" for single-family, duplex, and mobile homes involving normal, conventional

21 California Code of Regulation, Title 24, sec. 3501 et seq.

construction, without any special noise insulation requirements. Exterior noise levels up to 65 dBA CNEL are typically considered "normally acceptable" for multifamily units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA CNEL, exterior noise levels are typically considered "conditionally acceptable," and residential construction should only occur after a detailed analysis of the noise reduction requirements and needed noise attenuation features have been included in the Project design. Exterior noise attenuation features include, but are not limited to, setbacks to place structures outside the conditionally acceptable noise contour, orienting structures so no windows open to the noise source, and/or installing noise barriers such as berms and/or solid walls.

Local

City of San Dimas General Plan Noise Element

The City of San Dimas General Plan Noise Element has established noise/land use compatibility guidelines used as a planning tool to establish criteria for the acceptable total noise levels to which land uses are exposed.[22] **Table 4.8-6 San Dimas Land Use Compatibility for Community Noise Exposure** displays these guidelines, which are based on CNEL. As shown in **Table 4.8-6**, acceptable noise levels increase as the sensitivity of the land use decreases. Once land uses are established, noise levels are regulated through the City's noise ordinance, which establishes hourly noise level limits and enforcements procedures to restrict noise from individual noise generators.

Additionally, the General Plan Noise Element identifies the impact of construction noise that occurs during the daytime to be minimal for no more than two or three months of activity.

Table 4.8-6
San Dimas Land Use Compatibility for Community Noise Exposure

Land Use Categories	Community Noise Equivalent Level (CNEL)						
	55	60	65	70	75	80	85
Residential—Low-Density Single-Family, Duplex, Mobile Homes							
Residential—Multi Family							
Transient Lodging - Motel, Hotels							

22 City of San Dimas, *General Plan*, Noise Element (1991), https://files.sandimasca.gov/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-noise-element.pdf. Accessed July 2023.

Table 4.8-6
San Dimas Land Use Compatibility for Community Noise Exposure

Land Use Categories	Community Noise Equivalent Level (CNEL)						
	55	60	65	70	75	80	85
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Businesses, Commercial, and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable: Specified land use satisfactory based upon the assumption that any buildings are conventionally constructed with no special noise installation requirements.

Conditionally Acceptable: New construction or development undertaken only after detailed analysis of the noise reduction requirements is made and necessary noise insultation featured are included in design. Conventional construction, but with closed windows and fresh air supply system or air conditioning with normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable: New construction or development generally discouraged, but if it does proceed, a detailed analysis of noise reduction requirements must be made with needed noise insulation features included in design and outdoor areas must be shielded.

Clearly Unacceptable: New construction or development should generally not be undertaken. Construction cost to make indoor environmental acceptable would be prohibitive and outdoor environment would not be usable.

Source: City of San Dimas, General Plan, Noise Element (1991), https://files.sandimasca.gov/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-noise-element.pdf. Accessed July 2023.

City of San Dimas Municipal Code

The City's Noise Ordinance minimizes noise conflicts between neighboring properties through enforcement of applicable regulations. Section 8.36.040 of the San Dimas Municipal Code[23] established noise regulations within the City. The Municipal Code establishes interior and exterior noise limits for residential areas within the City which are outlined below in **Table 4.8-7: San Dimas Exterior Noise Limits**.

23 San Dimas Municipal Code, Title 8, Ch. 8.36, Sec. 8.36.040.

Additionally, Section 8.36.100 prohibits construction work that is within a residential zone or 500 feet from a residential zone to occur during the hours 8:00 PM to 7:00 AM, on Sundays, or on any public holiday.[24]

Section 8.36 of the Municipal Code cites the dangers of noise at certain levels and potential detriments to health, safety, welfare, and quality of life. Pursuant to the City Noise Ordinance, the City restricts noise generated at a property from exceeding certain noise levels for extended periods of time to protect people from objectionable non-transportation noise sources. However, the City does not set specific noise limits for construction activities.

Table 4.8-7
San Dimas Exterior Noise Limits

Land Use	Time Periods	Noise Level Standard (dBA)
Residential, Low and Medium Density	7:00 AM – 6:00 PM	50
	6:00 PM – 10:00 PM	45
	10:00 PM – 7:00 AM	40
Residential, High Density	7:00 AM – 6:00 PM	60
	6:00 PM – 10:00 PM	55
	10:00 PM – 7:00 AM	50
Commercial	7:00 AM – 6:00 PM	60
	6:00 PM – 10:00 PM	55
	10:00 PM – 7:00 AM	50
Industrial	7:00 AM – 6:00 PM	70
	6:00 PM – 10:00 PM	60
	10:00 PM – 7:00 AM	55

Source: San Dimas Municipal Code, Section 8.36.040

4.8.3 IMPACT ANALYSIS

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potential noise and vibration impacts associated include short-term construction and long-term operational (stationary source and mobile vehicular) noise. Short-term impacts are usually associated with noise and vibration generated by construction activities. Long-term impacts include effects on both surrounding land uses as well as noise-sensitive on-site uses, which can include stationary and traffic operations. For the purposes of this analysis, it is expected that the long-term operational noise impacts associated with the proposed Project would be a product of increased off- site traffic noise impacts and

24 San Dimas Municipal Code, Title 8, Ch. 8.36, Sec. 8.36.100.

from on-site stationary noise sources. The evaluation of noise and vibration impacts associated with the proposed Project includes the following:

- Analysis of potential short-term construction noise and vibration levels at noise-sensitive uses was evaluated using the City of San Dimas's Noise Ordinances and the construction vibration building damage and/or human annoyance criteria recommended by the FTA and Caltrans.
- Analysis of long-term potential noise impacts associated with off-site vehicular traffic was evaluated using guidelines provided by the FHWA and on-site traffic noise impacts from nearby roads.

Construction

The City's General Plan and Municipal Code do not establish numeric acceptable source noise levels or noise level increases at potentially affected receivers for construction activities. Section 8.36.100 of the City's Municipal Code states that it is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on any building, structure or project, or to operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist or other construction-type equipment or device between the hours of 8:00 PM of one day and 7:00 AM of the next day, at any time on Sunday, or at any time on any public holiday. To evaluate whether the Project will generate a substantial periodic increase in short-term noise levels at off-site sensitive receiver locations, a construction-related noise level threshold is adopted from the Criteria for Recommended Standard: Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction-related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half. This results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative construction noise level threshold of 85 dBA Leq is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time period, they are expressed as Leq noise levels. Therefore, the noise level threshold of 85 dBA Leq is used to evaluate the potential Project-related construction noise level impacts at the nearby sensitive receiver locations.

Construction Activities

Certain land uses, such as residences, schools, and hospitals are particularly sensitive to noise and vibration. Sensitive receptors identified in the San Dimas General Plan include residential uses and educational uses. These uses are regarded as sensitive because they are where residents most frequently

engage in activities that are likely to be disturbed by noise, such as reading, studying, sleeping, resting, or engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

Noise levels generated by typical construction equipment are shown in **Table 4.8-8: Typical Maximum Noise Levels for Construction Equipment**. The construction equipment-reference noise levels are based on measured noise data compiled by the FHWA. These maximum noise levels would occur when equipment is operating under full power conditions. However, equipment used on construction sites typically operate at less than full power. The acoustical usage factor is the percentage of time that each type of construction equipment is anticipated to be in full power operation during a typical construction day. These values are estimates and will vary based on the actual construction process and schedule.

Table 4.8-8
Typical Maximum Noise Levels for Project Construction Equipment

Equipment Description	Typical Duty Cycle (%)	Spec Lmax (dBA)[a]	Actual Lmax (dBA)[a]
Air Compressor	40	80.0	77.7
Backhoe	40	80.0	77.6
Crane	16	85.0	80.6
Dozer	40	85.0	81.7
Forklift	40	85.0	N/A
Generator	50	82.0	80.6
Grader	40	85.0	N/A
Loader	40	80.0	79.1
Paver	50	85.0	77.2
Roller	20	85.0	80.0
Scraper	40	85.0	83.6
Tractor	40	84.0	N/A
Welder	40	73.0	74.0

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Note: N/A = not available.
[a] *Lmax sound levels are measured 50 feet from the source of the equipment.*

To characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Construction equipment operates at its noisiest levels for certain percentages of time during operation. It is important to note, equipment would operate at different percentages over the course of an hour.[25] During a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently.

To characterize construction-period noise levels, the noise level associated with each construction stage was calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.

Because the DTSP is a planning document and no specific development projects are proposed at this time, noise levels from construction of subsequent individual development projects that could occur cannot be precisely estimated at this time. A general estimate of likely construction noise levels was developed for a scenario in which a reasonable number of pieces of construction equipment was assumed to be operating simultaneously with logistical limitations and with the noise equipment located at the construction area nearest to the affected receptors to present a conservative impact analysis. This is considered a worst-case evaluation because construction of the Project would typically use fewer pieces of equipment simultaneously at any given time and, as such, would likely generate lower noise levels than reported herein.

Forecasts of construction noise levels from on-site construction during each phase of construction were completed and are shown in **Table 4.8-9: Construction Maximum Noise Estimates.** As shown in **Table 4.8-9**, construction noise levels at a distance of 25 feet range from a low of 79.7 dBA during the architectural coating phase to a high of 92.3 dBA during the grading phase.

All subsequent individual development projects within the DTSP Area would be required to comply with the construction hours and days specified in the City's Municipal Code. Construction noise levels would exceed the City's exterior noise limits, listed in **Table 4.8-7**, for Residential Low and Medium, Residential High, Commercial, and Industrial zoned areas. Construction noise impacts would be potentially significant prior to mitigation.

Construction measures would be implemented and enforced by the City of San Dimas during construction activities. These measures include optimal muffler systems for all equipment to a sensitive receptor would reduce construction noise levels by approximately 10 dB or more.[26] Additionally, **Mitigation Measure MM N-1** would require the preparation of a construction management plan which specifies that all

25 Federal Highway Administration, *Traffic Noise Model (2006).*

26 FHWA, *Special Report—Measurement, Prediction, and Mitigation*, updated June 2017, accessed March 2020, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm.

construction equipment, fixed or mobile, be equipped with properly operating and maintain mufflers and other State-required noise attenuation devices; require the maximum distance between construction equipment staging areas and occupied residential areas; and require the use of electric air compressors and similar power tools. Limiting the number of noise-generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used in the DTSP area within close proximity of each other would further reduce construction noise levels by approximately 5 to 10 dBA. Limiting construction equipment to operate simultaneously from 25 feet to 75 feet would reduce construction noise levels by approximately 10 dBA. Temporary abatement techniques include the use of temporary and/or movable shielding for both specific and nonspecific operations. An example of such a barrier utilizes noise curtains in conjunction with trailers to create an easily movable, temporary noise barrier system. Additionally, as the DTSP is a document designed to guide development and does not propose specific development projects, future development would be subject to project specific analysis that would identify any mitigation required.

Table 4.8-9
Construction Maximum Noise Estimates

Construction Phase	Max Leq (25 feet)	Land Use	Noise Level Standard	Maximum Outdoor Noise Increase over Noise Level Standard without Mitigation Measures (dBA)
Demolition	90.6	Residential	85	+5.6
Site Preparation	85.1	Residential	85	+0.1
Grading	92.3	Residential	85	+7.3
Building Construction	89.4	Residential	85	+4.4
Paving	89.1	Residential	85	+4.1
Architectural Coating	79.7	Residential	85	–

Source: FHWA Roadway Construction Noise Model (RCNM) version 1.1
Refer to Appendix D for Construction noise output sheets.

A noise barrier can achieve a 5 dB noise level reduction when it is tall enough to break the line-of-sight to the receiver. After it breaks the line-of-sight, it can achieve approximately 1.5 dB of additional noise level reduction for each one (1) meter (3.3 feet) of barrier height.[27] Therefore, an approximately 15-foot tall construction noise barrier would reduce construction noise levels by a minimum 7 dB. With implementation of **MM N-1**, construction noise levels would be reduced by a minimum of 27 dB,

27 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017, accessed July 2023, https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm

dependent on the construction activity and height of the temporary noise barrier used. Noise impacts would be reduced to less than significant with mitigation.

Further, because the DTSP is a planning document to guide development, and no specific development projects are proposed at this time. The plan itself does not directly enable or entitle construction or development activities. As such, future projects will be subject to the existing regulations and subsequent analysis as needed for any individual development project proposed within the DTSP Area.

Potential future development allowed by the DTSP could result in construction noise outside the DTSP Area as construction would require worker and vendor truck trips to and from the DTSP area to work on the site and deliver supplies to the site. Potential worker, hauler, and vendor trips were estimated using CalEEMod based on input values using conservative assumptions with appropriate, Project-specific adjustments based on equipment types and expected construction activities (See Appendix B: Air Quality Output Sheets). Trucks traveling to and from the DTSP area would be required to travel along haul routes approved by the City. For a typical development project within the DTSP Area, It was estimated that the construction workforce would consist of 15 worker trips per day and 241 hauling trips per day during demolition; 18 worker trips per day during site preparation; 20 worker trips per day during grading; 3,154 worker trips per day and 645 vendor trips per day during building construction; 15 worker trips per day during paving; and 631 worker trips per day during architectural coating.

Noise associated with construction worker and delivery trips was estimated using the Caltrans FHWA Traffic Noise Model based on the estimated maximum number of worker and truck trips in a day provided by CalEEMod. The 3,799 daily trips (combined 3,154 worker trips and 645 vendor trips per day) would generate noise levels during the daytime of approximately 58.0 dBA, measured at a distance of 75 feet nearby sensitive receptors along the roadway. The hauling trips would generate noise levels ranging from 56.2 to 62.0 dBA, measured at a distance of 75 feet from nearby sensitive receptors, depending on the use of medium or heavy-duty trucks. The noise level increases from worker and vendor related trips would be below the significance exterior threshold of 65 dBA for residential uses and off-site construction related vehicle noise at sensitive receptors would be less than significant.

Operation

Subsequent individual development projects within the DTSP will introduce various stationary noise sources similar to existing conditions based off of current land uses. These sources would include HVAC systems. Sensitive receptors could be potentially affected by the introduction of such equipment. Typically, this type of equipment produces noise levels of approximately 56.0 dBA at 50 feet from the source. As the sound distance doubles at 100 feet from the equipment, sound levels would be 50 dBA, which would be similar to the existing ambient noise levels for this area (refer to **Table 4.8-3**), which range from a low of

53.1 dBA to a high of 83.7 dBA. Other noise sources would include landscape equipment during landscape maintenance activities and fuel modification activities. These activities would be subject to the City of San Dimas Noise Ordinance, County Code Section 8.36.040, which limits sound levels during certain times of, see **Table 4.8-7**.[28] Impacts would be less than significant.

General Plan Consistency

Table 4.8-10: San Dimas General Plan Consistency Analysis evaluates the Project's consistency with San Dimas's General Plan goals and policies related to noise. As shown, the Project would be consistent with the General Plan Policies related to noise.

Table 4.8-10
San Dimas General Plan Consistency Analysis

General Plan Goals	General Plan Consistency Analysis
Goal N-1A: To protect those existing regions of the city for which the noise environmental is deemed acceptable and those locations throughout the City which are deemed "noise-sensitive".	**Consistent. I**mplementation of **Mitigation Measure MM N-1**, construction noise levels would not exceed the noise thresholds for nearby land uses. Additionally, the DTSP area is located approximately 0.8 miles to the northwest of Brackett Field Airport. However, the DTSP area is not identified by the General Plan Noise Element or Brackett Field Airport Land Use Compatibility Plan to experience significant impact from the airport. Therefore, the Project would not be exposed to noise levels from Brackett Field Airport that would exceed the exterior threshold standards. Operational noise levels would be similar to existing uses.
Goal N-5: To ensure that the health and well-being of the citizens of San Dimas are not being compromised by exposure to excessive and possibly harmful levels of noise.	**Consistent.** As discussed above, with implementation of **Mitigation Measure MM N-1**, construction and operational noise levels would not exceed the noise thresholds for nearby land uses. Additionally, the Project would not be exposed to noise levels from Brackett Field Airport that would exceed the exterior threshold standards. The Project would not expose citizens to excessive or harmful levels of noise and would therefore be consistent with this policy.

Source: City of San Dimas, General Plan, Noise Element.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Construction Vibration

Based on the *Transit Noise and Vibration Impact Assessment*, a minimum of 0.5 in/sec PPV is required to cause any potential building damage to the off-site sensitive uses. FTA guidelines show that a vibration

28 City of San Dimas, Municipal Code, Title 8, Chapter 8.36, Section 8.36.040

level of up to 102 VdB (equivalent to 0.5 in/sec PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. As such, for purposes of this analysis, the Project would have a significant impact if construction vibration exceeds 0.5 in/sec PPV.

Table 4.8-11: On-Site Construction Vibration Impacts–Building Damage presents the construction vibration impacts associated with construction in terms of building damage. As shown in **Table 4.8-11**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.5 PPV ips for sites surrounding a site where construction would occur. Therefore, on-site construction vibration would not result in a significant vibration impact with regard to building damage. Impacts related to building damage from on-site construction vibration would be less than significant.

Table 4.8-11
On-Site Construction Vibration Impacts – Building Damage

Distance	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment						Significance Threshold (PPV ips)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jackhammer	Small bulldozer		
FTA Reference Vibration Levels at 25 feet								
	0.210	*0.089*	*0.089*	*0.076*	*0.035*	*0.003*	0.5	**No**
50 feet	0.074	0.031	0.031	0.027	0.012	0.001	0.5	**No**
75 feet	0.040	0.017	0.017	0.015	0.007	0.001	0.5	**No**
100 feet	0.026	0.011	0.011	0.010	0.004	0.000	0.5	**No**

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment.
*Note: Refer to **Appendix D** for construction vibration worksheets.*

Operational Vibration

Similar to existing conditions, the primary sources of vibration associated with operation would include passenger-vehicle circulation within the Project area, on-site truck activity, and the Metro "A" Line. Ground-borne vibration typically attenuates rapidly as a function of distance from the vibration source. Furthermore, the majority of the Project's operation-related vibration sources, such as mechanical equipment, would incorporate vibration attenuation mounts as required by the particular equipment specifications. Additionally, the Metro "A" Line foothill Extension Final EIR identifies potential vibration impacts at four single-family residences and one hotel located to both sides of the tracks between SR 57

and Amella Avenue.[29] Vibration mitigation measures included in the Metro "A" Line foothill Extension Final EIR include the installation of ballast mats, shredded tires, or other resilient track support systems in San Dimas. The 2012 Metro "A" Line Foothill Extension Supplemental EIR found that any potential impact to vibration would be reduced to less than significant levels with mitigation.[30]

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The City of San Dimas is located approximately 0.8 miles northwest of the Brackett Field Airport. According to the City of San Dimas General Plan Noise Element aircraft noise is not considered significant at the current operational level.[31] Future impacts could occur based on the number of operations at the airport. According to the Brackett Field Airport Land Use Compatibility Plan, the DTSP area is located in compatibility Zone E.[32] Land uses within this zone are located outside the 55 dB contour and would experience low noise impacts from the airport. As such, the Project would not be exposed to noise levels from Brackett Field Airport that would exceed the exterior threshold standards. Accordingly, no impacts would occur.

Cumulative Impact

Noise

Noise impacts are localized in nature and decrease with distance. Cumulative construction noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment. In the event that adjacent properties are developed at the same time as the proposed Project, adherence to the City of San Dimas Municipal Code Section 8.36.100 regarding construction would apply. Additionally, the City's General Plan and Municipal Code do not establish numeric acceptable source noise levels or noise level increases at potentially affected receivers for construction activities.

29 Los Angeles and San Bernardino Counties, *Gold Line Foothill Extension Pasadena to Montclair Final Environmental Impact Report* (2007), Noise and Vibration, https://foothillgoldline.org/default/final-environmental-impact-report-completed-2007/. Accessed August 2023.

30 Los Angeles and San Bernardino Counties, *Metro Gold Line Foothill Extension Final Supplemental Environmental Impact Report No. 2* (2012), https://foothillgoldline.org/default/2010-draft-supplemental-environmental-impact-report/. Accessed August 2023.

31 City of San Dimas, *General Plan*, Nosie Element (1991) https://files.sandimasca.gov/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-noise-element.pdf. Accessed August 2023.

32 Los Angeles County Airport Land Use Commission, *Bracket Field Airport Land Use Compatibility Plan* (2015), https://planning.lacounty.gov/wp-content/uploads/2022/10/Brackett-Field-Airport-Land-Use-Compatibility-Plan.pdf. Accessed August 2023.

Construction activities would cause an increase in noise levels as shown in **Table 4.8-9**. Accordingly, **MM N-1** would allow construction noise levels to be reduced by a minimum of 27 dB, dependent on the construction activity and height of the temporary noise barrier used. Noise impacts would be reduced to less than significant with mitigation. Furthermore, operational noise levels would be similar to existing conditions. Consequently, noise impacts would be reduced to less than significant with mitigation.

4.8.4 MITIGATION

The following mitigation measure is recommended to reduce potentially significant noise impacts from Project construction.

MM N-1 Prior to the issuance of grading permits, the Applicant for a development project in the DTSP area or their designee shall develop a Construction Noise Reduction Plan to minimize construction noise at nearby noise sensitive receptors. The Construction Noise Reduction Plan shall be developed in coordination with a certified acoustical consultant and the Project construction contractors and shall be approved by the City of San Dimas. The Construction Noise Reduction Plan shall outline and identify noise complaint measures, best management construction practices, and equipment noise reduction measures. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions:

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc.).
- Noise construction activities whose specific location on the DTSP area may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as feasibly possible from the nearest noise sensitive land uses.
- If feasible, schedule grading activities so as to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the DTSP area to reduce construction noise levels by approximately 5 to 10 dB.
- Shroud or shield all impact tools, and muffle or shield all intake and exhaust port on power equipment to reduce construction noise by 10 dB or more.
- Where feasible, temporary barriers, including but not limited to, sound blankets on existing fences and walls, or freestanding portable sound walls, shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable

standards. Noise barriers may include, but is not necessarily limited to, using appropriately thick wooden panel walls (at least 0.5-inches think). Such barriers shall reduce construction noise by 5 to 10 dB at nearby noise-sensitive receptor locations. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity. The barrier material is assumed to be solid and dense enough to demonstrate acoustical transmission loss that is at least 10 dB or greater than the estimated noise reduction effect. These suggested barrier types do not represent the only ways to achieve the indicated noise reduction in dB; they represent examples of how such noise attenuation might be attained by this measure.

- Implement noise compliant reporting. A sign, legible at a distance of 50 feet, shall be posted at the Project construction site, providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the County to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

4.8.5 SIGNIFICANCE AFTER MITIGATION

With the implementation of **MM N-1**, construction noise levels would be reduced by a minimum of 27 dB, dependent on the construction activity and height of the temporary noise barrier used. Noise impacts would be reduced to less than significant with mitigation. Furthermore, operational noise levels would be similar to existing conditions. Consequently, noise impacts would be reduced to less than significant with mitigation.

4.9 POPULATION AND HOUSING

4.9.1 INTRODUCTION

This section examines the potential population and housing impacts of the proposed DTSP.

4.9.2 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to population and housing are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.9.3 ENVIRONMENTAL SETTING

San Dimas is located within the six county region of the Southern California Association of Governments (SCAG). Pursuant to federal and state law, SCAG serves as a Council of Governments, Regional Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. One of the primary functions of SCAG is to forecast population, housing and employment growth for each region, subregion, and city to support regional and local planning efforts.

In September 2020, SCAG adopted *Connect SoCal* as its 2020-2045 RTP/SCS. *Connect SoCal* contains growth forecasts relied upon by regional and local agencies in planning growth.[1] **Table 4.9-1: City of San Dimas: Population, Housing, and Employment Forecasts (SCAG)** show forecasts for the City contained in *Connect SoCal* that project growth of 800 people, 200 housing units and 1,400 employees between 2016 and 2045.

1 Southern California Associations of Governments, *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (May 2020).* Accessed September 2022. https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

Table 4.9-1
City of San Dimas: Population, Housing, and Employment Forecasts (SCAG)

	Year		Change 2016 – 2045	
	2016	2045	Growth	Percent Growth
Population	34,200	35,000	800	2.3%
Housing	12,100	12,300	200	1.7%
Employment	11,500	12,900	1,400	12.2%

Source: Southern California Association of Governments, 2020 Adopted Demographics and Growth Forecast (May 2020) https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

Regulatory Framework

SB 375- The Sustainable Communities and Climate Protection Act of 2008

Senate Bill 375 (SB 375) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill No. 32 (AB 32).

SB 375 requires California Metropolitan Planning Organizations to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purposes of identifying policies and strategies to reduce per capita GHG emissions generated by vehicles. The SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an eight-year projection of the regional housing need; identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information regarding resources areas and farmland in the region; consider the State housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC § 7401 et seq.). The development pattern in the SCS, when integrated with the transportation network and other transportation measures and policies, must reduce the GHG from automobiles and light duty trucks to achieve the GHG emission reduction targets approved by the California Air Resources Board (ARB). If the SCS does not achieve the GHG emission targets set by ARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the Regional Housing Needs Assessment (RHNA) process. SB 375 synchronizes the schedules of the RHNA and regional transportation planning processes. The RHNA must be developed after the regional transportation plan, using the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced

by the Department of Finance. SB 375 requires the determination to be based upon population projections by the Department of Finance and regional population forecasts used in preparing the regional transportation plan. If the total regional population forecasted and used in the regional transportation plan is within a range of three percent of the regional population forecast completed by the Department of Finance for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than three percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the Department of Finance.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan to encourage closer coordination between the housing and transportation planning.

California Department of Housing and Community Development

State housing law (Government Code § 65580 et seq.) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven State-mandated elements that every general plan must contain, and it is required to be updated every eight years and determined legally adequate by the State. The purpose of the housing element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the Housing Element defines the related policies and programs that the community will implement in order to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the SCS.

Local

City of San Dimas Housing Element

The Housing Element is required by California State law to be a component of every city's General Plan because housing needs are recognized as a Statewide concern. Pursuant to State law, the Housing Element must identify the City's housing needs, the sites that can accommodate these needs, and the policies and programs to ensure that the housing units necessary to meet these needs can be provided. The primary goal of the Housing Element is to provide a range of housing opportunities for all income groups. Pursuant

to California State Government Code Sections 65580-65589.9, the Housing Element is required to be updated periodically on a four, five, or eight year cycle, depending on various factors established by the State. The City of San Dimas is on an eight year cycle.

The Housing Element was recently updated to cover the period of 2021-2029, adopted by the San Dimas City Council on September 27, 2022. The population and housing projections within are mostly derived from Southern California Association of Governments (SCAG) and California Department of Finance forecasts, along with population data and projections provided by the U.S. Census Bureau. The Housing Element is the City's comprehensive plan for housing – providing housing for future generations of San Dimas residents, maintaining the quality and character of the community, and addressing the most pressing local needs in a manner that reflects the values of the community.[2] The City of San Dimas will achieve these goals amidst a variety of governmental, infrastructure, and market constraints to residential development through aligning its actions in accordance with five detailed goals, each of which contain policies and actions established to guide the development and preservation of a balanced inventory of housing to meet the needs of present and future residents of the City. These goals embody the City's commitment to meeting housing needs. The five detailed goals are as follows:

Goal HE-1: Neighborhoods of well-maintained homes, ample public services and facilities, open spaces and recreation, and well-maintained infrastructure that provide quality places to reside.

Goal HE-2: Opportunities for well-designed and appropriate housing that is diverse in type, location, affordability, and tenure and that meets the full spectrum of current and future housing needs in San Dimas.

Goal HE-3: Address and, where appropriate and legally possible, remove or minimize governmental and nongovernmental constraints to the maintenance, improvement, and development of housing.

Goal HE-4: Assist in the development, provision, and retention of long-term affordable housing opportunities for residents, including lower and moderate income households, individuals of different ages, and those with special needs.

Goal HE-5: Ensure housing opportunities are available to all without regard to race, color, ancestry, national origin, religion, marital status, familial status, age, gender,

2 City of San Dimas, *General Plan*, Housing Element, page 1-1.

disability, source of income, sexual orientation, military status, or other arbitrary factors.

The Housing Element addresses meeting the Regional Housing Needs Assessment (RHNA) target identified by SCAG for the 2021 to 2029 planning period. The RHNA process reflects the Department of Housing and Community Development (HCD) projections of regional estimates of housing need based on population projections from the California Department of Finance. HCD apportions the statewide housing need to regional councils of governments. For this present housing element cycle, the southern California region was allocated a total of 1.34 million new units for the 2021-2029 planning period. The RHNA is nearly three times the allocation of prior housing element cycles and is largely due to historic underproduction of housing units.

As southern California's designated council of government, the Southern California Association of Governments (SCAG) then develops a methodology to allocate, by income level, the region's share of statewide need to each city. This process is achieved as part of the regional Sustainable Communities Strategy (formerly the Regional Comprehensive Plan). In allocating housing needs among the various local governments, SCAG considers the following factors:

- Market demand for housing
- Employment opportunities
- Availability of suitable sites and public facilities
- Commuting patterns
- Type and tenure of housing
- Loss of units in assisted housing developments
- Over-concentration of lower income households

The City was allocated a final planning goal of 1,248 housing units. The 2021-2029 Housing Element relies on the preparation of the DTSP to redesignate housing anticipated to accommodate the RHNA. The Housing Programs in the Housing Element define the specific actions the City will undertake to implement the element. Adoption of the DTSP is one of the identified programs proposed to Create general plan residential and mixed use land use/zoning designations and rezone up to 94 acres to allow:

> 12-16 du/ac: 5.5 acres multifamily housing

> 16-25 du/ac: 2.5 acres multifamily housing

> 25-35 du/ac: 5.8 acres multifamily housing; 7.3 acres mixed use

> 35-45 du/ac: 5.9 acres multifamily housing; 34.6 acres mixed use

> 45-55 du/ac; 21.5 acres for multifamily housing; 11.3 acres mixed use

In addition, this Housing Element program calls for the DTSP to assign performance standards of 50 to 75% residential uses as specified on sites shown in the land use inventory in the Housing Element needed to accommodate the RHNA and establish developments standards that encourage and facilitate achieving maximum densities.

4.9.4 IMPACT ANALYSIS

a. Induce substantial unplanned 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)?

As discussed above, the DTSP is identified in the City's 2021 - 2029 Housing Element as a program intended to support the City meeting its RHNA goal of providing 1,248 additional housing units in the City over this planning period. San Dimas had 12,803 housing units as of 2020, and approximately three-quarters of that total was built in the 1960s through the 1980s. Over the past decade the number of housing units built in San Dimas has slowed to approximately 2 percent per decade, similar to nearby jurisdictions in this portion of the San Gabriel Valley.

According to SCAG, San Dimas's housing stock is expected to increase to 14,051 units by 2030, consistent with the City's share of the regional housing need for 2021-2029. The majority of growth is anticipated to be multiple-family developments around the downtown and infill single-family developments that would be facilitated by the DTSP.

The DTSP is proposed to implement the City's General Plan, including the Housing Element. Due to the rezoning of sites that would occur with the DTSP, there is a potential increase of 1,248 new housing units, consistent with the City's RHNA target. The maximum capacity of the zoning that would be established by the DTSP is approximately 3,600 units. The City's focus is on meeting the RHNA 2029 goal of providing 1,248 additional housing units. Additional growth could occur after 2029 based on the additional development capacity that would be created by the DTSP.

Based on the average household size in San Dimas of 2.91 persons per household, the rezoning within the proposed DTSP Area has the potential to increase the City's population by approximately 3,631 if all of these 1,248 units are constructed, and all of the residents were also new to the City. The resulting increase in population of 1.76 percent (i.e., an increase of 557 people) from the 2021 population. By 2045, the City's population is projected by SCAG to increase to 35,000, which is an increase of 2.93 percent (i.e., an increase of 997 people) from the 2021 population. If all 1,248 new units (i.e., 3,631 potential people) are occupied by new residents, the population could increase to 37,634, which is an increase of 3.8 percent

(i.e., an increase of 3,631 people) from the 2021 population. This increase in population is higher than the SCAG 2030 population projection of 34,600 and 2045 population projection of 35,000. However, an addition of 1,248 housing units would not substantially induce population growth as the projected growth represents a difference of 9.06 percent (i.e., 3,134 people) and 7.53 percent (i.e., 2,634 people) for the years 2030 and 2045, respectively. It is also possible that existing residents currently sharing homes may locate to new units. As the development potential of the proposed DTSP is greater than the current RHNA target of 1,248 units, additional growth in housing units and population could occur between 2029 and 2045 that would further exceed the current SCAG growth forecast for San Dimas. However, all potential growth that may occur as a result of approval of the DTSP would be consistent with the City's General Plan, which the DTSP is proposed to implement.

While the proposed project could potentially increase the population forecast by approximately 9 percent or greater by 2045, this increase is not considered substantial as the growth would occur over an extended period and the proposed project is intended to help the City implement its Housing Element and meet its RHNA allocation. Future housing development facilitated by the proposed DTSP would occur incrementally over time through 2045, based on market conditions and other constraints. For this reason, the population and housing growth that may be facilitated by the DTSP is considered consistent with the projected growth in the City's General Plan.

Additionally, future housing development facilitated by the proposed project would occur in an urbanized location near existing utilities and service systems, and areas already served by public services (e.g., police and fire protection, and other emergency responders). Specifically, the DTSP would facilitate growth near the new Metro "A" Line (formerly known as the "Gold"/"L" Line) light rail station that will be opening in 2025, consistent with policies in the SCAG RTP/SCS.

All future housing development facilitated by the proposed project would be subject to the City's development review process, which may include additional environmental review under CEQA, and would be assessed on a project-by-project basis for potential effects related to the growth that would be facilitated by the DTSP. For these reasons, the proposed project would not induce substantial unplanned population growth within the City and impacts are less than significant.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As discussed above, the DTSP is proposed to implement the City's General Plan, including the Housing Element. The DTSP will rezone property within the Specific Plan area, with a potential increase of 1,248 new housing units by 2029 and additional housing units by 2045. The majority of these units are anticipated to be developed on sites identified in the Housing Element that are vacant or contain

commercial or industrial uses. SB 330 requires the replacement of any housing units that would be removed as part of any project through the year 2030. For these reasons, implementation of the proposed DTSP would not result in significant impacts due to the displacement of substantial numbers of existing people or housing.

Cumulative Impacts

Implementation of the Project, in combination with other development projects in the unincorporated County areas, adjacent jurisdictions, and the City in accordance with the adopted General Plan, would contribute to future population, housing, and employment growth within the area. While the Project would contribute to the growth of the County and the City, any population, housing, and employment growth as a result of the Project is consistent with increases anticipated by the City's General Plan and regional growth forecasts. For this reason, the Project would not contribute to any cumulative population and housing growth impacts.

4.9.5 MITIGATION

The Project would not result in any significant population and housing impacts and no mitigation is required.

4.10 PUBLIC SERVICES AND RECREATION

4.10.1 INTRODUCTION

This section of the Draft Environmental Impact Report ("Draft EIR") addresses the potential impacts of the proposed DTSP on public services.

4.10.2 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to public services are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

   i. Fire protection?
   ii. Police protection?
   iii. Schools?
   iv. Parks?
   v. Other public facilities?

4.10.2 ENVIRONMENTAL SETTING

Existing Conditions

Fire Protection

San Dimas encompasses approximately 15.43 square miles and is served by Division II of the Los Angeles County Fire Department (LACoFD). LACoFD serves all of the unincorporated area within Los Angeles County, as well as 60 incorporated cities, 59 of which are in Los Angeles County and one in Orange County. LACoFD serves these areas with stations staffed with County personnel or contract staff. Two LACoFD fire stations are located within the City of San Dimas, Station 64 at 164 S. Walnut Avenue and Station 141 at 1124 W. Puente Avenue. In addition, the LACoFD's area of expertise includes firefighting, emergency medical services, urban search and rescue and hazardous materials, air and wildland, lifeguards, dispatch, prevention, and public education. LACoFD provides a wide array of fire prevention services focused on improving and maintaining fire and life safety within the community. Fire prevention activities ensure businesses, structures, open spaces, and construction projects are in compliance with adopted fire codes, standards, and ordinances. LACoFD currently enforces the 2022 California Fire, Building, Electrical, City

Ordinances, as amended by the Los Angeles County Municipal Code, in addition to National Fire Protection Association standards; Title 19, of the California Public Safety Code; and the California Health and Safety Code.

Police Protection

The Los Angeles County Sheriff's Department (LASD) provides general law enforcement, detention, and court services for the residents, business owners, and visitors of Los Angeles County. LASD provides law enforcement services to the City of San Dimas by contract and maintains a station in San Dimas, located at 270 S. Walnut Avenue.

The San Dimas Sheriff's Station encompasses approximately 276 square miles in its patrol area, serving the unincorporated communities of Azusa, Covina, Glendora, La Verne, Claremont, Pomona, and a large portion of the Angeles National Forest in addition to the City of San Dimas. The population for the areas policed by the San Dimas Station is approximately 105,000, with approximately 69,000 in the unincorporated areas and more than 36,000 in the City of San Dimas.[1]

The San Dimas Sheriff's Station is the central location for 18 patrol deputies, 1 motorcycle reserve deputy, 3 CAT team leaders, 3 special assignment officers (CAT team), 1 team sergeant, 2 community service assistants, 1 law enforcement technician (crime prevention officer), and 1 school resource officer.

Schools

Bonita Unified School District (BUSD) serves the communities of San Dimas, La Verne, and part of Glendora. BUSD is headquartered in San Dimas and has 14 schools, including elementary, middle, and high schools. New residential units in San Dimas are subject to an impact fee that is collected by the BUSD are used for the provision of additional and reconstructed or modernized school facilities. Pursuant to Government Code Section 65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts; as such, the impacts for any future development that pays the impact fee in full would be considered less than significant.

Covina-Valley Unified School District (C-VUSD) serves the communities of Covina, West Covina, Glendora, San Dimas, and Irwindale. C-VUSD is headquartered in Covina and has 19 schools, including elementary, middle, and high schools. New residential units in San Dimas are subject to an impact fee that is collected by the C-VUSD are used for the provision of additional and reconstructed or modernized school facilities. Pursuant to Government Code Section 65995(3)(h), payment of statutory fees is deemed to be full and

1 County of Los Angeles Sheriff's Department, San Dimas Station Information. Accessed February 2023.

complete mitigation of impacts; as such the impacts for any future development that pays the impact fee in full would be considered less than significant.

Libraries

The City of San Dimas is served by the Los Angeles County Library system, which has one library in the City located at 145 North Walnut Avenue. The San Dimas Library is located within the DTSP planning area, and is part of the municipal complex situated adjacent to the Civic Center Park between East First Street and East Second Street. The library is 13,628 square feet and contains a community meeting room, spaces for children and teens, and a book drop.

Regulatory Framework

State of California

Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (OSHA) enforces the provisions of the State Occupational Safety and Health Act, which requires implementation of safety and health regulations under Title 24 of the California Code of Regulations (CCR). Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to a project site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating on-site fire-fighting equipment (e.g., sprinklers); and keeping sites free from the accumulation of unnecessary combustible materials.

California Office of Emergency Services

The California Emergency Management Agency was incorporated into the Governor's Office on January 1, 2009, by Assembly Bill (AB) 38 (Nava), and merged the duties, powers, purposes, and responsibilities of the Governor's Office of Emergency Services (OES) with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall state agency response to major disasters in support of local government. The agency is responsible for ensuring the state's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

The Cal OES Fire and Rescue Division coordinates statewide response of fire and rescue mutual aid resources to all types of emergencies, including hazardous materials incidents. The Operations Section under the Fire and Rescue Division coordinates the California Fire and Rescue Mutual Aid System and coordinated response through the Mutual Aid System includes responses to major fires, earthquakes, tsunamis, hazardous materials, and other disasters.

California Building Code

The California Building Standards Code (CBSC), in Part 2 of Title 24 of the CCR identifies building design standards, including those for fire safety. The CBSC is based on the International Building Code but has been amended for California conditions. The CBSC is updated every three years, and the current 2022 CBSC went into effect on January 1, 2023. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBSC. Typical fire safety requirements of the CBSC include the installation of fire sprinklers in all new residential, high-rise, and hazardous materials buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Fire Code (CFC), contained in Part 9 of Title 24 of the CCR, incorporates by adoption the International Fire Code of the International Code Council, with California amendments. The CFC is updated every three years, and the current 2022 CFC went into effect on January 1, 2023. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. The CFC regulates building standards in the CBSC, fire department access, fire protection systems and devices, fire and explosion hazards safety, hazardous materials storage and use, and standards for building inspection.

California Construction Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at Subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities and counties are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Board of Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including

fire protection and emergency medical services, and that it is reasonable to conclude that the county will comply with that provision to ensure that public safety services are provided.[2]

Police

State and County Emergency Response/Evacuations Plans

OES coordinates the overall response of State agencies to major disasters in support of local government. The office is responsible for (1) assuring the State's readiness to respond to and recover from natural, manmade, and war-caused emergencies; and (2) assisting local governments in their emergency preparedness, response, and recovery efforts. Accordingly, the Cal OES maintains the State Emergency Plan, which outlines the organizational structure for the State's response to natural and manmade disasters. The Cal OES also assists local governments and other state agencies in developing their own emergency preparedness and response plans, in accordance with the Standardized Emergency Management System (SEMS) and State Emergency Plan, for earthquakes, floods, fires, hazardous material incidents, nuclear power plant emergencies, and dam breaks. Each jurisdiction is required to show the Cal OES that it follows SEMS through several measures, including preparation and maintenance of an up-to-date emergency management plan, which incorporates an emergency evacuation plan. Non-compliance with SEMS can result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. The Cal OES also coordinates an emergency organizational network, comprised of the Cal OES, local Emergency Operations Centers (EOCs) in the State, cities, and regional EOCs within each county.

The regional office of the Cal OES is in Los Alamitos, and the County EOC is in downtown Los Angeles. The County Office of Emergency Management has prepared the County's All-Hazards Mitigation Plan, which details the coordination of County agencies during and after a catastrophic event and establishes the framework for the mutual aid agreements with the CHP, and federal, state, and other local governments in the region. It also serves as the emergency management plan (including emergency evacuation plan) for the entire County. The County recently released the draft 2019 County of Los Angeles All-Hazards Mitigation Plan.[3]

The County EOC is responsible for emergency operations in the unincorporated areas of Los Angeles. Should an emergency occur, the Los Angeles County Sheriff's Department and LACoFD would provide the first response, as well as the initial contact with other agencies that may need to be involved, such as the

2 *City of Hayward v. Board Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847.

3 Los Angeles County, Chief Executive Office – Office of Emergency Management, *2019 County of Los Angeles All-Hazards Mitigation Plan, (2019).*

Red Cross. Funding for the County's EOC is primarily from the County General Fund, with a small percentage coming from federal funds, which are funneled through California's OES to the County's EOC.

Schools

AB 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed AB 2926 in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction. The provisions of AB 2926 have since been expanded and revised by AB 1600.

Assembly Bill 1600

AB 1600, which created Sections 66000, *et seq*., of the Government Code, was enacted by the State in 1987. AB 1600 requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval for a development project. AB 1600 limits the ability of a school district to levy School Fees unless (i) there is a need for the School Fee revenues generated and (ii) there is a nexus or relationship between the need for School Fee revenues and the type of development project on which the School Fee is imposed.

Senate Bill 50 and Proposition 1A

Title 5 (Education Code) of the California Code of Regulations governs all aspects of education within the State.

Senate Bill (SB) 50 and Proposition 1A, both of which passed in 1998, provided a comprehensive school facility financing and reform program, in part by authorizing a $9.2 billion school facilities bond issue, and school construction cost containment provisions. Specifically, the bond funds are to provide $2.9 billion for new construction and $2.1 billion for reconstruction/modernization needs statewide. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstate the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments). According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."

SB 50 establishes three levels of developer fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, which can be adjusted for inflation every two years. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation less any local dedicated school funding.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

AB 97

The approved Local Control Funding Formula (LCFF) included in the 2013–2014 California State Budget changed the way State officials disperse funds to schools. Categorical programs often dictated which schools received funding in the past. Each categorical program maintained a set of regulations and rules which a school would have to follow to receive state funding. The LCFF affects school funding opportunities in two ways; first, the multiple categorical funding requirements are removed, and schools no longer are forced to comply with categorical spending rules to ensure funding. Second, disadvantaged schools and students receive additional resources. While all schools receive funding based on enrollment numbers, schools with foster children, non-native speakers, or students living in poverty would receive additional funding.

Propositions

On November 5, 2002, California voters passed Proposition 47, which authorized the issuance of $13.05 billion in State bonds and also enacted AB 16, which provided for additional reformation of the School Building Program. AB 16, among other things, clarified that if the State Allocation Board is no longer approving apportionments for new construction due to the lack of funds available for new school facilities construction, a school district may increase its Level II Fee to the Level III Fee. With the issuance of the State bonds authorized by the passage of Proposition 47, this section of AB 16 became inoperable.

Furthermore, Proposition 55 was approved on March 2, 2004, which authorized the sale of $12.3 billion in State bonds. In addition, California voters approved Proposition 1D in the general election held on November 7, 2006. Proposition 1D authorized the issuance of $10.4 billion in State bonds.

Most recently, California voters approved Proposition 51 (the California Public School Facility Bonds Initiative) in the general election held on November 8, 2016, authorizing the issuance of $9 billion in bonds to fund the improvement and construction of school facilities for K-12 schools and community colleges.

Parks

Mitigation Fee Act

The California Mitigation Fee Act, Government Code sections 66000, et seq., allows cities to establish fees which will be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the City's ability to provide specified public facilities.

County of Los Angeles

Fire Protection

Los Angeles County Fire Code and Building Code

The Los Angeles County Fire Code (Title 32) and Building Code (Title 26) establish standards for the construction, design, and distribution of fire suppression facilities. These policies ensure new developments comply with criteria regarding fire flow, minimum distance to fire stations, public and private fire hydrants, and access provisions for firefighting units.

LACoFD Strategic Plan 2017-2021

Additionally, the Los Angeles County Board of Supervisors approved the update to goals and actions to achieve the goals of the fire services within the County. The Strategic Plan 2017-2021 serves as the latest organization guide for the LACoFD.[4]

City of San Dimas

San Dimas General Plan

The City's General Plan is primarily a policy document that sets goals concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the General Plan. City policies pertaining to fire services and police services are included in the Public Safety and Noise Element of the City's General Plan.

4 Los Angeles County Fire Department, *Strategic Plan 2017-2021*, accessed September 2020, https://fire.lacounty.gov/wp-content/uploads/2019/09/LACoFD-Strategic-Plan-2017-2021.pdf.

Fire policies relevant to the Specific Plan Area include:

Goal Statement S-2: Provide effective and efficient public safety services including fire and police protection and emergency access.

Objective 1.4: Provide effective and efficient fire and protection services.

Policy 1.4.1: Ensure that existing and new development is served by adequate response times for police, fire, and paramedic services.

Policy 1.4.3: Restrict the use of flammable materials and provide additional setbacks in fire hazard zones.

Policy 1.4.4: Provide adequate supplies of water at appropriate locations for fire suppression.

Policy 1.4.5: Encourage new projects to have adequate fire service equipment and sprinkler systems.

Implementation Measure (g): **Fire Department Programs:** Continued implementation of the following public education programs:

- Junior Fireman program in elementary schools.
- Community programs for homeowners groups and civic organizations on request.
- "Shakie-Quakie" earthquake safety program for school children.

Implementation Measure (i): **Fire Hazard Areas:** Fire retardant roofing (Class B or better) and brush clearance zone shall continue to be required in wildland fire hazard areas such as the foothills and Via Verde. Preserve to the extent practical the fire roads in the City's foothill areas.

Implementation Measure (j): **Fire Roads:** Preserve fire roads in the foothills and address the fencing of fire roads on private property.

Implementation Measure (k): **Education:** Implement a safety education program for children and seniors encompassing fire and police protection and geologic hazards.

Police policies relevant to the Specific Plan Area include:

Chapter VII: Safety of the City's General Plan includes goals, objectives, policies, and implementation measures related to the police protection services that are needed to support the City.[5] Chapter VII of the City's General Plan outlines the following relevant goals and policies related to law enforcement services:

Goal Statement S-2: **Provide effective and efficient public safety services including fire and police protection and emergency access.**

Objective 1.4: *Provide effective and efficient fire and protection services.*

Policy 1.4.1: Ensure that existing and new development is served by adequate response times for police, fire, and paramedic services.

Implementation Measure (l): **Sheriff's Department Programs**: Continued implementation of the following programs:

- Neighborhood watch.
- Child alert personal safety program.
- SANE substance abuse program.
- Sober Graduation.

Education policies relevant to the Specific Plan Area include:

The General Plan Land Use Element identifies joint use and development opportunities with the school districts for parklands as a major opportunity for public and semi-public uses in the City. The joint use and development potentials with the school districts offers a major opportunity for the City to offer additional park and recreation services without purchasing additional land, and utilizing land that would ordinarily not be used during non-school hours.[6]

4.10.3 IMPACT ANALYSIS

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

The DTSP includes a Public/Semi Public zone for the existing cultural and civic center of the City of San Dimas, including San Dimas City Hall, the San Dimas Public Library, Senior Center, Post Office, Police

5 City of San Dimas General Plan, Chapter VII: Safety, https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf, accessed February 2023.

6 Land Use Element, Page II-13.

Station, USDA Forest Service facility, and Fire Station. In addition, the DTSP identifies areas dedicated for open space including Pioneer Park, Rhoads Park, and Civic Center Park.

Implementation of the DTSP would increase the number of residential and non-residential buildings and people within the plan area, which would result in more demand for public services. However, all potential growth that may occur as a result of approval of the DTSP would be consistent with the City's General Plan, which the DTSP is proposed to implement.

While the proposed project would increase residential population and employment within the DTSP area, as discussed in **Section 4-9: Population & Housing**, this growth is not considered substantial in relation to current growth forecasts as this growth would occur over an extended period of time and the proposed Project is intended to help the City implement its Housing Element. Additionally, future housing development facilitated by the DTSP would occur in an urbanized location served by public services. Furthermore, the DTSP would not expand the service area for agencies currently providing public services within San Dimas and no expansion of existing public facilities would be required to provide public services to meet the demands from growth in the DTSP area.

The Project would allow development in areas already served by existing public service facilities. Though the new uses expected from the Project could result in additional calls for service, it is not expected that new facilities would be necessary to serve the Project area. As the residential population and commercial development increase in the DTSP area, service providers would continue to monitor resource demands to ensure adequate facilities, staffing, and equipment are available. Further, as future projects are built, they would be required to comply with all appropriate codes and regulations as well as pay required development and impact fees. Revenue generated from the development fees would go towards improvement and maintenance of existing facilities, construction of new facilities, and the hiring of additional personnel as needed.

Future development would be required to pay School Impact fees which, as provided by state law, would fully mitigate the impact of a future project. Residential development constructed under the DTSP would be required to pay the current City's park fees, referred to at the state level as Quimby Act Fees, at the time of project construction.

Based on the above, impacts would be less than significant.

Cumulative Impacts

Implementation of the DTSP, in combination with other development projects in the City and adjacent jurisdictions would contribute to future growth within the area and therefore increased demand for public

services. As stated above, the Project would be consistent with increases anticipated by the City's General Plan and regional growth forecasts and would not expand existing service areas. As such, the Project would not contribute to a cumulative impact to public service facilities.

4.10.4 MITIGATION

In accordance with Senate Bill 50, future projects under the DTSP would be required to pay applicable development impact fees at the time of the building permit issuance. Pursuant to California Government Code Section 65996, payment of these fees is deemed to fully mitigate cumulative CEQA impacts of new development on school facilities.

Impacts would be less than significant, and no other mitigation is necessary.

4.11.1 INTRODUCTION

This section examines the potential transportation impacts of the proposed DTSP.

4.11.2 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to transportation are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

4.11.3 ENVIRONMENTAL SETTING

Existing Conditions

Roadway Network

Regional

Interstate 210/State Route 210, also known as the Foothill Freeway, is a major east-west freeway corridor, with the western portion from Los Angeles to Glendora designated as an Interstate freeway and from Glendora to Redlands as a state freeway. The primary access from Interstate 210/State Route 210 to the Downtown Specific Plan (DTSP) area is provided by Exit 46 at San Dimas Avenue, approximately 0.8 miles north of the DTSP area.

State Route 57, also known as the Orange Freeway, is a major north-south state freeway corridor that connects Orange County to Los Angeles County and provides regional vehicular access to San Dimas. The primary access from State Route 57 to the DTSP area is provided by Exit 24B at Arrow Highway, immediately to the west of the DTSP Area. Secondary access from State Route 57 to the DTSP area is provided by Exit 24A at Covina Boulevard, which turns into Cataract Avenue within the DTSP area, approximately 0.25 miles southwest of the DTSP area.

Downtown Specific Plan Area

Bonita Avenue is classified as an urban minor east-west arterial which also serves as a direct on- and off -ramp for SR 57 northbound at the western boundary of the DTSP area. Bonita Avenue is approximately 1.25 miles long in the DTSP area, extending from Arrow Highway to near Gaffney Avenue. Bonita Avenue changes configuration on either side of Cataract Avenue and the railway crossing, from a four-lane street with a center turning median and on-street parking west of Cataract Avenue (0.45 miles in the DTSP area), to a two-lane road with a center turning median and on-street parking east of Cataract Avenue. East of Walnut Avenue (0.30 miles in the DTSP area), Bonita Avenue becomes a four-lane street again. Bonita Avenue has a posted speed limit of 35 miles per hour west of Cataract Avenue, 25 miles per hour between Cataract Avenue and Walnut Avenue, and 40 miles per hour east of Walnut Avenue. Bonita Avenue has an uncommon bulbous intersection at Cataract Avenue to accommodate the diagonal railway crossing.

San Dimas Avenue is an urban minor north-south arterial located in the center of DTSP area which serves as a connection from SR 210 to the north. San Dimas Avenue is 0.32 miles long within the DTSP area from First Street to the north and Arrow Highway to the south. The road is configured with two lanes with a center turn median and features a raised center median at its crossing with the Metro “A” Line railway heading south. The posted speed limit on San Dimas Avenue is 35 miles per hour. Parallel on-street parking is permitted, except for a portion northbound between Arrow Highway and the railway where parking is angled off the roadway and separated by a raised median. Mature oak trees line San Dimas Avenue from SR 210 to Bonita Avenue.

Arrow Highway is an east-west arterial that serves as the main connection through the central portion of San Dimas and may serve as a bypass for Bonita Avenue. Within the DTSP area, Arrow Highway is approximately 0.36 miles long spanning from the SR 57 overpass to Eucla Avenue. This portion of Arrow Highway is six lanes with a center median and no on-street parking. The posted speed limit is 40 miles per hour. Additionally, bicycles travel along this corridor.

Eucla Avenue is a north-south two-lane urban connector which serves as a collector in the DTSP area from the railway to Arrow Highway. It is the westernmost north-south road in the DTSP area and notably completes a triangle shared with Bonita Avenue and Arrow Highway. Eucla Avenue is 0.29 miles in the DTSP area. Eucla Avenue is primarily configured with two lanes separated by a double yellow line and dedicated left and right turn lanes to the south at the intersection of Arrow Highway. Eucla Avenue has a posted speed limit of 30 miles per hour and features on-street parking. Eucla Avenue is a common route for bicyclists connecting to or from Bonita Avenue as an alternative to Arrow Highway.

Acacia Street is a north-south minor collector located between Eucla Avenue and Cataract Avenue, which forms a T-intersection with Bonita Avenue at its northern end. The street is 0.13 miles long in the DTSP

area. Acacia Street is configured with two lanes and features on-street parking. The street permits speeds at 25 miles per hour and is a common route for bicyclists connecting to or from Bonita Avenue and Arrow Highway.

Commercial Street is an east-west residential street located between Cataract Avenue and San Dimas Avenue. The eastern portion of Commercial Street corridor will connect travelers to the future Metro "A" Line Station just east of San Dimas Avenue. Commercial Street is not completely located within the DTSP area and is approximately 0.25 miles long. The street provides a key connection from the residential neighborhood surrounding it to the DTSP study area and to Pioneer Park located at the western extent of the corridor. Commercial Street is configured with two lanes and features on-street parking.

Cataract Avenue is a north-south urban collector, most notably split by the diagonal railway crossing at Bonita Avenue. It is approximately 0.07 miles long in the DTSP area as the street primarily serves residential uses beyond Bonita Avenue. The street is configured with two lanes, separated by a double yellow line between Bonita Avenue and Arrow Highway, with dedicated left turn lanes to the north at the intersection of Bonita Avenue and south at the intersection of Arrow Highway. The street has a posted speed limit is 25 miles per hour and features on-street parking.

Monte Vista Avenue is a north-south local street, located in a walkable area of the Bonita Avenue corridor and is permanently closed to vehicles where the corridor intersects with the rail corridor to accommodate the travel of "A" Line trains over the new light rail bridge. Monte Vista Avenue is configured with two lanes with double-yellow line is only present south of Bonita Avenue to the rail right-of-way. The street features four bulb-outs at the corners at the intersection with Bonita Avenue and on-street parking. Monte Vista Avenue has a speed limit is 25 miles per hour. While closed to vehicles at the railway corridor, Monte Vista Avenue allows north-south pedestrian access via a pedestrian underpass that connects to Railway Street on its southern boundary with the DTSP area.

Iglesia Street/First Street are local streets that serve public facilities such as San Dimas City Hall, the Senior Center, and the San Dimas L.A. County Library. Iglesia Street forms a T-intersection with Bonita Avenue at its southern end and intersects with 1st Street to the north. Both streets are configured with two-lanes and feature on-street parking. Both streets are approximately 0.7 miles long in the DTSP area and have speed limits of 25 miles per hour.

Walnut Avenue is a north-south urban collector located in the eastern portion of DTSP area. The portion of Walnut Avenue that is located within the DTSP area is approximately 0.31 miles long from San Dimas City Hall to Arrow Highway. Walnut Avenue is configured with two-lanes divided by double yellow lines

and features on-street parking only south of the Fire Station. Walnut Avenue is a designated bike route and has speed limits set at 30 miles per hour.

Transit Service

Transit service in San Dimas and the Downtown area is primarily operated by Foothill Transit. While there currently is no service, Los Angeles County Metropolitan Transportation Authority (Metro) is planning to extend Metro Rail service through San Dimas through the "A" Line (formerly known as the "Gold"/"L" Line), which is expected to be completed in 2025.

Foothill Transit

Foothill Transit provides fixed-route bus service and paratransit service to eastern Los Angeles County and portions of San Bernardino County and Orange County. Foothill Transit operates 39 bus lines in 22 cites, mainly within the San Gabriel Valley. Two Foothill Transit routes operate within DTSP area.

Route 492: Montclair – Arcadia – El Monte via Arrow Highway, enters Downtown via Arrow Highway, turns on Bonita Avenue, and continues throughout the DTSP area beyond San Dimas towards La Verne. Route 492 operates 7 days a week from 4:53 AM to 10:32 PM on weekdays and 6:33 AM to 9:58 PM on weekends at the Bonita Avenue/San Dimas Avenue stop specifically. There are 40 westbound weekday buses and 35 eastbound weekday buses with approximately 20 to 30-minute headways. There are 28 weekend buses in each direction with approximate 30 to 40-minute headways. Route 492 has stops on either side of the street in the DTSP area. These stops are typically operational. Bus stop locations for Route 492 are listed below:

- Bonita Avenue adjacent to Arrow Highway (westbound only)
- Bonita Avenue adjacent to Eucla Avenue
- Bonita Avenue adjacent to Cataract Avenue
- Bonita Avenue adjacent to San Dimas Avenue
- Bonita Avenue adjacent to Walnut Avenue

Ridership at each stop in the study area between July 1, 2021 and October 31, 2021 is provided in **Table 4.11-1: Existing Foothills Transit Ridership in Downtown San Dimas**.

Table 4.11-1: Existing Foothills Transit Ridership in Downtown San Dimas

Route	Stop	Boarding	Alighting
492 West	850-Bonita Ave/Arrow Hwy	759	620

Table 4.11-1: Existing Foothills Transit Ridership in Downtown San Dimas

Route	Stop	Boarding	Alighting
492 West	866-Bonita Ave/Eucla Ave	937	730
492 East	865-Bonita Ave/Eucla Ave	1,105	1,787
492 West	860-Bonita Ave/Cataract Ave	70	101
492 East	859-Bonita Ave/Cataract Ave	4	11
492 West	876-Bonita Ave/San Dimas Ave	1,108	1,049
492 East	875-Bonita Ave/San Dimas Ave	1,462	2,075
492 West	883-Bonita Ave/Walnut Ave	939	1,160
492 East	883-Bonita Ave/Walnut Ave	926	833

Source: Foothill Transit

Within the DTSP area, Route 492 experiences the highest ridership at Bonita Avenue and San Dimas Avenue, and the lowest at Bonita Avenue and Cataract Avenue. The Foothill Transit FY 2022 Business Plan indicates that ridership in 2021 dropped by 44 percent of pre-pandemic levels systemwide. This overall decrease in ridership is consistent with the decrease in ridership experienced by transit agencies nationally as a result of the COVID-19 pandemic and stay-at-home orders.

Los Angeles Metropolitan Transportation Authority (Metro)

The Metro "A" Line currently links Union Station to the San Gabriel Valley, ending at the Azusa Pacific University and Citrus College Station in Azusa. Metro is planning to extend "A" Line service from Azusa east through Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair with the addition of six new stations. The San Dimas Station, currently under construction, is located just east of San Dimas Avenue utilizing the existing railway right-of-way between Bonita Avenue and Arrow Highway.

The San Dimas Station will be a center platform station with an associated parking lot at the former Park and Ride Lot located west of San Dimas Avenue, north of Commercial Street, with walking, bicycling, bus and drop-off infrastructure and amenities. The rail corridor features three tracks, two of which will be utilized by the Metro "A" Line, and the third being the existing freight rail line. As part of the construction of the San Dimas Station, a new bridge will cross the intersection of Bonita Avenue and Cataract Avenue to minimize vehicular and rail traffic and conflicts. Planned related improvements include reconfiguring the existing intersection of Bonita Avenue and Cataract Avenue, realigning the street at-grade, and installing a new traffic signal. The freight railway that runs parallel to the Metro "A" Line will remain at

grade at the intersection of Bonita Avenue and Cataract Avenue. Due to the right of way and clearance required to construct the bridge, a new pedestrian underpass is also under construction at Monte Vista Avenue with other active transportation improvements.

Pedestrian and Bicycle Facilities

The pedestrian network in San Dimas is primarily composed of recreational trails and sidewalks. **Table 4.11-2: Downtown San Dimas Existing Sidewalk Widths** provides data on existing sidewalk widths in the DTSP area.

Table 4.11-2: Downtown San Dimas Existing Sidewalk Widths

Street	Side of Street	Sidewalk Width
Arrow Highway	East	6 feet
	West	6 feet
Bonita Avenue (Cataract Avenue – San Dimas Avenue)	North	16-24 feet
	South	16-32 feet
Bonita Avenue (Walnut Avenue – Iglesia Avenue)	North	11 feet
	South	8 feet
San Dimas Avenue (South of Bonita Avenue)	East	n/a
	West	8-10 feet

Source: DTSP.

Four categories of bikeways are specified in the Caltrans Highway Design Manual and Sections 885.1 et seq. of the California Streets and Highways Code. These categories are:

- **Class I (Bike Path)** - Provides a completely separate right of way bike facility for the exclusive use of bicyclists and pedestrians.
- **Class II (Bike Lane)** - Provides a striped bike lane for one-way bike travel on a street or highway.
- **Class III (Bike Route)** - Provides a signed, shared roadway that allows for shared use between bicyclists and pedestrians or motorists. Typically, bike routes are placed on lower volume roadways.
- **Class IV (Protected/Separated Bikeway or Cycle Track)** - A bikeway that is vertically physically separated from vehicle traffic. Protection and separation from traffic can be provided through grade separation, flexible posts, inflexible barriers, or on street parking.

San Dimas has approximately 13 miles of existing bikeways along roadways. Within the DTSP, Class III Bike Routes are located along Bonita Avenue, Arrow Highway, San Dimas Avenue, Cataract Avenue, and Walnut Avenue.

Regulatory Framework

State of California

Senate Bill 743

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with Statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SB 743 added Section 21099 to the CEQA statute. Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. SB 743 has also led to a change in the metrics for determining impacts resulting from traffic. Formerly, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments. As a result of SB 743, the focus of transportation analysis will shift from driver delay to reduction in vehicle miles traveled.

State Bill 743 started a process intended to fundamentally change how transportation impact analysis is conducted as part of the CEQA review of projects. SB 743 eliminated LOS as the basis for determining transportation impacts under CEQA and required the use of Vehicle Miles Traveled (VMT) instead. The State is shifting the focus of CEQA traffic analysis from measuring a project's impact on automobile delay, Level of Service (LOS), to measuring the amount and distance of automobile travel that is attributable to a project, VMT. The State's goal for changing the metric used to determine a significant transportation impact is to encourage land use and transportation decisions that reduce greenhouse gas emissions, encourage infill development, and improve public health through active transportation.

Senate Bill 32

On September 8, 2016, the governor signed SB 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach GHG emissions goals by directing the California Air Resources Board to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations.

Assembly Bill 1358

Assembly Bill (AB) 1358, and the Complete Streets Act of 2008 require that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, passengers, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets are one way that cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Passengers, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Southern California Association of Governments

2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

Every four years, Southern California Association of Governments (SCAG) updates its RTP for the 191-city SCAG region. In September 2020, SCAG's Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2020–2045 RTP/SCS is a long-range visioning plan for the region's transportation system over the next 25 years that balances mobility and housing needs with economic, environmental, and public health goals. The 2020–2045 RTP/SCS includes over 4,000 transportation projects ranging from highway improvements, railroad grade-separations, bicycle lanes, new transit hubs, and replacement bridges to reduce bottlenecks, improve the efficiency of the region's network and expand the mobility choices for everyone in the six-county southern California region.

The 2020–2045 RTP/SCS groups its goals into four core categories—economy, mobility, environment, and healthy/complete communities. The plan explicitly addresses goals associated with housing, transportation technologies, equity and resilience reflecting enhanced importance of these topics in the region linking them to potential performance measures and targets.

The following ten goals are identified in the 2020–2045 RTP/SCS:

1. Encourage regional economic prosperity and global competitiveness.

2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

City of San Dimas

General Plan Circulation Element

The Circulation Element addresses the circulation of people, goods, and resources. The Circulation Element supports the goals, objectives, and policies of the Land Use Element; while the Land Use Element is a reflection of a community's circulation system and the planning proposals for that system.

Goals, objectives, and policies applicable to transportation are identified below:

Goal C-1: To provide a street network to move people and goods safely and effectively throughout the City of San Dimas.

Objective 1.1: *Maintain a minimum Level of Service C at all intersections during non-peak hours and Level of Service D (volume/capacity ratio of 0.90 or less) at all intersections during peak hours to ensure that traffic delays are kept to a minimum.*

Policy 1.1.2: The City shall require new developments to be served by roads of adequate capacity and design standards to provide reasonable access.

Objective 1.2: *Establish adequate measures to ensure traffic safety.*

Policy 1.2.2: The City shall require that future roads and improvements to existing roads be designed to minimize conflicting traffic

movements such as turning, curb parking, uncontrolled access, and frequent stops.

Policy 1.2.3: The City shall require that pedestrian and vehicular traffic is separated to the maximum feasible extent.

Goal C-2: To promote a public transportation system that is safe, convenient, efficient, and meets the needs of the City of San Dimas.

Objective 2.1: *Require dedication and/or construction of appropriate facilities in support of public transportation systems noted in the regional mobility plan.*

Policy 2.1.1: The City shall work with the transportation agencies to designate commuter rail stations within the City of San Dimas.

Goal C-3: To promote safe alternatives to motorized transportation that meets the needs of all City residents.

Objective 3.1: *Provide a circulation network that accommodates the safe and efficient movement of cyclists.*

Policy 3.1.1: The City shall create a system of bicycle routes within the street right-of-way to meet the needs of both the local and commuter cyclist. The routes shall be designated for the safety of cyclists.

Objective 3.2: *Provide a system of sidewalks or pathways in residential/commercial areas that provides a safe environment for pedestrians.*

Policy 3.2.1: Where possible future developments shall contain an internal system of trails linking schools, shopping centers, and other public facilities with residences.

Policy 3.2.2: The City shall promote the design and location of future land uses to encourage access by non-automotive means.

Goal C-4: To provide an adequate supply of private off-street and public parking to meet the needs of residents and visitors to the City.

Objective 4.1: *Provide joint-use and public parking facilities where needed by special assessment districts or other mechanisms.*

Policy 4.1.1: The City shall enforce its parking ordinance and standard requirements such as necessary design features, the number of

required handicapped parking spaces, etc. in conjunction with the parking ordinance.

Goal C-5: To manage peak hour traffic flow and change demand on the circulation system to reduce traffic congestion where necessary and feasible.

Objective 5.1: *Provide for the development and monitoring of Transportation System Management (TSM) and Travel Demand Management (TDM) programs at locations where trip making is concentrated.*

Policy 5.1.2: The City shall encourage public support for the development of a balanced circulation system through a well organized public relations program.

Land Use Element

The Land Use Element of the General Plan is based on a series of goals, objectives, and policies which indicate the purpose served by planning in San Dimas. Goals and objectives applicable to transportation are identified below:

Goal L-4: Plan and create an urban form that efficiently utilizes urban infrastructure and services. Plan for orderly growth rather than "leap frog" development.

Objective 4.2: *Consider each development proposal in a larger development context. Understand how each development contributes to city-wide impacts and contributes to certain capacity thresholds for circulation, community services and utilities.*

Goal L-4: Provide well planned commercial centers and nodes. Discourage "strip" commercial development.

Objective 5.1: *Encourage infill and development to occur in and around activity centers, transportation node corridors, underutilized infrastructure systems, and areas needing revitalization and redevelopment.*

Safety Element

Goal S-2: Provide effective and efficient public safety services including fire and police protection and emergency services.

Objective 1.4: *Provide effective and efficient fire and protection services.*

Goal 1.4.2 Ensure that existing and new development is served by adequate response times for police, fire, and paramedic services.

Transportation Study Guidelines

The City of San Dimas Transportation Study Guidelines[1] describe transportation analysis requirements for projects within the City of San Dimas. Guidelines are provided for evaluating a project's environmental transportation impacts and effects on the local transportation system City in conformance with all applicable City and State regulations. These guidelines address the requirements for the analysis of Vehicle Miles Traveled (VMT) to comply with the requirements of the California Environmental Quality Act (CEQA). In addition, these guidelines also address the requirements for Level of Service (LOS) analysis for intersections and roadways that apply to discretionary approval of new individual land use (i.e., development) and transportation projects.

A Transportation Study for a proposed development project is required to include a VMT assessment that explains either why the project screens out or provides a full VMT impact analysis. A proposed project may screen out of full VMT analysis if the project meets one or more of the identified project screening criteria. These criteria consider whether a proposed project is located in a Transit Priority Area or an area identified as having low VMT characteristics or if the project will generate a small number of trips.

4.11.4 METHODOLOGY

The DTSP is a planning document to guide development in the proposed Specific Plan Area; no specific individual development projects are proposed at this time. Therefore, the following discusses the potential transportation impacts that could result from implementation of the DTSP.

Pursuant to Section 15064.3 of the State CEQA Guidelines, traffic delay resulting from a land use project shall not constitute a significant environmental impact for purposes of CEQA. Accordingly, the potential effect of the proposed DTSP on the LOS of intersections is not addressed.

Analysis of the potential effects of the proposed DTSP on VMT was assessed using the SCAG Regional Travel Demand Model.[2] The proposed DTSP is located within four Transportation Analysis Zones (TAZs) in this model. As Downtown San Dimas is planning to transform into a transit-oriented area in conjunction with the "A" Line extension; sampling trips from these four TAZs would not be appropriate as the 2045 projection do not reflect the type and intensity of development that would be facilitated by the proposed DTSP. For this reason, TAZs within a half-mile radius of transit stations with similar land use characteristics

1 City of San Dimas. *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, May 2021.
2 IBI Group, *DTSP VMT Analysis*, July 31, 2023.

to those proposed in San Dimas with the DTSP were sampled for trips, including the areas around the Arcadia, Monrovia, and Allen light rail stations.

For the projected increase in residents living in the DTSP Area, a trip rate was calculated for residents living in zones within a half-mile of these transit stations which was applied to residents residing in the DTSP for each of the four TAZs. This produces a trip target for each of the four zones which is the number of trips sampled from the zones around these transit stations.

Non-residents of the DTSP area will also be making trips to the DTSP for work and/or discretionary purposes like shopping. With regard to employment, the rate reflects residents who live and work within the same TAZ. This rate was applied to projected employment in the DTSP; the remaining employment serves as a trip target for non-resident work trips to and from the DTSP. For non-resident discretionary trips, a non-resident discretionary trip rate was determined based on the existing transit stations and applied to the total projected population and employment for the proposed DTSP.

To estimate VMT for 2045, the VMT of each trip made with a vehicle and coming from and going to the four TAZs containing the DTSP area were combined by zone using the SCAG model outputs. VMT for 2045 without the DTSP (Base Scenario) and with the DTSP includes the VMT of the new trips being generated to and from the four zones due to the DTSP.

4.11.5 IMPACT ANALYSIS

Project Impact

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Transit Facilities

The DTSP would not result in a disruption of existing transit service. Transit service in San Dimas and the Downtown area is primarily operated by Foothill Transit. While there currently is no Metro Rail service to San Dimas, Metro is planning to extend Metro Rail "A" Line service through the DTSP area. The San Dimas Metro "A" Line station would be located just east of San Dimas Avenue utilizing the existing railway right-of-way between Bonita Avenue and Arrow Highway.

The proposed DTSP identifies improvements to the Foothill Transit Bus Stops located at the intersections of Bonita Avenue and San Dimas Avenue and Bonita Avenue and Walnut Avenue. The transit services within the DTSP area and transit stop improvements are identified in **Figure 4.11-1: Proposed Transit Improvements**. The DTSP would locate more residents near transit facilities, which would increase facilities. Impacts would be less than significant.

The DTSP includes specific strategies, including Strategy 5 to support transit-oriented land use development, which includes increasing the diversity of land uses in the downtown area. Strategy 5 would support transit use by investing in first/last mile-supportive pedestrian, bicycle, and parking improvements and land use planning efforts. These improvements would increase transit accessibility and ridership within the DTSP area when coupled with increasing the diversity of land uses by providing greater access to Metro Rail "A" Line San Dimas Station and Foothill Transit Bus Stops.

The proposed Project would not conflict with the San Dimas General Plan policies regarding transit access and would not conflict with RTP/SCS policies regarding transit access and reliability. The proposed Project would not conflict with the San Dimas General Plan Circulation Element Goal C-2, Policy 2.1, and is consistent with RTP/SCS Goals 2, 3, 4, and 9. The proposed Project would support transit use and facilities by providing transit stop improvements, first/last mile-supportive improvements, and increasing the diversity of land uses in the downtown area, centered around the San Dimas Metro "A" Line station. As such, the proposed Project improves mobility access and safety, increases travel choices, and encourages development of diverse housing types in areas that are supported by multiple transportation options. Therefore, the DTSP would not conflict with any adopted plan, ordinance or policy related to transit.

Roadway Facilities

Roadway improvements proposed in the DTSP are intended to transform the existing auto-oriented streetscape into a more sustainable, multimodal design. Implementation of the DTSP would include roadway improvements to facilitate multimodal connections, including for vehicles, transit, bikes, and pedestrians. No proposed changes to the existing street network are proposed that would limit or reduce vehicular or roadway access upon implementation of the DTSP. Ongoing roadway improvements related to the Metro "A" Line Extension include reconstructing the existing intersection at Bonita Avenue and Cataract Avenue, realigning the street at-grade, and installing a new traffic signal.

The proposed Project would not conflict with the San Dimas General Plan policies regarding roadways. The proposed Project would not conflict with San Dimas General Plan Circulation Element Goal C-1, Policy 1.1.2 as the proposed Project would not alter the street network or result in inadequate roadway capacity for new development. The proposed Project would be consistent with the Circulation Element Goal C-1, Policy 1.2.2 as the proposed Project's proposed improvements would be designed to minimize conflicting traffic movements. The proposed Project is consistent with the adopted plans regarding roadway facilities and would not decrease the performance or safety of these facilities. Therefore, the DTSP would not conflict with adopted plan, ordinance or policy related to roadway facilities. Impacts would be less than significant.

SOURCE: DTSP Draft_Chapter 6 - 2023

FIGURE **4.11-1**

Meridian Consultants

Proposed Transit Improvements

343-001-21

Bicycle Facilities

Existing bikeways within Downtown San Dimas include Class III bike routes along several corridors including Bonita Avenue, Arrow Highway, San Dimas Avenue, Cataract Avenue, and Walnut Avenue. The planned Metro "A" Line extension will be a significant attractor to regional traffic. With the extension will come travelers needing to make first/last mile connections, or travelers trying to connect to bikeways either in San Dimas or in a neighboring city. This provides an opportunity for San Dimas to prepare for this sudden onset of bicyclist traffic and prepare a safe, efficient, and connected bikeway network.

Implementation of the DTSP would include bicycle improvements to facilitate multimodal connections, including for vehicles, transit, bikes, and pedestrians. The DTSP includes specific strategies (Strategy 1, Strategy 2, and Strategy 3) that call for providing convenient access and circulation for all modes of transportation and enhancing bicycle facilities in the DTSP area. Bicycle facilities improvements proposed by the DTSP are identified in **Figure 4.11-2: Proposed DTSP Bicycle Facilities Improvements**. The proposed improvements to bicycle facilities contained within the DTSP include corridor and spot improvements. The proposed corridor improvements are listed in **Table 4.11-3: Proposed DTSP Bicycle Facilities Corridor Improvements**, below.

The proposed bicycle facility improvements within the DTSP include adding bike parking and bicycle friendly intersections as identified in **Figure 4.11-2**. Bicycle friendly intersections are proposed for the intersections of Bonita Avenue and Arrow Highway, Bonita Avenue and Eucla Avenue, Bonita Avenue and San Dimas Avenue, and Bonita Avenue and Walnut Avenue. Bicycle friendly intersections will provide an added layer of protection for bicyclists and improve bicyclist visibility to motorists at intersections. Treatments that would provide the greatest safety benefits at bicycle friendly intersections within the DTSP study area include bike boxes, two-stage left turn lanes, and green transition lanes. Bike parking is proposed near the intersection of Bonita Avenue and Walnut Avenue, and at the "A" Line San Dimas Station parking facility.

The Project is consistent with adopted plans and policies related to bicycle facilities and would not decrease the performance or safety of these facilities. Therefore, the Project would result in a less than significant impact related to active transportation facilities and would not conflict with adopted plans and policies related to bicycle facilities. Impacts would be less than significant.

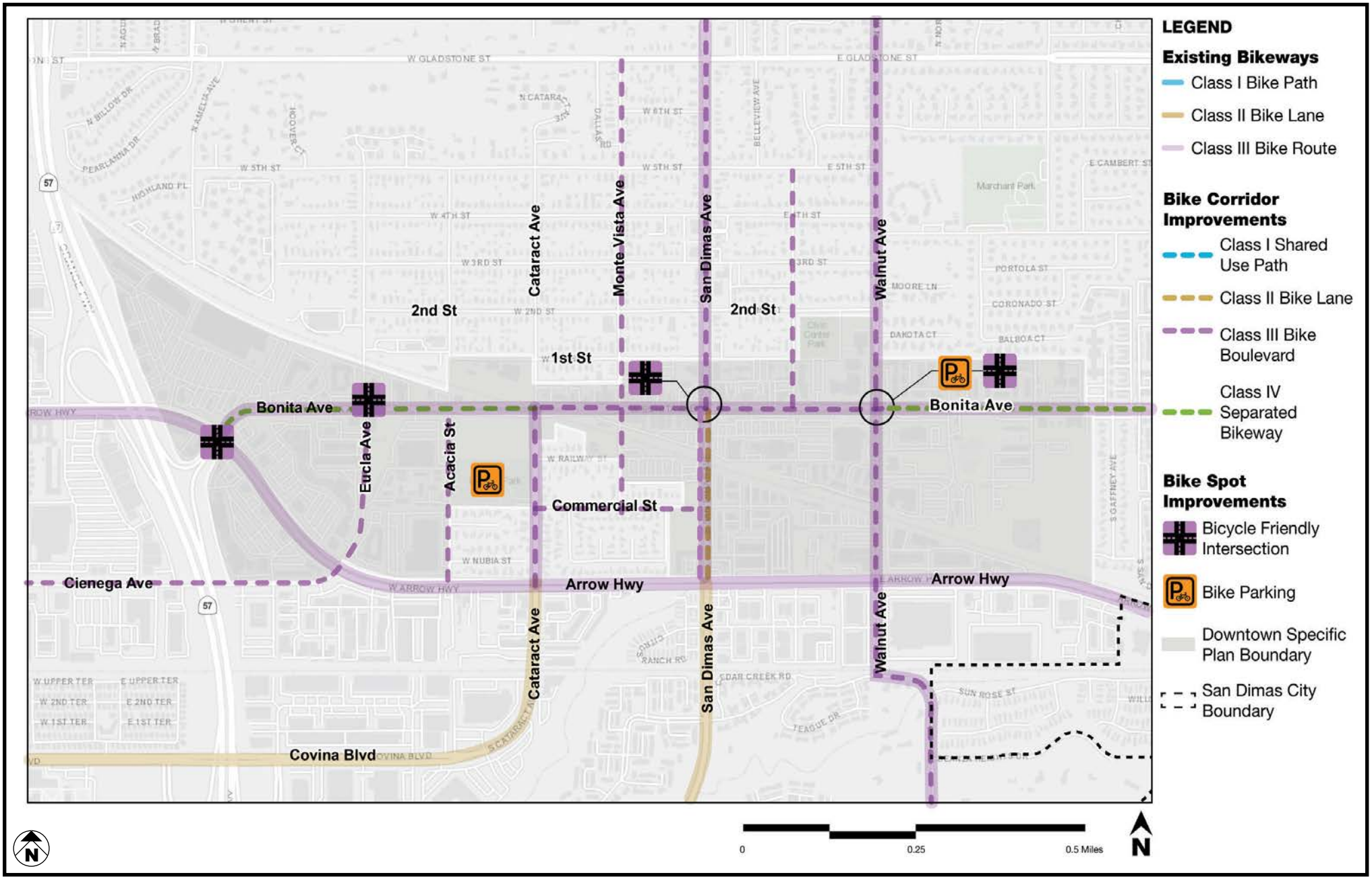
Table 4.11-3: Proposed DTSP Bicycle Facilities Corridor Improvements

Street	Corridor Segment	Segment Improvements
Bonita Avenue	Arrow Highway – Cataract Avenue	Class IV Bikeway
	Cataract Avenue – Walnut Avenue	Class III Bike Boulevard
	Walnut Avenue – San Dimas Canyon Road	Class II Bikeway
San Dimas Avenue	Arrow Highway – northern DTSP boundary	• North of railroad tracks: Class II bikeway in northbound direction • South of railroad tracks: Class II buffered bikeway
Eucla Avenue	Arrow Highway – Bonita Avenue	Class III Bikeway
Acacia Street	Arrow Highway – Bonita Avenue	Class III Bikeway
Commercial Street	Cataract Avenue – San Dimas Avenue	Class III Bikeway
Cataract Avenue / Covina Avenue	Arrow Highway – Bonita Avenue	Class III Bikeway
Monte Vista Avenue	3rd Street – Bonita Avenue	Class III Bike Boulevard
	Railway – Commercial Street	Class III Bike Boulevard
Iglesia Street / First Street	3rd Street – Bonita Avenue	Class III Bike Boulevard
Walnut Avenue	Arrow Highway – Bonita Avenue	Class III Bike Boulevard

Source: DTSP.

Pedestrian Facilities

The DTSP identifies proposed improvements to the pedestrian facilities within the DTSP area. The DTSP includes specific strategies (Strategy 1, Strategy 2, and Strategy 3) that call for providing convenient access and circulation for all modes of transportation and enhancing pedestrian facilities in the DTSP area. The proposed improvements are identified in **Figure 4.11-3: Proposed DTSP Pedestrian Facilities Improvements**. These consist of curb extensions, high visibility crosswalks, and improved wayfinding. Throughout the DTSP area, proposed pedestrian spot improvements would primarily occur at intersections. These spot improvements are identified in **Table 4.11-4: Proposed DTSP Pedestrian Facilities Spot Improvements**, below.



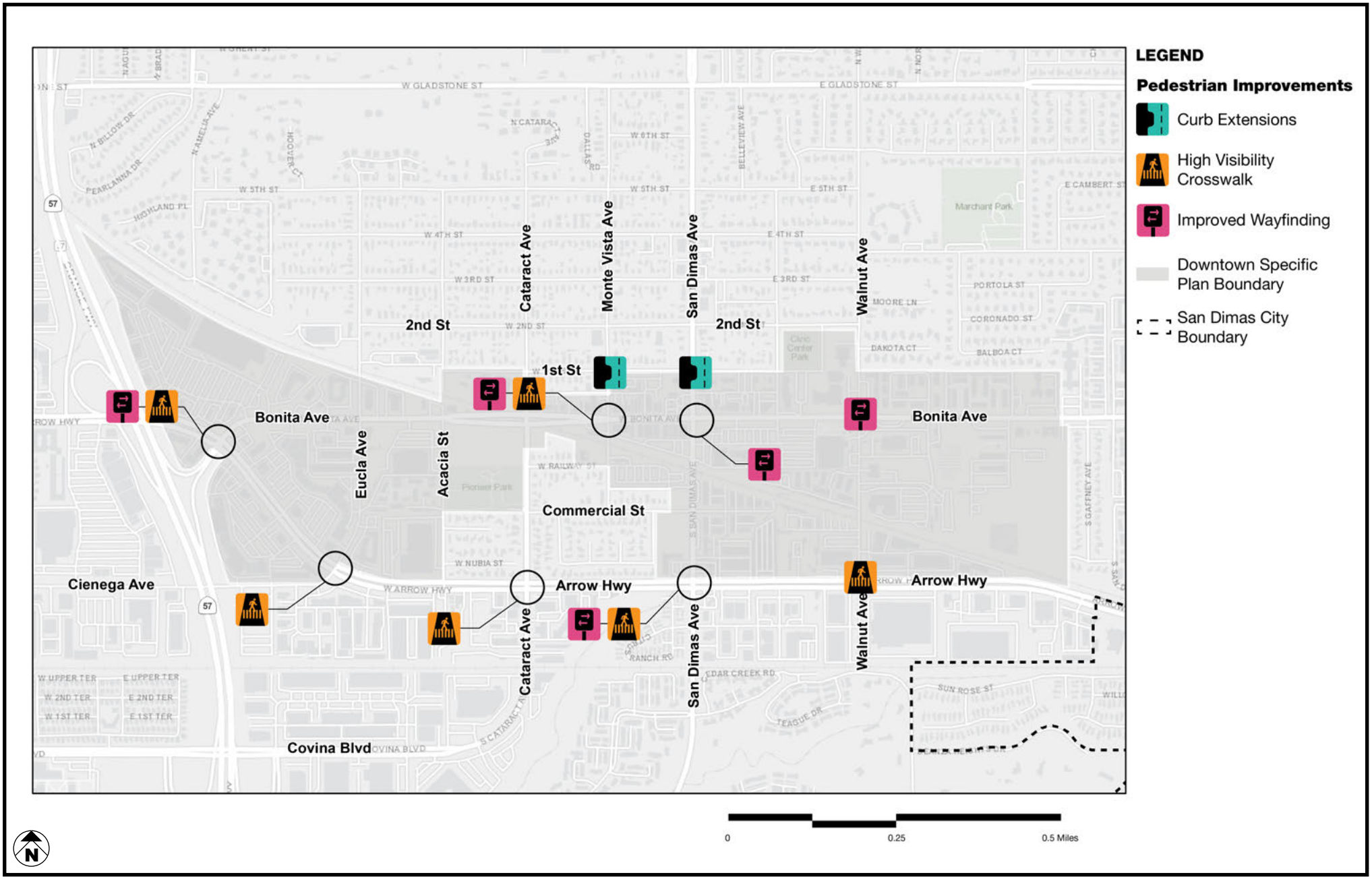
SOURCE: DTSP Draft_Chapter 6 - 2023

FIGURE **4.11-2**

Meridian Consultants

Proposed DTSP Bicycle Facilities Improvements

343-001-21



SOURCE: DTSP Draft_Chapter 6 - 2023

FIGURE **4.11-3**

Meridian Consultants

Proposed DTSP Pedestrian Facilities Improvements

343-001-21

Table 4.11-4: Proposed DTSP Pedestrian Facilities Spot Improvements

Intersection	Spot Improvements
2nd Street / Eucla Avenue	Curb Extension
2nd Street / Cataract Avenue	Curb Extension
1st Street / Monte Vista Avenue	Curb Extension
1st Street / San Dimas Avenue	Curb Extension
Bonita Avenue / Arrow Highway	• Improved Wayfinding • High Visibility Crosswalk
Bonita Avenue / Monte Vista Avenue	• Improved Wayfinding • High Visibility Crosswalk
Bonita Avenue / San Dimas Avenue	Improved Wayfinding
Bonita Avenue / Walnut Avenue	Improved Wayfinding
Arrow Highway / Eucla Avenue	High Visibility Crosswalk
Arrow Highway /Cataract Avenue	High Visibility Crosswalk
Arrow Highway / San Dimas Avenue	• Improved Wayfinding • High Visibility Crosswalk
Arrow Highway / Walnut Avenue	High Visibility Crosswalk

Source: DTSP.

The Project is consistent with the adopted plans regarding pedestrian facilities and would not decrease the performance or safety of these facilities. Therefore, the DTSP would not conflict with any plan, ordinance or policy related to pedestrian facilities. Impacts would be less than significant.

Conclusion

The DTSP would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities such that substantial physical environmental effects would occur. Impacts would be less than significant.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The proposed DTSP would change the zoning in the Specific Plan Area and facilitate population and employment. While people residing in the DTSP Area would live in proximity to other land uses, such as retail and office, it is reasonable to assume some residents would use vehicles to travel to destinations outside of the plan area. Accordingly, the development envisioned in the DTSP would affect VMT.

Using the methodology described above in Section 4.11.3 Methodology, the VMT result from the DTSP is included in **Table 4.11-5: DTSP Vehicle Miles Travelled (VMT) Analysis**, below. **Table 4.11-5** presents the

total projected population and employment in the four TAZs that contain the DTSP Area, the total VMT, and total VMT per capita for two scenarios: '2045 Base' (without the proposed DTSP) and '2045 Base with DTSP' by TAZ. The 2045 Base Scenario refers to the 2045 horizon year scenario with planned infrastructure changes identified by the SCAG modeling team. The '2045 Base with DTSP' scenario is the same as the '2045 Base' scenario, but also includes the projected growth in the DTSP Area. No major roadway network changes are assumed in the 2045 Base with DTSP Scenario.

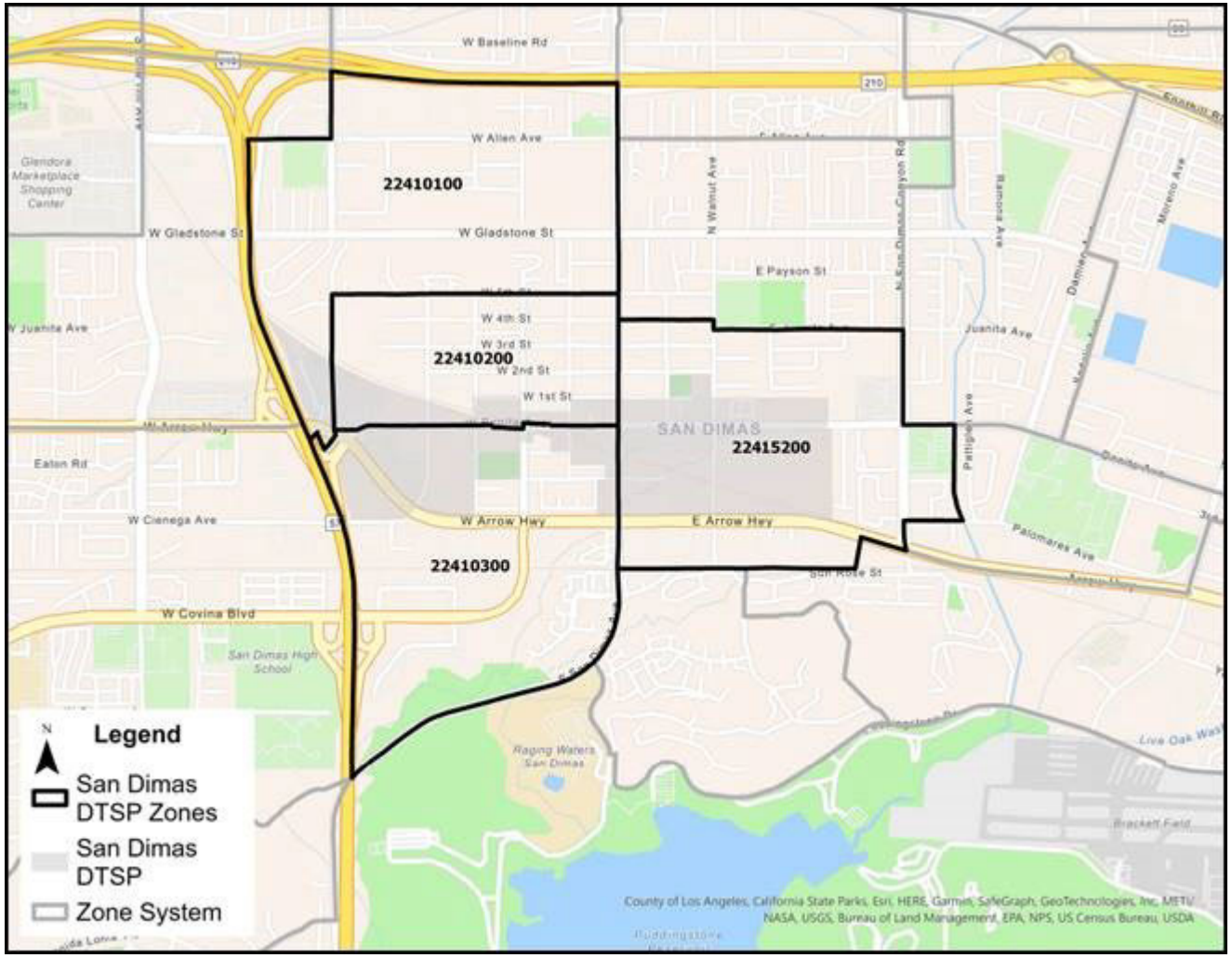
Table 4.11-5: DTSP Vehicle Miles Travelled (VMT) Analysis

TAZ	Population + Employment		Total VMT		Total VMT per Capita	
	2045 Base	2045 Base with DTSP	2045 Base	2045 Base with DTSP	2045 Base	2045 Base with DTSP
22410100	3,082	4,015	86,773	111,554	28.2	27.8
22410200	2,999	4,348	94,375	127,049	31.5	29.2
22410300	5,100	8,623	152,760	237,097	30	27.5
22415200	5,296	7,624	162,255	215,695	30.6	28.3

*Source: **Appendix E**: Transportation Impact Analysis, IBI Group, July 31, 2023.*

The four TAZs containing the DTSP Area are shown in **Figure 4.11-4: DTSP Transportation Analysis Zones**. The DTSP does not cover the entirety of these four TAZs. Outside of the DTSP area, the 2045 population and employment within each of the four zones was not modified. Within the DTSP area, the 2045 population and employment targets were adjusted to reflect the projected Population and Employment. The total VMT for each TAZ consists of all trips starting and ending at the corresponding TAZ. Trips that start and end within the same TAZ were only counted once. To determine VMT for the 2045 Base scenario, the VMT of each trip made with a vehicle coming from and going to the four TAZs are combined by zone using the SCAG model outputs. VMT for the 2045 Base scenario with DTSP includes the VMT of the new trips being generated to and from the four zones due to the DTSP. The total VMT per capita is the total VMT over the total population and employment.

As shown in **Table 4.11-5** implementation of the DTSP would reduce the total VMT per capita in the 2045 Base with DTSP Scenario when compared to the 2045 Base Scenario. The trips sampled at other nearby light rail stations, as discussed above, reflect more sustainable travel modes such as transit and active transportation to make trips in lieu of vehicles. Mode share for vehicle based trips in the 2045 Base is 66 percent compared to 57 percent for trips made to and from the DTSP in the 2045 Base with DTSP scenario.



SOURCE: DTSP Draft_Chapter 6 - 2023

FIGURE **4.11-4**

Meridian Consultants

DTSP Transportation Analysis Zones

343-001-21

As implementation of the DTSP would reduce the total VMT per capita in the 2045 Base with DTSP Scenario when compared to the 2045 Base, the development envisioned in the DTSP would not result in significant VMT impacts. Therefore, the DTSP would have a less than significant impact related to VMT and would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Implementation of the DTSP would include improvements to facilitate multimodal connections and safety improvements for vehicles, transit, bikes, and pedestrians. The proposed DTSP identifies improvements to the Foothill Transit Bus Stops located at the intersections of Bonita Avenue and San Dimas Avenue and Bonita Avenue and Walnut Avenue. The transit services within the DTSP area and transit stop improvements are identified in **Figure 4.11-1**. Proposed bicycle facility improvements within the DTSP include improving existing bikeways, adding new bikeways, and adding bike parking and bicycle friendly intersections, as shown in **Figure 4.11-2**. Proposed improvements to pedestrian facilities contained within the DTSP include corridor and spot improvements consisting of pedestrian scale lighting, street trees, curb extensions, high visibility crosswalks, and improved wayfinding, as shown in **Figure 4.11-3**.

Development facilitated by the implementation of the DTSP would consist primarily of infill development or redevelopment. These individual future development projects would either utilize existing driveways to provide site access or also include construction of new driveways. The DTSP would not significantly alter roadways or traffic patterns within the DTSP area. Plans for individual development projects would be subject to review by the City of San Dimas and the County of Los Angeles Fire Department prior to issuance of building permits. This would ensure that individual projects facilitated by the DTSP would not introduce sharp curves or dangerous intersections. The DTSP would facilitate residential, commercial, and industrial development, uses that already exist within the downtown area. As such, the DTSP would not introduce incompatible uses. Impacts would be less than significant.

d. Result in inadequate emergency access?

Development facilitated by the DTSP would be required to comply with the City's standards for emergency vehicle access, such as providing adequate points of access, vertical clearances, and turning radii. Should development projects facilitated by the DTSP require a temporary lane closure during construction, clear signage would be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Future development projects would be required to provide the City with a detailed plan demonstrating emergency accessibility. Future development project plans facilitated by the implementation of the DTSP would also be subject to review by the City of San Dimas and County of Los Angeles Fire Department to ensure that adequate emergency access would be available prior to issuance

of building permits. Therefore, implementation of the DTSP would not result in inadequate emergency access. Impacts would be less than significant.

Cumulative Impacts

According to OPR, "A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact."[3] As the proposed DTSP would reduce VMT per capita, it would not contribute to cumulative transportation impacts.

4.11.6 MITIGATION

The Project would not result in any significant transportation impacts and no mitigation is required.

3 OPR, https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

4.12 TRIBAL CULTURAL RESOURCES

4.12.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to tribal cultural resources are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

4.12.2 ENVIRONMENTAL SETTING

Existing Conditions

As stated in the Conservation Element of the City's General Plan, "There is evidence that the Gabrielino Indians…inhabited the San Dimas area." [1] The Gabrielino Indians settled in the area around 500 B.C. and occupied the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, the Los Angeles Basin, the coast from Aliso Creek in the south to Topanga Creek in the north, and the islands of San Clemente, San Nicolas, and Santa Catalina.

Regulatory Framework

Assembly Bill (AB) 52 was approved on September 25, 2014. The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred

1 City of San Dimas, General Plan Conservation Element, Page VI-16

places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. A tribal cultural resource is further defined by PRC Section 20174(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 20174(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC Section 21080.3.1 requires that the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern.[2] Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the Tribe's request for consultation.[3]

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[4]

In addition to other CEQA provisions, the lead agency may certify an EIR or adopt a MND for a project with a significant impact on an identified tribal cultural resource, only if a California Native American Tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American Tribe did not request consultation within 30 days.[5]

2 Public Resources Code, Section 21080.3.1(b) and (c).
3 Public Resources Code, Sections 21080.3.1(d) and 21080.3.1(e)
4 Public Resources Code, Section 21080.3.2(b)
5 Public Resources Code, Section 21082.3(d)(2) and (3)

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American Tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the Tribe that provided the information. If the lead agency publishes any information submitted by a California Native American Tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the Tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American Tribe, are independently developed by the Applicant or the Applicant's agents, or are lawfully obtained by the Project applicant from a third party that is not the lead agency, a California Native American Tribe, or another public agency.[6]

California Public Resources Code (PRC) Section 5097.98, as amended by AB 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the Native American Heritage Commission (NAHC), upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

PRC Section 5097.99 prohibits acquisition or possession of Native American artifacts or human remains taken from a Native American grave or cairn after January 1, 1984, except in accordance with an agreement reached with the NAHC.

6 Public Resources Code, Section 21082.3(c)(2)(B).

PRC Section 5097.5 provides protection for tribal resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

4.12.3 IMPACT ANALYSIS

Project Impact

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

There are no tribal cultural resources listed or known to be eligible for listing in the California Register of Historical Resources or in a local register of historical resources within the Project area. As such, there would be no impacts under this threshold.

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

The Project would allow new development within the plan area, but approval of individual development projects is not proposed at this time. The Project includes a proposed General Plan Amendment, Zone Change, Municipal Code Text Amendments and Specific Plan; therefore, the requirements for consultation with Native American Tribes in the Public Resource Code apply. In accordance with these requirements, the City sent notices of the opportunity to consult on this Project to Native American Tribes that have previously requested notification from the City of proposed projects within the City and Native American Tribes identified by the Native American Heritage Commission. A response was received from the Gabrieleño Band of Mission Indians - Kizh Nation stating the Kizh Nation concurred with the proposed Specific Plan and requesting consultation for all future projects within the plan area. This response did not

identify specific tribal cultural resources within the Project area and the Kizh Nation did not request consultation on the Specific Plan project.

No known tribal cultural resources are present within the plan area. The cultural history of the area is such that subsurface tribal cultural artifacts may be present within the Project area. As a plan proposed to implement the City's General Plan, the Specific Plan does not include the approval of any specific individual development projects. For this reason, the Project would not involve ground disturbing activities that could directly or indirectly impact tribal cultural resources. Therefore, the impacts of the proposed Specific Plan would be less than significant. As required by Pub. Res. Code § 21080.3.1, for all individual development projects proposed within the Specific Plan Area, the City will consult with any California Native American Tribe traditionally and culturally affiliated with the area that requests consultation on individual development projects proposed within the Specific Plan Area.

Cumulative Impact

Cumulative impacts could occur through widespread adverse change in the significance of tribal cultural resources. No known tribal cultural resources are present within the plan area and none have been identified by Native American Tribes notified by the City of this proposed Project. For these reasons, implementation of the Project would not result in a considerable contribution to cumulative impacts to tribal cultural resources.

4.12.4 MITIGATION

The Project would not result in any significant impacts to tribal cultural resources and no mitigation is required.

4.13 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report ("Draft EIR") addresses the potential impacts of the proposed Downtown Specific Plan Project ("Downtown Specific Plan", "DTSP", or "Project") on utilities and service systems serving the DTSP area. The information provided in this section is based on the City's General Plan, General Plan EIR, and the proposed DTSP.

4.13.1 THRESHOLDS OF SIGNIFICANCE

The following thresholds for determining the significance of impacts related to utilities and service systems are derived from the environmental checklist form contained in Appendix G of the most recent update of the State CEQA Statutes and Guidelines.

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. 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?

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

4.13.2 ENVIRONMENTAL SETTING

Existing Conditions

The San Dimas Downtown Specific Plan (DTSP) area is generally bounded by State Route 57 freeway to the west, Second Street to the north, San Dimas Canyon Road to the east, and Arrow Highway to the south. The DTSP area encompasses approximately 202 acres that have been previously developed and served by existing utility systems.

Utility services provided in the DTSP area include Golden State Water Company (GSWC) for water, the Los Angeles County Department of Public Works (LACDPW) through their Consolidated Sewer Maintenance District (CSMD) for wastewater collection and transport, and the Los Angeles County Sanitation District (LACSD) for wastewater collection and treatment, Waste Management for solid waste disposal, Southern

California Edison (SCE) for electricity, the Southern California Gas Company (The Gas Company) for natural gas, and Spectrum Charter Communications, Frontier Communications, and various wireless carriers for telecommunication services.

The DTSP area is located within Golden State Water Company's San Dimas District with potable water supplied from two storage reservoirs located on the south side of Gladstone Street, east of Amelia Avenue and are located less than 2,000 feet north of the DTSP area. The capacity of these reservoirs can be expanded by increasing the volume of storage and flow rates by increasing the pump sizes.

GSWC's 2020 Urban Water Management Plan for San Dimas demonstrates the reliability of water supplies to meet projected annual water demands for the San Dimas System during a normal, single dry year, and multiple dry years through 2045.[1]

Two sanitary systems exist within the DTSP area: local collection lines and trunk sewers. All local sewer lines are owned by the City of San Dimas and operated/maintained by the Los Angeles County Department of Public Works (LACDPW) through their Consolidated Sewer Maintenance District (CSMD). The trunk line sewers are operated/maintained by the Los Angeles County Sanitation District (LACSD). The DTSP area has one sanitary sewer lift station, located in the Northwest portion of the DTSP area, and two trunk sewers. The northern trunk sewer main starts north of the DTSP area on Juanita Avenue and continues on Third Street before heading south on North Acacia Avenue into the DTSP area. It then heads west through the Bonita Avenue line out of the DTSP area. The other trunk sewer which services the area starts at the intersection of Bonita Avenue and Walnut Avenue. The trunk sewer flows south along Walnut Avenue until it connects with Arrow Highway, where the sewer connects with another trunk sewer on the southern edge of the DTSP area. The trunk sewers are between 15" and 24" within the DTSP area.

Stormwater is managed by a combination of City of San Dimas and Los Angeles County Flood Control District (LACFCD) drainage systems that drain stormwater to Walnut Creek.

The City of San Dimas contracts with Waste Management for curbside and business trash collection and recycling.[2] The Azusa Material Recycling Facility (MRF) & Transfer Station is the nearest regional disposal facility operated by Waste Management, which receives solid waste from the Los Angeles Metro area and Eastern Los Angeles County.

1 Golden State Water Company San Dimas System, 2020 Urban Water Management Plan, Chapter 7: Water Service Reliability and Drought Rish Assessment, chttps://wuedata.water.ca.gov/getfile?filename=/public%2Fuwmp_attachments%2F9623822867%2FFINAL%20GSWC-%20San%20Dimas%202020%20UWMP.pdf. Accessed August 2023.

2 City of San Dimas Waste Disposal and Recycling, https://sandimasca.gov/residents/resident_services/waste_disposal_and_recycling.php. Accessed August 2023.

Regulatory Framework

National Pollutant Discharge Elimination Systems

The National Pollution Discharge Elimination System (NPDES) is a program created to implement the Clean Water Act (CWA). In response to the 1987 amendments to the CWA and as part of Phase I of its NPDES permit program, the USEPA began requiring NPDES permits for (1) municipal separate storm sewer systems (MS4s) generally serving or located in incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs 5 acres or more of land. Phase II of the USEPA's NPDES permit program, which went into effect in early 2003, extended the requirements for NPDES permits to (1) numerous small MS4s; (2) construction sites of 1 to 5 acres; and (3) industrial facilities owned or operated by small MS4s. In 2009, the USEPA published effluent limitation guidelines and new source performance standards for the construction and development industry that became effective in 2010. The NPDES permit program is typically administered by individual authorized states. The USEPA has delegated management of California's NPDES program to the State Water Resources Board (SWRCB) and the nine regional water quality control board (RWQCB) offices that grant permits to regulate point-source discharges of industrial and municipal wastewater into the waters of the United States.

Regional Municipal Separate Storm Sewer System (MS4) Permits

The City is a co-permittee under the NPDES stormwater permit covering Los Angeles County (Order No. R4-2021-0105 NPDES No. CAS004004). The LARWQCB completed revisions of the NPDES permit for the Los Angeles region in 1996 and 2001. The MS4 Permit requires permittees to reduce the discharge of storm water pollutants to the maximum extent practicable and ensure MS4 discharges do not cause or contribute to violations of water quality standards. The MS4 Permit also requires implementation of various site design best management practices (BMPs) and treatment control BMPs to reduce the possibility of pollutants from entering surface water or sewer system.

California Urban Water Management Plan Act

The California Urban Water Management Planning Act (California Water Code Division 6, Part 2.6, Sections 10610–10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act requires Urban Water Suppliers that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (afy), to develop Urban Water Management Plans (UWMPs) every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Golden State Water has prepared and adopted UWMPs for its San Dimas service area.

Senate Bill 610

Senate Bill (SB) 610 established requirements in the State Water Code for Water Supply Assessments (WSAs) for projects subject to CEQA, which meet specific size criteria. The WSA is used to document that the water supplier has sufficient water resources to serve the projected water demand associated with a proposed Project.

Integrated Regional Water Management Planning Act

Integrated regional water management plans (IRWMPs) foster regional water management. The Los Angeles County Sanitation Districts has prepared Integrated Regional Water Management Plans to develop a vision and direction for the sustainable management of its local water resources, including wastewater treatment and recycled water.

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989, as well as subsequent amendments, improved solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. The Act mandated jurisdictions meet diversion goals and required counties to prepare a comprehensive solid waste management program with annual status reports.

Pursuant to the California Integrated Waste Management Act, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (ColWMP), including preparation of an Annual Report. The County continually evaluates landfill disposal needs and capacity as part of the preparation of the CoIWMP Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.

California Code of Regulations, Title 20

Title 20, Sections 1605.1(h) and 1605.1(i) of the California Code of Regulations (CCR) establish efficiency standards for all new federally regulated plumbing fittings and fixtures, including such fixtures as showerheads, lavatory faucets, and water closets.

California Green Building Standards Code

Title 24, Part 11, regulates the design and construction of buildings and establishes the California Green Building Standards (CALGreen) Code. The purpose of CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency

and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code includes both mandatory measures and voluntary measures that address water consumption, building system efficiencies, construction waste, and low pollutant-emitting finish materials. The mandatory measures establish minimum baselines that must be met in order for a building to be approved. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

City of San Dimas Low Impact Development (LID) Ordinance

Chapter 14.13 of the City of San Dimas Municipal Code (LID Ordinance) regulates stormwater runoff for the protection of waterways and sensitive areas in the City of San Dimas. Applicable new development projects and redevelopment projects must control pollutants, pollutant loads, and runoff volume by retaining the Stormwater Quality Design Volume[3] on site through minimizing impervious surface area and controlling the runoff from impervious surfaces through infiltration, bioretention and/or rainfall harvest and use. The purpose of this ordinance is to establish minimum stormwater management requirements and controls to accomplish the following objectives:

A. Lessen the water quality impacts of development by using smart growth practices such as compact development, directing development towards existing communities via infill or redevelopment, and safeguarding of environmentally sensitive areas.
B. Minimize the adverse impacts from stormwater runoff on the biological integrity of natural drainage systems and the beneficial uses of waterbodies.
C. Minimize the percentage of impervious surfaces on land developments by minimizing soil compaction during construction, designing projects to minimize the impervious area footprint, and employing low impact development (LID) design principles to mimic predevelopment hydrology through infiltration, evapotranspiration and rainfall harvest and use.
D. Maintain existing riparian buffers and enhance riparian buffers when possible.
E. Minimize pollutant loadings from impervious surfaces such as roof tops, parking lots, and roadways through the use of properly designed, technically appropriate best management practices (BMPs), (including source control BMPs such as good housekeeping practices), LID strategies, and treatment control BMPs.
F. Properly select, design and maintain LID and hydromodification control BMPs to address pollutants that are likely to be generated, reduce changes to pre-development hydrology, assure long-term function, and avoid the breeding of vectors.
G. Prioritize the selection of BMPs to remove stormwater pollutants, reduce stormwater runoff volume,

3 Stormwater Quality Design Volume means the runoff from:
   a. The 0.75-inch, 24-hour rain event, or
   b. The 85th percentile, 24-hour rain event as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater.

and beneficially use stormwater to support an integrated approach to protecting water quality and managing water resources in the following order of preference:

1. On-site infiltration, bioretention and/or rainfall harvest and use.
2. On-site biofiltration, off-site ground water replenishment, and/or off-site retrofit. (Ord. 1231 § 1, 2014.)

4.13.3 IMPACT ANALYSIS

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. 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?

Water

The DTSP area is served by GSWC through an existing water distribution system.

The DTSP is proposed to implement the City's General Plan and is identified in the City's 2021 - 2029 Housing Element as a program intended to support the City meeting its RHNA goal of providing 1,248 additional housing units in the City over this planning period. Due to the rezoning of sites that would occur within the DTSP, there is a potential increase of 1,248 new housing units, consistent with the City's RHNA target. Additional growth could occur after 2029 based on the additional development capacity that would be created by the DTSP. The maximum capacity of the zoning that would be established by the DTSP is approximately 3,690 units. In addition, as presented in **Table 2.0-2: Assumed Project Buildout**, for purposes of analysis it is also estimated that the potential outcome of the Project could result in up to approximately 1,148,888 SF of Commercial land use, 313,085 SF of Office land use, 60,027 SF of Industrial land use, and 55,745 SF of Institutional land use. Though conceptual, this is considered a maximum development capacity used for analysis purposes.

Water demand estimates for the DTSP were calculated using the assumptions below:

- 300 gallons per day (gpd) per household
- 200 gpd per 1,000 square feet for commercial space
- 500 gpd per 1,000 square feet for industrial space

- 35 gpd per employee for institutions
- 2.5 Peak Factor

Using these water demand assumptions, the total water flow into the DTSP area would increase from an average of 0.63 million gallons per day (MGD) with the existing land uses, to 1.38 MGD in 2045 based on projected growth. Additionally, the proposed land use changes would generate a peak flow increase from 1.58 MGD to 3.45 MGD, which is equal to an increase of peaks from 1,100 gallons per minute (gpm) to 2,400 gpm of instantaneous flow to the DTSP area.

The plan for the downtown area includes six area zones: Gateway Village West, Gateway Village East, Transit Village, Town Core, Public/Semi-Public, and Open Space. Each area was then broken down by acreage further for each zoning type: Residential, Commercial, Office, Industrial, and Institutional. As shown in **Table 4-13.1: Project Water Demand** is approximately 1,390,563 gallons per day in 2045.

According to the 2020 UWMP, GSWC's annual water production for San Dimas ranged from 9,546 AF to 12,377 AF, with an average of approximately 11,593 AF. Due to conservation efforts and demand management measures, GSWC's recent water demands have been less than its historical water demands, including during long-term droughts. GSWC's projected water demands (during a normal year, a single dry year, and a five consecutive year drought) are anticipated to incorporate similar reductions in water use rates as a result of the shortage response actions, ongoing conservation efforts, and demand management measures. Because GSWC's projected water demands are similar to its historical water demands, it is anticipated GSWC will be able to continue providing sufficient water supplies to meet projected water demands for San Dimas, including during long-term droughts.

The growth projected to result from the DTSP is within the expected growth projected in the 2020 UWMP, which is based on growth rates from the Southern California Association of Governments (SCAG) applied to the City's 2020 population using the Department of Water Resources Population Tool. Using this methodology, the UWMP addresses the water demand associated with a population of approximately 54,000 in 2045 for the GSWC service area which serves customers in the City of San Dimas and portions of the Cities of La Verne, Walnut, and Covina, as well as adjacent unincorporated areas of Los Angeles County; with San Dimas comprising the majority of this service area. The proposed DTSP would create the potential for the development of up to approximately 3,600 additional residential units, with an associated population increase of approximately 10,000, which could increase the population of the City from the existing population of approximately 33,000 to 43,000. This population would be well within the projected population of 54,000 for the GSWC service area addressed in the UWMP and, for this reason, sufficient water supplies will be available to meet the demands associated with growth associated with the proposed

DTSP and no major water service infrastructure improvements would be required. Impacts would be less than significant.

Table 4.13-1: Project Water Demand

District	Land Use Estimates		Water Demand (gpd)	Peak Flow (gpm)
	Use	Area (ac)		
Gateway Village West	Residential	48.8	772,402	1,341
	Commercial	27.9		
	Office	8.3		
Gateway Village East	Residential	15	195,218	339
	Commercial	2.7		
	Office	3.7		
	Institutional	3.7		
Transit Village	Residential	19.7	315,322	547
	Commercial	9.8		
	Office	5.9		
	Institutional	3.9		
Town Core	Residential	4.5	92,846	161
	Commercial	10.7		
	Office	2.7		
Public/Semi-Public		29.0	14,775	26
Open Space		7.3		
Total Demand (gpd)			**1,390,563**	

Wastewater

Sewer service in the DTSP area will need to be expanded in order to accommodate projected development. There are large sections of Transit Village and smaller sections of the East and West Gateway Villages that do not have many, or any, existing sewer lines. To accommodate the projected residential growth, service lines will need to be constructed to the trunk lines. All improvements would be reviewed by both the City of San Dimas and the Los Angeles County Sanitation Districts. If flows are to increase significantly, a larger trunk line may need to be constructed, based on the location and intensity of new housing, mixed use development, or commercial businesses. Any construction to replace or enlarge existing sewer lines in the DTSP area would result in temporary construction impacts within existing streets in the area. As these impacts would be temporary, these impacts would not be significant. Sewer capacity studies will be required to determine if existing systems are sufficient for the proposed additional flows and/or to determine the appropriate sizing of any new sewer system.

Stormwater

The DTSP area is currently developed and served by existing stormwater infrastructure. As development occurs over time within the DTSP area, pervious surfaces may be replaced with concrete, asphalt, and other impervious surfaces. All alterations of streets or increases in the amount of impervious surfaces that would result from new development in the DTSP area would be required to meet the existing design standards of Los Angeles County and the City of San Dimas as well as the RWQCB Los Angeles County MS4 Permit and the City's LID ordinance, adopted to implement the MS4 Permit in San Dimas, discussed above. This ordinance requires that stormwater be retained and treated, which reduces peak runoff volumes. The existing Open Space zone is expected to remain the same at 7.3 acres. This would maintain the pervious area and continue to allow groundwater infiltration at the same rate. Compliance with existing regulations as development occurs within the DTSP area will avoid significant impacts on existing stormwater facilities. Hydrology and hydraulic studies will be required to determine if existing systems are sufficient for the proposed additional flows and/or to determine the appropriate sizing of any new storm drain system.

Electric Power, Natural Gas, And Telecommunications

The DTSP area is already served by electric power, natural gas, and telecommunications infrastructure. New connections to these systems would be established as new development occurring within the Specific Plan area. Electricity is transmitted by a system compromised of both underground and above-ground power lines that currently supply sufficient electrical service to the DTSP area and have adequate capacity to service the area with buildout of the DTSP. The analysis and decision on capacity to meet future natural gas demand will be conducted by the Gas Company in coordination with the City at the time development occurs and building plans are submitted. Existing telecommunications infrastructure has adequate capacity to service the area with buildout of the DTSP. Buildout of the DTSP is within the SCAG population forecasts, used by the utility providers to project their service needs. For these reasons, the DTSP is not expected to require relocation or construction of electric power, natural gas, or telecommunications which would cause significant environmental effects. Impacts are considered less than significant.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The California Green Building Standards require new development to meet recycling minimums. The buildout of the DTSP is within the growth forecasts for the City of San Dimas. In addition, the County will continue to address landfill capacity through the preparation of annual CoIWMP reports. As stated within

the CoIWMP 2018 Annual Report, the County is not anticipating a solid waste disposal capacity shortfall within the next 15 years under forecasted growth conditions and less than significant impact would occur.

Cumulative Impact

Future development within the City would require increased domestic water service, including water supplies, stormwater system, and wastewater treatment capacity, or individual wells and septic systems. The DTSP area is previously developed and serviced by existing stormwater drainage, electric power, natural gas, and telecommunications facilities. All future development must comply with the CBC, City's Standard Specifications for Public Works Construction, and payment of development impact fees prior to connection.

The Urban Water Management Plan (UWMP) uses the same population growth estimates from SCAG that the City relies upon for future planning. The DTSP is proposed to implement the City's General Plan and is identified in the City's 2021 - 2029 Housing Element as a program intended to support the City meeting its RHNA goal of providing 1,248 additional housing units in the City over this planning period. Due to the rezoning of sites that would occur within the DTSP, there is a potential increase of 1,248 new housing units, consistent with the City's Housing Element goal. Additional growth could occur after 2029 based on the additional development capacity that would be created by the DTSP. The maximum capacity of the zoning that would be established by the DTSP is approximately 3,600 units. Additional commercial and other non-residential development is also projected within the DTSP area. The UWMP concludes that the Golden State Water Company can meet water demands during normal years, single dry years, and a five consecutive year drought periods over the next 25 years.

The City and utility providers evaluate the capacity of utilities and service systems regularly and is required to publish reports to the public on water quality, and to the state on wastewater capacity. Development Impact Fees adopted by the City are based on the General Plan. According to Chapter 15.02, Uniform Administrative Code, of the San Dimas Municipal Code, impact fees are paid to the City at the time of building permit issuance. As these requirements are contained in the San Dimas Municipal Code and are unaffected by the proposed project, the proposed project would have no impact to the relocation, construction, or expansion of utilities facilities.

The proposed DTSP is a proposed land use regulatory plan and no defined individual development projects are proposed at this time. Future development within the DTSP area would increase the demand for solid waste collection and disposal services and would increase the amount of solid waste generated and sent to landfills. AB 939, which requires recycling programs that result in a 50-percent diversion away from landfills, would apply to new development independent of the CEQA process. Thus, the implementation

of the proposed San Dimas Downtown Specific Plan update would have a less than significant impact regarding solid waste.

4.13.4 MITIGATION

As impacts would be less than significant, no mitigation is necessary.

5.0 OTHER CEQA CONSIDERATIONS

5.1 IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2 (c) of the CEQA Guidelines requires that a Draft EIR include discussion of irreversible environmental change. The Guidelines indicates that "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely" and "irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Impacts could consist of reduction in availability of resources; commitment of future generations to specific land uses; or accidents that cause irreversible damage.

The future development that could result from the Project would involve the commitment of resources necessary for construction. This could include nonrenewable resources such as fossil fuels. However, the Plan is not expected to significantly increase the amount or rate of consumption of these resources as compared to existing conditions throughout the City and the region. The Project is a Specific Plan that is intended to guide future development and use of land within the Project Area through the establishment of a planning and zoning framework for encouraging innovative, transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. The Specific Plan proposes new housing, retail, employment, and hospitality uses within the Project Area, oriented around a new Metro Gold Line passenger light rail and transit station to open in The Specific Plan would accommodate a variety of uses that would evolve over time. Arguably, this sort of flexible design allows new development under the plan to have longer lifespans with lower consumption of non-renewable resources over the long-term.

Once established, land use patterns can be difficult to change. As such, the Project would likely commit future generations to the form of development envisioned by the Project. Furthermore, by increasing the density of development within the downtown area, growth pressure to develop virgin land at the City's edges or redevelop other neighborhoods could decrease and the resources contained on those lands and existing neighborhoods would be preserved. This commitment to a pattern of development is consistent with the vision of the community to expand its downtown and to provide more mixed-use and multi-family residential development in the City. As such, the commitments of resources for the Project is justified by the alignment of the Project with community goals.

New development resulting from the Project would comply with current applicable codes that would improve the efficient use of natural resources. Likewise, the Project would result in lower per-capita energy and water demand by encouraging living within a mixed-use downtown area; encouraging energy

conservation through new construction and the adaptive reuse of existing buildings in compliance with modern building codes and seismic regulations; and reducing transportation demands by encouraging the use of alternative modes of transportation.

The nature of the Project does not support any change in activities that could result in accidents that would likely cause irreversible damage.

5.2 GROWTH INDUCEMENT

Section 15126.2 (d) of the CEQA Guidelines, as amended, requires that a Draft EIR include discussion of the potential growth-inducing impacts of a project. Growth-inducing impacts are defined as the ways a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Such a discussion should also include projects that would remove obstacles to population growth and the characteristics of a project, which may encourage and/or facilitate other activities that, either individually or cumulatively, could significantly affect the environment. The CEQA Guidelines state that growth in an area should not be considered beneficial, detrimental, or of little significance to the environment.

Based on the CEQA Guidelines, a project has the potential to foster economic or population growth in a geographic area if it meets any of the following criteria:

- Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area).
- Urbanization of land in a remote location (leapfrog development).
- Economic expansion or growth occurring in an area in response to a project (e.g., changes in revenue base, employment expansion, etc.).
- Establishment of a precedent-setting action (e.g., a change in zoning or general plan designation).

Should a project meet any one of these criteria, it may be considered growth inducing under CEQA. An evaluation of the proposed Project in relation to these growth-inducing criteria is provided in this section.

Removal Of An Impediment To Growth

The removal of an impediment to growth could have a large effect on a community. For example, if essential public services, such as water utilities or roadway access, were unavailable and, consequently, limited the physical growth of the community, removal of these improvements could induce growth. The Project area is currently served by the full range of public services and utilities and would not alter physical impediments to growth. The Project would alter the existing policy framework to accommodate a different quantity and shape of growth within the Plan area. The Project is intended to foster growth that is in

accordance with local and regional planning. The purpose of the Project is to guide growth and development in the City that will support new infill, mixed use development that facilitates pedestrian and transit use within the City's downtown core. As such, the Project is intended to encourage and facilitate other activities that would improve the vitality of the downtown.

Urbanization

The Project plan area covers an area of central San Dimas that is already urban in its form and character. As such, it would not result in urbanization of land in a remote location. The project is better characterized as the opposite of leapfrog development. Instead, it locates new mixed-used development on underutilized land located immediately adjacent to the existing mixed-use downtown area, where adequate infrastructure and transit already exist.

Economic Expansion

One of the primary economic development goals of the Project is to support the downtown area as an attractive, livable, and economically vital core. Much of the land located in the Plan Area is occupied by low activity-generating uses due to the disjointed character of area uses or awkward lot design. The Project is intended to remedy these conditions by providing a detailed vision and strong guidance for a vibrant mixed-use extension of downtown San Dimas. The resulting positive economic development, increased residential, office, retail and possibly hotel uses would be consistent with the economic conditions already found in the downtown area and not to create new economic conditions that could have a negative impact on the environment. As such, some economic expansion is intended to make conditions more consistent with the surrounding areas of the City and reduce development pressures in surrounding neighborhoods. Therefore, any economic expansion resulting from the project is not considered growth inducing or likely to have significant negative environmental impacts.

Precedent-Setting Action

Precedent setting actions could include approvals that have implications for other properties or that could make it easier for other properties to develop. The Project involves adopting a specific plan which is consistent with the General Plan and similar to specific plans that has been implemented throughout the City. The Project has implications for properties within the Plan Area as it is intended to accommodate growth on these properties. The enhancement of the Plan Area could potentially encourage development on other properties within the vicinity. However, the use of a Specific Plan to accommodate growth consistent with the General Plan is not in itself precedent setting. The proposed Specific Plan is similar to mixed use zones and other specific plans found throughout the City. As such, the Project would not establish a precedent that could have implications for other parts of the City.

Summary of Growth Inducing Impacts

The Project is intended to expand the existing downtown by providing for compact urban development that features active streetscapes and pedestrian connections to the existing downtown and both existing and future public transportation currently under construction. The Project planned growth would not be induced in isolated, undeveloped areas or in built-out neighborhoods. As such, the Project would induce growth according to the goal of the City and in a way that minimizes effects on the environment.

6.0 ALTERNATIVES

6.1 INTRODUCTION

This section of the EIR provides a comparative analysis of the merits of alternatives to the Project pursuant to Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines, as amended. The purpose of the alternatives analysis is to provide information on potentially feasible ways to avoid or minimize any significant effects of a proposed Project.

The identification and analysis of alternatives to a proposed project is a fundamental aspect of the environmental review process under CEQA. Public Resources Code Section 21002 states, in part: "it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." In addition, Public Resources Code Section 21002.1(a) states: "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided."

CEQA Guidelines Section 15126.6(a) provides the following guidance regarding an EIR's discussion of alternatives:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible.*

CEQA Guidelines Section 15126.6(b) emphasizes the selection of project alternatives should be based primarily on the ability to avoid or substantially lessen significant impacts attributable to a proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." CEQA Guidelines Section 15126.6(f) further directs that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed. In selecting project alternatives for analysis, potential alternatives must be feasible. CEQA Guidelines Section 15126.6(f)(1) states:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and*

> *whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.*

Beyond these factors, CEQA Guidelines Section 15126.6(e) requires the analysis of a "no project" alternative and CEQA Guidelines Section 15126.6(f)(2) requires the evaluation of alternative location(s) for a proposed project, if feasible. Based on the alternatives analysis, CEQA Guidelines Section 15126.6(e)(2) requires an EIR to designate an environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, then the EIR must identify an environmentally superior alternative among the other alternatives. CEQA Guidelines Section 15126.6(d) states:

> *The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project… If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.*

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the proposed Project. As such, the focus of the evaluation is on those environmental resources for which the proposed Project may have potential impacts.

According to the CEQA Guidelines, an EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the Project. The objectives for the San Dimas Downtown Specific Plan Project are to provide:

1. A community-supported vision and guiding principles that encourage a vibrant and pedestrian-friendly downtown, and goals and policies to guide decision-makers in achieving the community's vision for the downtown area.
2. Zoning and land uses which encourage the development of new housing, commercial, and recreational opportunities, objective development and design standards to provide clear guidance for property owners, developers, and City staff, and streamlined review and approval processes.
3. Infrastructure and mobility recommendations to ensure infrastructure is adequately addressed and to promote safe and efficient circulation, active transportation, and complete streets.
4. Implementation strategies and tools to encourage redevelopment and economic investment of residential and commercial development and to promote projects and partnerships.

6.2 SIGNIFICANT IMPACTS OF THE SAN DIMAS DOWNTOWN SPECIFIC PLAN PROJECT

In accordance with Section 15126.6(b) of the CEQA Guidelines, alternatives to the Proposed Project i were defined to provide additional information on ways to avoid or substantially lessen the significant impacts of the Project as identified and described in Section 4.0: Environmental Impact Analysis of this Draft EIR.

Table 6.0-1: Environmental Impact Summary presents a summary of findings for each topic analyzed in this EIR for the proposed Project. As shown, impacts related to air quality, cultural resources, geology and soils, noise, and tribal cultural resources were determined to be significant prior to mitigation and less than significant with implementation of proposed mitigation measures.

Table 6.0-1: Environmental Impact Summary

Topic	Potentially Significant Impact?	Mitigated to Less than Significant?	Unavoidable Significant Impact?
Air Quality	**Yes**	**No**	**Yes**
Cultural Resources	**Yes**	Yes	No
Energy	No	N/A	N/A
Greenhouse Gas Emissions	No	N/A	N/A
Geology and Soils	**Yes**	Yes	No
Hazards and Hazardous Materials	No	N/A	N/A
Land Use	No	N/A	N/A
Noise	**Yes**	Yes	No
Population and Housing	No	N/A	N/A
Public Services	No	N/A	N/A
Transportation	No	N/A	N/A
Tribal Cultural Resources	**Yes**	Yes	No
Utilities and Service Systems	No	N/A	N/A

Measures are identified to mitigate impacts to less than significant, with the exception of the air quality impacts associated with construction and operational emissions with implementation of the proposed DTSP. For air quality, as summarized further below no feasible mitigation is available to reduce the amount of estimated emissions below the level of significance defined by the South Coast Air Quality Management District (SCAQMD).

As discussed in **Section 4.1: Air Quality**, in this EIR, implementation of the DTSP would have estimated construction and operational air quality emissions from future development that are likely to exceed regional and localized thresholds. The DTSP is a planning document to guide development; no specific development projects are proposed at this time. The DTSP would not directly enable or entitle construction or development activities and all future development within the proposed DTSP area will be

subject to existing regulations, including adopted air quality standards, and subsequent environmental review under CEQA. There are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects in the proposed DTSP area to less than significant that would be consistent with the objectives of the DTSP.

6.3 SELECTION OF ALTERNATIVES FOR ANALYSIS

According to the CEQA Guidelines, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. The CEQA Guidelines indicate that the range of alternatives included in this discussion should be sufficient to allow decision makers a reasoned choice. The alternative discussion should provide decision makers with an understanding of the merits and disadvantages of these alternatives.

The analysis in **Section 4.0: Environmental Impact Analysis** of this EIR identified significant and unavoidable air quality impacts associated with construction and operational emissions. Impacts related to cultural resources, geology and soils, noise, and tribal cultural resources would be significant but would be less than significant with implementation of the identified mitigation measures. The City reviewed and identified alternatives for analysis to determine if these alternatives could avoid or substantially lessen these significant impacts identified for the Proposed Project to comply with the requirements of Section 15126.6 of the CEQA Guidelines.

6.4 ALTERNATIVES CONSIDERED BUT NOT EVALUATED IN DETAIL

Section 15126.6(c) of the CEQA Guidelines states that an EIR should briefly describe the rationale for selecting the alternatives to be discussed and the reasons for eliminating alternatives from detailed consideration in an EIR. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR is failure to meet most of the basic Project objectives, infeasibility, or inability to avoid or substantially reduce significant environmental impacts. In reviewing and defining alternatives to the Proposed Project, the City did not consider any alternatives other than the alternatives described in Section 6.5.

6.5 ALTERNATIVES EVALUATED IN DETAIL

The City of San Dimas identified several alternatives for analysis in this EIR to determine if these alternatives could avoid or substantially lessen the significant impacts of the Project and meet the basic Project objectives.

The following alternatives were identified for purposes of comparative analysis to provide additional information on ways the effects of the Project on the environment could be lessened or avoided:

- Alternative 1 – No Project
- Alternative 2 – Alternative Specific Plan Area
- Alternative 3 – Reduced Intensity

Section 15126.6 (e) (1) requires the evaluation of the specific alternative of "no project" to be evaluated along with its impact. In addition to the "no project" alternative, two additional alternatives were identified for purposes of comparative analysis to provide additional information on ways the effects of the Project on the environment could be lessened or avoided. In addition to the No Project Alternative, two additional alternatives were identified. One would implement the Project with different DTSP boundaries which would reduce the total area within the DTSP, and the second would reduce total residential development within the proposed DTSP boundaries, while feasibly meeting most of the following objectives for the Project as identified in **Section 2.0: Project Description**:

5. A community-supported vision and guiding principles that encourage a vibrant and pedestrian-friendly downtown, and goals and policies to guide decision-makers in achieving the community's vision for the downtown area.
6. Zoning and land uses which encourage the development of new housing, commercial, and recreational opportunities, objective development and design standards to provide clear guidance for property owners, developers, and City staff, and streamlined review and approval processes.
7. Infrastructure and mobility recommendations to ensure infrastructure is adequately addressed and to promote safe and efficient circulation, active transportation, and complete streets.
8. Implementation strategies and tools to encourage redevelopment and economic investment of residential and commercial development and to promote projects and partnerships.

Alternative 2 - Alternative Specific Plan Area would encompass approximately 115 acres and would have a development potential of approximately development potential 4.5 million square feet of building space. The proposed DTSP boundary would encompass 202 acres and have a development potential of approximately 15.2 million square feet of building space. The Alternative Specific Plan Area focuses on the central portion of the City's Downtown and does not extend as far west and east as the proposed DTSP. This alternative would result in less overall development.

Alternative 3 - Reduced Intensity Alternative would maintain the proposed Specific Plan Area boundary and reduce the residential dwelling unit intensity within the DTSP Transit Village plan area by 25 percent.

The maximum density of the Transit Village plan area would be reduced from a maximum of 40 dwelling units per acre to a maximum of 30 dwelling units per acre with this alternative.

6.5.1 Alternative 1 — No Project Alternative

Consideration of the No Project/No Development Alternative is required by Section 15126(2)(4) of the CEQA Guidelines. As required by the CEQA Guidelines, the analysis must examine the impacts which could occur if the site is left in its present condition, as well as what may reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

Alternative 1 assumes the DTSP would not be adopted or implemented and assumes development in the proposed Specific Plan Area occurs as allowed by the City's current General Plan. All new development in the Specific Plan area under Alternative 1 would need to be consistent with the existing General Plan land use designations. Alternative 1 would result in lower-density development within the Specific Plan area, resulting in approximately 30 to 35 percent less development when compared with the DTSP. The transportation and mobility improvements envisioned in the DTSP would not occur with this alternative.

Air Quality

Alternative 1 would result in less dense development in the Specific Plan area and would not provide a framework for development that would be mixed-use and transit-oriented. As less development would occur with Alternative 1, when compared with the DTSP, Alternative 1 would result in less construction activity in the Specific Plan area. Alternative 1 would have construction emissions likely at or below applicable regional and localized thresholds.

Operational emissions within the Specific Plan area would likely also be reduced under Alternative 1, when compared with the proposed DTSP, as there would be less total residential, commercial, and industrial development. Though emissions generated within the Specific Plan area would be reduced under Alternative 1, when compared to the proposed DTSP, emissions citywide or regionally could increase. The potential for this increase would be the result of less dense development downtown as new development projects would need to comply with the existing General Plan land uses and zoning designations, meaning new development would not include mixed-use and transit oriented development and new development may occur farther from major transit stops and business centers. This has the potential to result in the need to commute in vehicles more frequently.

Alternative 1 would result in less dense development in the Specific Plan area when compared to the DTSP. However, Alternative 1 does not preclude new development projects within the Specific Plan area. Mitigation measures have been identified to reduce potential air quality emissions to the greatest degree

feasible. Alternative 1 may lessen new construction and operations related emissions but would not avoid or substantially lessen any significant air quality impacts as the General Plan currently allows substantial development to occur within the proposed Specific Plan area. While the amount of development would be reduced in comparison to the Proposed Project, emission would still likely be above SCAQMD significance thresholds with mitigation. The No Project Alternative would, therefore, lessen, but not avoid the significant air quality impacts identified for the Proposed Project. The proposed DTSP would result in significant and unavoidable impacts, Alternative 1 would not avoid or substantially lessen any significant air quality impact.

Cultural Resources

As identified in **Section 4.2: Cultural Resources**, of this EIR, there are 25 recognized historic structures within the Specific Plan area that are considered historic resources for the purposes of CEQA. 18 are locally significant, 3 are nationally significant, and 5 are part of the proposed Lower San Dimas Historic District. While Alternative 1 would result in less dense development in the Specific Plan area it does not preclude future development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to l cultural resources as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of cultural resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the No Project Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 1 would not avoid or substantially lessen any significant impact of the Proposed Project on cultural resources.

Energy

Alternative 1 would result in less development in the Specific Plan area but would also not include the framework for development defined in the DTSP that would be facilitate mixed-use and transit-oriented development. As such, Alternative 1 new development projects would need to comply with the existing General Plan land uses and zoning designations, meaning new development would not include mixed-use and transit-oriented development and new development may occur farther from major transit stops and business centers, resulting in greater use of transportation energy. The energy impacts associated with construction and operation of future development projects would be subject to the requirements of CEQA. While the proposed DTSP would allow future development that would consume energy during construction and operation, the DTSP would establish a planning framework to facilitate future mixed-use and transit-oriented development, which would reduce the amount of energy needed for transportation. The proposed DTSP would not result in significant energy impacts and neither would the No Project Alternative. As the amount of development would be reduced in comparison to the proposed Project

under Alternative 1, energy usage would also be reduced in comparison to the proposed Project. As the proposed DTSP would result in less than significant impacts, Alternative 1 would not avoid or substantially lessen significant energy impacts.

Greenhouse Gas Emissions

Alternative 1 would result in less development in the Specific Plan area but would also not include the framework for development defined in the DTSP that would be facilitate mixed-use and transit-oriented development. As such, Alternative 1 new development projects would need to comply with the existing General Plan land uses and zoning designations, meaning new development would not include mixed-use and transit-oriented development and may occur farther from major transit stops and business centers. This would result in the potential for higher GHG emissions. The GHG emissions associated with construction and operation of future development projects would be subject to the requirements of CEQA. The proposed DTSP creates a planning framework for future mixed-use and transit-oriented development. The proposed DTSP would not conflict with the regional effort to reduce the emissions of greenhouse gases and would not generate greenhouse gas emissions that would be considered significant in a regional or state perspective. The No Project Alternative would, therefore, lessen greenhouse gas emissions. As the proposed DTSP would result in less than significant impacts, Alternative 1 would not avoid or substantially lessen any significant GHG impact.

Geology and Soils

Alternative 1 would result in less dense development in the Specific Plan area. As discussed in **Section 4.4: Geology and Soils**, of this EIR, no unique paleontological resources or unique geologic features are known to be present within the Specific Plan area. While unique paleontological resources have been found within one mile of the Specific Plan area, these finds are within an area identified in the General Plan as a different geologic stratum. While Alternative 1 would result in less development in the Specific Plan area it does not preclude future development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant geology and soils impacts to the fullest extent feasible. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any unanticipated discovery of paleontological resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the No Project Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 1 would not avoid or substantially lessen any significant geology and soils impact.

Hazards and Hazardous Materials

Alternative 1 would result in less dense development in the Specific Plan area. However, Alternative 1 does not preclude future development from occurring in the Specific Plan area. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential hazards and hazardous materials as defined by CEQA. As the proposed DTSP would result in less than significant impacts, Alternative 1 would not avoid or substantially lessen any significant hazards impact.

Land Use

Under Alternative 1, the existing General Plan land use designations and zoning would remain in the Specific Plan area. As such, under this Alternative no changes would occur to the existing allowed uses and new development projects. Under Alternative 1, new development projects would need to comply with the existing General Plan land uses and zoning designations, meaning new development would not include mixed-use and transit-oriented development and new development may occur farther from major transit stops and business centers. Alternative 1 would continue the existing development pressure City's open space and habitat resources. The proposed DTSP creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. The rezoning that would occur within the DTSP would facilitate the development of 1,248 new affordable housing units, as designated by the Regional Housing Needs Assessment (RHNA) count, consistent with the City's Housing Element goal. The Housing Element identifies a total of 2,647 units being developed to meet the lower-income unit needs of the City. The Housing Element identifies adoption of the DTSP as an implementation measure for the Housing Element. If the DTSP is not adopted, the City would need to amend the General Plan and approve zone changes individually for the housing sites identified in the Housing Element. As the proposed DTSP would result in less than significant land use impacts, Alternative 1 would not avoid or substantially lessen any significant land use impact.

Noise

Alternative 1 would result in less dense development in the Specific Plan area. However, Alternative 1 does not preclude future development from occurring in the Specific Plan area. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential noise and vibration as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts related to any noise and vibration that may occur during construction activities. Similar mitigation would apply to development occurring under the No Project Alternative. As the proposed DTSP would result in

less than significant noise impacts with mitigation, Alternative 1 would not avoid or substantially lessen any significant noise and vibration impact.

Population and Housing

Alternative 1 would result in less dense development in the Specific Plan area. While Alternative 1 does not preclude future development from occurring in the Specific Plan area, it does not facilitate an increase in housing production beyond the current densities allowed by existing land use designations and zoning. Further, under Alternative 1 the City may not meet the housing production goals in the Housing Element as the City's General Plan 2021-2029 Housing Element identifies the preparation and approval of the DTSP to change zoning to facilitate development of additional housing. The proposed DTSP creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. All potential growth that may occur as a result of approval of the DTSP would be consistent with the City's General Plan. As the proposed DTSP would result in less than significant impacts, Alternative 1 would not avoid or substantially lessen any significant population and housing impact identified for the Proposed Project.

Public Services

Alternative 1 would result in less dense development in the Specific Plan area, but does not preclude future development from occurring in the Specific Plan area as the General Plan currently allows substantial development to occur in the Specific Plan area. The Specific Plan area is already served by existing public service facilities and new development would increase the need for public services. However, given that the proposed DTSP does not expect that new facilities would be necessary to serve the Specific Plan area, no new facilities are anticipated to be necessary under Alternative 1. As the proposed DTSP would result in less than significant impacts, Alternative 1 would not avoid or substantially lessen any significant public services impact.

Transportation

Alternative 1 would result in less dense development in the Specific Plan area and would not provide a framework for development that would facilitate mixed-use and transit-oriented development. Under Alternative 1, new development projects would need to comply with the existing General Plan land uses and zoning designations, meaning new development would not include mixed-use and transit-oriented development and new development may occur farther from major transit stops and business centers. Further, Alternative 1 would not include the proposed improvements to pedestrian and cyclists facilities included within the DTSP. As analyzed in **Section 4.11: Transportation**, of this EIR, implementation of the DTSP would reduce the total VMT per capita when compared to Alternative 1, analyzed as the '2045 Base'. Alternative 1 would result in a higher total VMT per capita than the proposed DTSP. As the proposed DTSP

would result in less than significant public service impacts, Alternative 1 would not avoid or substantially lessen any significant public services impact.

Tribal Cultural Resources

While Alternative 1 would result in less dense development in the Specific Plan area it does not preclude future development. As identified in **Section 4.12: Tribal Cultural Resources**, of this EIR, there are no tribal cultural resources listed or known within the Specific Plan area. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential tribal cultural resources as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of tribal cultural resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the No Project Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 1 would not avoid or substantially lessen any significant tribal cultural resources impact.

Utilities and Service Systems

While Alternative 1 would result in less dense development in the Specific Plan area it does not preclude future development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to utilities and service systems as defined by CEQA. The Specific Plan area is previously developed and serviced by existing stormwater drainage, electric power, natural gas, and telecommunications facilities. Future development within the City would require additional domestic water distribution and wastewater collection facilities, generate additional wastewater requiring treatment, increase water demand and require additional stormwater collection facilities. As the proposed DTSP would result in less than significant impacts to utilities and other service systems, Alternative 1 would not avoid or substantially lessen a significant impact to utilities and service systems.

6.5.2 Alternative 2 — Alternative Specific Plan Area

Alternative 2 proposes an alternative boundary for the proposed Downtown Specific Plan. The boundaries for this alternative are illustrated in **Figure 6.0-1: Alternative Specific Plan Area Map**. The Alternative Specific Plan Area generally extends to S. Eucla Avenue on the west to Pony Express Way on the east and includes additional area to the north to W. 2nd Street. This alternative area would encompass approximately 115 acres and would have a development potential of approximately 4.5 million square feet of building space. Alternative 2 would include portions of established and often historic single-family neighborhoods surrounding the commercial core within the alternative plan area.

The proposed DTSP boundary would encompass 202 acres and have a development potential of approximately 15.18 million square feet of building space. The Alternative Specific Plan Area focuses on the central portion of the City's Downtown and does not extend as far west and east as the proposed DTSP which extends to the 57 Freeway on the west and approximately 0.3 miles east of Walnut Avenue. This alternative would result in less overall development. As discussed within the DTSP, existing established single-family neighborhoods surrounding the commercial core have been intentionally excluded from the DTSP boundaries in order to focus on areas of potential growth and to preserve the existing and often historic single-family neighborhoods in the vicinity.

Air Quality

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. Compared to the Proposed Project, Alternative 2 would result in approximately 70 percent less development than the proposed DTSP. As discussed in **Section 4.1: Air Quality**, of this EIR, reducing growth in the DTSP areas would not necessarily reduce population growth because people could still move to the region or Basin but would reside outside of the DTSP area. Further, there are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects in the proposed DTSP area to less than significant that would be consistent with the objectives of the DTSP. Given this, it is unlikely that the Alternative Specific Plan Area would result in emissions generated by subsequent individual development projects to less than significant and maintain consistency with the Project objectives. Alternative 2 may lessen new construction and operational emissions but would not avoid or substantially lessen any significant air quality impacts. Mitigation measures have been identified to reduce potential air quality emissions to the greatest degree feasible. Similar mitigation would apply to development occurring under the Alternative Specific Plan Area. While the amount of development would be reduced in comparison to the Proposed Project, emission would still likely be above SCAQMD significance thresholds with mitigation. The Alternative Specific Plan Area would, therefore, substantially lessen, but not avoid the significant air quality impacts identified for the Proposed Project. The proposed DTSP would result in significant and unavoidable impacts, Alternative 2 would not avoid any significant air quality impact.

Cultural Resources

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. As identified in **Section 4.2: Cultural Resources**, of this EIR, there are recognized historic structures within the planning area that are considered historic resources for the purposes of CEQA. Alternative 2 would include portions of established and often historic single-family neighborhoods surrounding the commercial core within the alternative plan area, while the proposed DTSP does not.

SOURCE: DTSP Draft_Chapter 6 - 2023

FIGURE **6.0-1**

Meridian Consultants

Alternate Specific Plan Area Map

343-001-21

As such, this alternative has potential impacts to cultural resources. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential cultural resources as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of cultural resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the Alternative Specific Plan Area. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 2 would not avoid or substantially lessen any significant cultural resources impact.

Energy

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development that would consume energy during construction and operation. The energy impacts associated with construction and operation of future development projects would be subject to the requirements of CEQA. Alternative 2, as with the proposed DTSP, would not have direct impacts to energy. As the proposed DTSP would result in less than significant impacts, Alternative 2 would not avoid or substantially lessen any significant energy impact.

Greenhouse Gas Emissions

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. The GHG emissions associated with construction and operation of future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant any potential greenhouse gas emissions impacts. Alternative 2, similar to the proposed DTSP, would not conflict with the regional effort to reduce the emissions of greenhouse gases and would not generate greenhouse gas emissions that would be considered significant in a regional or state perspective. As the proposed DTSP would result in less than significant impacts, Alternative 2 would not avoid or substantially lessen any significant GHG impact.

Geology and Soils

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. As discussed in **Section 4.4: Geology and Soils**, of this EIR, no unique paleontological resources or unique geologic features are known to be present within the Specific Plan area. While unique paleontological resources have been found within one mile of the Specific Plan area, these finds are within an area identified in the General Plan as a different geologic stratum. Under this

alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant any potential geology and soils impacts. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any unanticipated discovery of paleontological resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the Alternative Specific Plan Area. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 2 would not avoid or substantially lessen any significant geology and soils impact.

Hazards and Hazardous Materials

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential hazards and hazardous materials as defined by CEQA. As the proposed DTSP would result in less than significant impacts, Alternative 2 would not avoid or substantially lessen any significant hazards impact.

Land Use

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. Alternative 2 has a lower development potential by approximately 10.7 million square feet of building space in comparison to the Proposed Project, which is 70 percent less than the proposed DTSP. Alternative 2, similar to the proposed DTSP, creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. Alternative 2, similar to the proposed DTSP, also includes several opportunity sites identified by the City's General Plan Housing Element within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity. Alternative 2 includes 8 of the 14 primary opportunity sites for new housing located within the City's downtown as identified by the City's General Plan Housing Element. The sites identified have the potential to help the City meet its 2021-2029 Adopted Regional Housing Needs Assessment allocation. The DTSP boundary includes 11 of the 14 primary opportunity sites identified. Alternative 2 would include portions of established and often historic single-family neighborhoods surrounding the commercial core within the alternative plan area, while the proposed DTSP does not. As the proposed DTSP would result in less than significant land use impacts, Alternative 2 would not avoid or substantially lessen any significant land use impact.

Noise

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to noise and vibration as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts related to any noise and vibration that may occur during construction activities. Similar mitigation would apply to development occurring under the Alternative Specific Plan Area. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 2 would not avoid or substantially lessen any significant noise and vibration impact.

Population and Housing

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. Alternative 2 would encompass has a lower development potential by approximately 10.68 million square feet of building space, which is 70 percent smaller than the proposed DTSP. Alternative 2, similar to the proposed DTSP, creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. Alternative 2, similar to the proposed DTSP, also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity. Alternative 2 includes 8 of the 14 primary opportunity sites for new housing located within the City's downtown as identified by the City's General Plan Housing Element. The sites identified have the potential to help the City meet its 2021-2029 Adopted Regional Housing Needs Assessment (RHNA) allocation. The DTSP boundary includes 11 of the 14 primary opportunity sites identified. Due to the rezoning of sites that would occur within the DTSP, there is a potential increase of 1,248 new housing units, as identified by the RHNA allocation, consistent with the City's Housing Element goal. The Housing Element identifies a total of 2,647 units being developed to meet the lower income unit needs of the City. Overall, Alternative 2 provides less opportunities for new housing when compared to the DTSP. For this reason, Alternative 2 would not facilitate meeting the housing production goals in the Housing Element to the extent the Proposed Project would. As the proposed DTSP would result in less than significant Population and Housing impacts, Alternative 2 would not avoid or substantially lessen any significant population and housing impact.

Public Services

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. The alternative plan area is already served by existing public service facilities and new development could result in additional calls for service. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to public services as defined by CEQA. However, given that the proposed DTSP does not expect that new facilities would be necessary to serve the Specific Plan area, no new facilities are anticipated to be necessary under Alternative 2, which would have less overall development. As the proposed DTSP would result in less than significant impacts, Alternative 2 would not avoid or substantially lessen any significant public services impact.

Transportation

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. Alternative 2, similar to the proposed DTSP, creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. Alternative 2, similar to the proposed DTSP, also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity. However, Alternative 2 includes 8 of the 14 primary opportunity sites for new housing located within the City's downtown as identified by the City's General Plan Housing Element, compared to the proposed DTSP which includes 11 of the 14 primary opportunity sites. Given that Alternative 2 has a lower development potential it would see less mixed-use and transit oriented than the proposed DTSP. Further, the proposed improvements to pedestrian and bicycle facilities included within the proposed DTSP, that are outside of the Alternative Specific Plan Area, would not be implemented under this alternative. As such, Alternative 2 would result in a higher total VMT per capita than the proposed DTSP. As the proposed DTSP would result in less than significant impacts, Alternative 2 would not avoid or substantially lessen any significant transportation impact and may result in additional impacts.

Tribal Cultural Resources

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. As identified in **Section 4.12: Tribal Cultural Resources**, of this EIR, there are no tribal cultural resources listed or known within the Specific Plan area. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze,

identify, and mitigate any significant impacts to any potential tribal cultural resources as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of tribal cultural resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the Alternative Specific Plan Area. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 2 would not avoid or substantially lessen any significant tribal cultural resources impact.

Utilities and Service Systems

Alternative 2 would result in less total development as the Alternative Specific Plan Area is smaller when compared to the DTSP. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to utilities and service systems as defined by CEQA. The Specific Plan area is previously developed and serviced by existing stormwater drainage, electric power, natural gas, and telecommunications facilities. Future development within the City would require increased domestic water service, including water supplies, stormwater system, and wastewater treatment capacity, or individual wells and septic systems. Given the reduction in total allowed development under the Alternative 2 when compared to the proposed DTSP, there would be a corresponding reduction in utility and service system demands. As the proposed DTSP would result in less than significant impacts, Alternative 2 would not avoid or substantially lessen any significant utilities and service systems impact.

6.5.3 Alternative 3 — Reduced Intensity Alternative

Alternative 3 would reduce the residential dwelling unit intensity within the DTSP Transit Village plan area by 25 percent. The maximum density of the Transit Village plan area is reduced from a maximum of 40 dwelling units per acre, with a development potential of approximately 787 dwelling units, to a maximum of 30 dwelling units per acre, with a development potential of approximately 591 dwelling units. Alternative 3 would have a development potential of 196 fewer dwelling units when compared to the DTSP. Development would occur within the same boundaries as proposed by the DTSP. A 25 percent reduction in the maximum allowed number of residential dwelling units within the Transit Village plan area would result in the total square footage allowed under a maximum buildout of Alternative 3 being approximately 400,000 square feet smaller compared to the DTSP as proposed.

Air Quality

Alternative 3 would reduce the amount of development in the Transit Village plan area by approximately 400,000 square feet of building space, which is 2 percent less than the proposed DTSP. As discussed in

Section 4.1: Air Quality, of this EIR, reducing growth in the DTSP areas would not necessarily reduce population growth because people could still move to the region or Basin but would reside outside of the DTSP area. Further, there are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects in the proposed DTSP area to less than significant that would be consistent with the objectives of the DTSP. Given this, it is unlikely that the Alternative Specific Plan Area would be able to reduce emissions generated by subsequent individual development projects to less than significant and maintain consistency with the Project objectives. Alternative 3 may lessen new construction and operations related emissions but would not avoid or substantially lessen any significant air quality impacts. Mitigation measures have been identified to reduce potential air quality emissions to the greatest degree feasible. Similar mitigation would apply to development occurring under the Reduced Intensity Alternative. Alternative 3 would incrementally lessen, but not substantially lessen or avoid, the significant impact identified for the proposed DTSP. As the proposed DTSP would result in significant and unavoidable impacts, Alternative 3 would not avoid or substantially lessen any significant air quality impact.

Cultural Resources

Alternative 3 would reduce the amount of development in the Transit Village plan area. As identified in **Section 4.2: Cultural Resources**, of this EIR, there are 25 recognized historic structures within the planning area that are considered historic resources for the purposes of CEQA. 18 are locally significant, 3 are nationally significant, and 5 are part of the proposed Lower San Dimas Historic District. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential cultural resources as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of cultural resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the Reduced Intensity Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 3 would not avoid or substantially lessen any significant cultural resources impact.

Energy

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development that would consume energy during construction and operation. The energy impacts associated with construction and operation of future development projects would be subject to the requirements of CEQA. Alternative 3, as with the proposed DTSP, would not have significant impacts to energy. Alternative 3 would incrementally lessen, but not substantially lessen or avoid, a significant impact

for the proposed DTSP. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant energy impact.

Greenhouse Gas Emissions

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. The GHG emissions associated with construction and operation of future development projects would be subject to the requirements of CEQA. Alternative 3, similar to the proposed DTSP, would not conflict with the regional effort to reduce the emissions of greenhouse gases and would not generate greenhouse gas emissions that would be considered significant in a regional or state perspective. Alternative 3 would incrementally lessen, but not substantially lessen or avoid, a significant impact for the proposed DTSP. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant GHG impact.

Geology and Soils

Alternative 3 would reduce the amount of development in the Transit Village plan area. As discussed in **Section 4.4: Geology and Soils**, of this EIR, no unique paleontological resources or unique geologic features are known to be present within the plan area. While unique paleontological resources have been found within one mile of the plan area, these finds are within an area identified in the General Plan as a different geologic stratum. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant any potential geology and soils impacts. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any unanticipated discovery of paleontological resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the Reduced Intensity Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 3 would not avoid or substantially lessen any significant geology and soils impact.

Hazards and Hazardous Materials

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential hazards and hazardous materials as defined by CEQA. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant hazards impact.

Land Use

Alternative 3 would reduce the amount of development in the Transit Village plan area by approximately 400,000 square feet of building space, but would encompass the same boundaries as the proposed DTSP. Alternative 3, similar to the proposed DTSP, creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. Alternative 3, similar to the proposed DTSP, also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity. Alternative 3, similar to the proposed DTSP, includes 11 of the 14 primary opportunity sites for new housing located within the City's downtown as identified by the City's General Plan Housing Element. The sites identified have the potential to help the City meet its 2021-2029 Adopted Regional Housing Needs Assessment allocation. The Transit Village plan area includes opportunity sites number 4 and 5 as identified by the City's General Plan Housing Element. As the development potential of the Transit Village plan area would be reduced from a maximum of 40 dwelling units per acre to a maximum of 30 dwelling units per acre under this Alternative, it would not meet the proposed density of 35 to 45 dwelling units per acre identified within the Housing Element. This would potentially reduce the ability for the City to meet the housing production goals of the Housing Element. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant land use impact.

Noise

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to noise and vibration as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts related to any noise and vibration that may occur during construction activities. Similar mitigation would apply to development occurring under the Reduced Intensity Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 3 would not avoid or substantially lessen any significant noise and vibration impact.

Population and Housing

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. Alternative 3 would encompass the same

boundaries as the proposed DTSP with a 25 percent reduction in the maximum allowed number of residential dwelling units within the Transit Village plan area. The maximum density of the Transit Village plan area is reduced from a maximum of 40 dwelling units per acre to a maximum of 30 dwelling units per acre. Alternative 3, similar to the proposed DTSP, also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity. Alternative 3, similar to the proposed DTSP, includes 11 of the 14 primary opportunity sites for new housing located within the City's downtown as identified by the City's General Plan Housing Element. The sites identified have the potential to help the City meet its 2021-2029 Adopted Regional Housing Needs Assessment (RHNA) allocation. Under Alternative 3 there is a potential increase of 1,248 new housing units, as identified by the RHNA allocation, consistent with the housing production goal in the City's Housing Element, similar to the proposed DTSP. The Housing Element identifies a total of 2,647 units being developed to meet the lower income unit needs of the City. The total reduction in development within the Transit Village plan area would not affect the City's focus on meeting its RHNA target. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant land use impact.

Public Services

Alternative 3 would reduce the amount of development in the Transit Village plan area. The Specific Plan area is already served by existing public service facilities and new development could result in additional calls for service. The Alternative Specific Plan Area, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to public services as defined by CEQA. However, given that the proposed DTSP does not expect that new facilities would be necessary to serve the Specific Plan area, no new facilities are anticipated to be necessary under Alternative 3, which would have less overall development. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant public services impact.

Transportation

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, creates a planning framework for future mixed-use and transit-oriented development that is consistent with the existing General Plan. Alternative 3, similar to the proposed DTSP, also includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties, the redevelopment of which would support greater pedestrian and multimodal connectivity. Alternative 3

would include all proposed improvements to pedestrian and cyclist facilities included within the proposed DTSP. Alternative 3 would see a 25 percent reduction in the maximum allowed number of residential dwelling units within the Transit Village plan area, which overall corresponds to a 2 percent reduction in total development potential. This reduction would marginally increase the total VMT per capita when compared to the proposed DTSP but would not result in a significant increase given the remaining potential for mixed-use and transit-oriented development and proposed transportation facilities improvements under this alternative. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant public services impact.

Tribal Cultural Resources

Alternative 3 would reduce the amount of development in the Transit Village plan area. As identified in **Section 4.12: Tribal Cultural Resources**, of this EIR, there are no tribal cultural resources listed or known within the Specific Plan area. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to any potential tribal cultural resources as defined by CEQA. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of tribal cultural resources that may be encountered during construction activities. Similar mitigation would apply to development occurring under the Reduced Intensity Alternative. As the proposed DTSP would result in less than significant impacts with mitigation, Alternative 3 would not avoid or substantially lessen any significant tribal cultural resources impact.

Utilities and Service Systems

Alternative 3 would reduce the amount of development in the Transit Village plan area. Alternative 3, similar to the proposed DTSP, would create a planning framework for future mixed-use and transit-oriented development. Under this alternative, future development projects would be subject to the requirements of CEQA and would be required to analyze, identify, and mitigate any significant impacts to utilities and service systems as defined by CEQA. The Specific Plan area is previously developed and serviced by existing stormwater drainage, electric power, natural gas, and telecommunications facilities. Future development within the City would require increased domestic water service, including water supplies, stormwater system, and wastewater treatment capacity, or individual wells and septic systems. Given the reduction in total allowed development under the Alternative 3 when compared to the proposed DTSP, there would be a corresponding reduction in utility and service system demands. As the proposed DTSP would result in less than significant impacts, Alternative 3 would not avoid or substantially lessen any significant utilities and service systems impact.

6.5.4 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR. Of the alternatives considered in this section, the No Project/No Development Alternative is environmentally superior to the other alternatives because this alternative would avoid the significant and unavoidable impacts identified for the Project.

According to the CEQA Guidelines, if the No Project/No Development Alternative is identified as the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Of the other alternatives considered, the No Project/No Development Alternative would be considered environmentally superior, as it would avoid all impacts of the Project as proposed. However, no significant impacts would be avoided, and the No Project Alternative would not achieve any of the objectives of the proposed Project. For this reason, no significant impacts would be avoided or substantially lessened by the No Project Alternative.

Of the other alternatives evaluated, the Alternative Specific Plan Area, which would include approximately 115 acres and with a development potential of approximately 4.5 million square feet of building space. The proposed DTSP would encompass 202 acres and have a development potential of approximately 15.18 million square feet of building space. The change in the plan area size and configuration would reduce the development potential by approximately 10.7 million square feet of building space, which is 70 percent less than the proposed DTSP.

The change in configuration of the Alternative Specific Plan Area and the reduction in total development potential would reduce estimated construction and operational air quality emissions that are likely to exceed regional and localized thresholds. However, reducing growth in the plan area would not necessarily reduce population growth because people could still move to the region or Basin but would reside outside of the plan area. There are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects to less than significant that would be consistent with the objectives of the Project. The change in configuration under the Alternative Specific Plan Area would not reduce impacts to cultural resources. This alternative includes portions of established and often locally significant single-family neighborhoods surrounding the commercial core within the alternative plan area, while the proposed DTSP does not. As such, this alternative has potential impacts to cultural resources. Mitigation measures are identified for the proposed DTSP to avoid the potential for significant impacts to any inadvertent discovery of cultural resources that may be encountered during construction activities. While this alternative changes the configuration and reduces development potential of the Specific Plan area, other impacts, such as geology and soils, noise, and tribal cultural resources would not be reduced these impacts as mitigation measures have been identified that already reduce these impacts to less than

significant. Given the reduction in total development potential and the change in the configuration of the Specific Plan area under this alternative, it would include three fewer primary opportunity sites for new housing located within the City's downtown as identified by the City's General Plan Housing Element. This alternative would not establish the zoning needed to meet the Housing Element production goals, and, as such, this alternative would not meet the project objectives to the same degree as the proposed DTSP.

The Reduced Intensity Alternative would incrementally reduce air quality emissions; however, emission would still exceed regional and localized thresholds. There are no feasible mitigation measures available to emissions likely to be generated by subsequent individual development projects to less than significant that would be consistent with the objectives of the Project. While this alternative changes the total development potential of the Specific Plan area, other impacts, such as cultural resources, geology and soils, noise, and tribal cultural resources would not be reduced. Mitigation measures for these impacts have been identified for the proposed DTSP and this alternative, which would reduce these impacts to less than significant. Because the Reduced Intensity Alternative would incrementally reduce some impacts, it is considered the environmentally superior alternative. The Reduced Intensity Alternative would see a reduction in the total development potential when compared to the proposed DTSP, and, as such, it would not meet the project objectives to the same degree as the proposed DTSP.

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 INTRODUCTION

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires an EIR to briefly describe any possible significant effects that were determined not to be significant and were, therefore, not discussed in detail in the EIR. In accordance with Section 15063(a) of the CEQA Guidelines, the City conducted preliminary analysis of the potential environmental effects of the Project by preparing an Initial Study. The City determined through the preliminary analysis in the Initial Study that the Project does not have the potential to result in significant impacts related to the following environmental topics: Aesthetics, Agricultural and Forestry Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, and Wildfire. A summary of the preliminary analysis for these topics is provided below.

7.2 AESTHETICS

a. Have a substantial adverse effect on a scenic vista?

The proposed project—a Downtown Specific Plan—comprises a programmatic, policy-level planning document. The Specific Plan is intended to guide the orderly development and redevelopment of the downtown infrastructure, businesses, and housing, but does not propose any specific development at this time. Development standards that address site relationships and views are identified within the Downtown Specific Plan. Future development within the Project Area must be consistent with the policies of the Downtown Specific Plan. Therefore, a less than significant impact would occur.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state designated scenic highway?

According to the Caltrans Scenic Highway Systems Map,[1] there is no officially designated scenic highway within the Project Area.

The City of San Dimas adopted a Scenic Highway Overlay Zone Ordinance in 1992 for the purpose of designating appropriate highways and streets as scenic corridors pursuant to the goals, objectives, and provisions of the Land Use, Open Space, and Conservation Elements of the City's General Plan.[2] Wherever a scenic highway overlay designation is applied, the properties adjacent to the designated highway are subject to the provisions of the scenic highway zone in addition to the provisions of the underlying zone of the property. All uses permitted or conditionally permitted in the underlying zone to which the scenic

1 Caltrans, "California State Scenic Highway System Map."
2 City of San Dimas Municipal Code, Chapter 18.108, Scenic Highway Overlay Zone.

overlay zone is applied are permitted; the scenic highway zone is not intended to prohibit uses which are otherwise permitted or conditionally permitted in the underlying zone.

The City's official Zoning Map identifies Foothill Boulevard, and the City's Municipal Code additionally identifies Via Verde and Puente Street, as subject to the scenic highway overlay zone. None of the identified streets or highways lies within or intersects with the Downtown Specific Plan area, and thus will not be impacted by the proposed Project.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As a policy and regulatory document, the Specific Plan would provide policy direction, guidelines, development standards, and implementation actions intended to preserve and enhance the unique character of the downtown San Dimas study area. Therefore, a less than significant impact would occur.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

As a policy and regulatory document, the Specific Plan would provide policy, guidelines, development standards, and implementation actions intended to preserve and enhance the unique character of downtown San Dimas. As such, future development that complied with the Project would not generate excessive light or glare. Impacts would be less than significant.

7.3 AGRICULTURAL AND FORESTRY RESOURCES

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?

The Project is located within a developed and urbanized area of the City. No farmland or agricultural activity exists on or near the Project Area. No portion of the Project Area is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.[3] As such, no impacts would occur.

3 California Department of Conservation, Farmland Mapping and Monitoring Program, "California Important Farmland Finder," accessed December 16, 2021. https://maps.conservation.ca.gov/dlrp/ciff/.

b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

According to the City Zoning Designation, the City does contain land zoned for agricultural use, however none are located in the Project Area.[4] The Project would not affect any properties that are zoned for agricultural use or currently under a Williamson Act contract. No impacts would occur.

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))?

The City and the Project Area of the City are located in an urban setting and do not contain any land zoned or managed as forest land or timberland.[5] The Project would not cause the rezoning of forest land, timberland, or any related forest land or timberland use. Therefore, no significant impacts would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

The Project Area does not contain any land zoned or managed as forest land or timberland. The City and the Project Area of the City are located in an urban setting and do not contain any land zoned for forest land or timberland. There would be no loss of forest land or conservation of forest land. Therefore, no impacts would occur.

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 nonforest use?

There are currently no agricultural operations being conducted within the Project Area. The City does contain land zoned for agricultural use; however, none are located in the Project Area. Additionally, the Project Area does not contain any land zoned for forest land or timberland. As such, no farmland or forest land would be converted to other uses under the proposed Project. Therefore, no impacts would occur.

4 City of San Dimas, Community Development Department, Planning Division, "San Dimas Zoning Map (2011)," accessed December 16, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/Zoning-Map.pdf.

5 City of San Dimas, Community Development Department, Planning Division, "San Dimas Zoning Map (2011)," accessed December 16, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/Zoning-Map.pdf.

7.4 BIOLOGICAL RESOURCES

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 Wildlife or US Fish and Wildlife Service?

The City of San Dimas General Plan Conservation Element states that no species of plant or wildlife currently designated as rare or threatened has been located or is expected to occur within the city, except for the Big Horn Sheep, which inhabits areas outside of the Downtown Specific Plan area. The Project Area is urbanized. Though it includes some trees, ground cover and undeveloped lots, the Project Area does not include substantial areas of unique habitat. The East San Gabriel Valley Sensitive Ecological Area (SEA) is located south of Arrow Highway close to but outside of the Downtown Specific Plan area. As such, the Project would not have an effect directly or through habitat modification on the SEA. Therefore, since the proposed Project would not eliminate any native wildlife habitat or sensitive plant communities and would not affect any important habitat linkages that could support sensitive species, the Project would not result in a substantial adverse effect on any candidate, sensitive, or special-status species.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

The San Dimas General Plan Conservation Element does not identify any sensitive natural communities on or within the vicinity of the Downtown Specific Plan area. The Downtown Specific Plan area is located in an upland area that contains impervious surfaces (i.e., asphalt and cemented streets and parking lots and buildings) and nonnative ornamental trees, shrubs, and ground cover and, therefore, does not contain any riparian habitat or sensitive natural community. The proposed Specific Plan would involve infill development within an already highly disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The US Fish and Wildlife Service's National Wetland Inventory shows that the nearest wetland is located south of Arrow Highway between South San Dimas Avenue and South Cataract Avenue, approximately 500 feet from the southern boundary of the Project Area. The Project would not discharge dredged or fill material into the nearest wetland during construction or operation in accordance

with Section 404 of the federal Clean Water Act. Any materials removed on site would be hauled to an off-site location for proper disposal and treatment.

d. Interfere substantially with the movement of any 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?

The Downtown Specific Plan area is located in an already highly disturbed urban environment that contains an appreciable amount of impervious surfaces (i.e., asphalt and cemented streets, parking lots, and buildings) and that does not feature any sensitive natural communities, migratory wildlife corridors, or native wildlife nursery sites. Thus, the proposed Project would have no adverse impact.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

The Specific Plan does not propose or entitle any new development projects, and any future development projects initiated pursuant to the Plan will be required to comply with the requirements of the Tree Preservation Ordinance (Ch. 18.162) of the San Dimas Municipal Code as required by the City's Conservation Element. Per the City's Tree Preservation Ordinance, no issuance of any grading or building permits or commencement of work shall be allowed on undeveloped property prior to the approval of a tree removal permit. No mature significant tree which conforms to the standards and definitions established within the Municipal Code shall be removed or relocated without obtaining the written approval of the Director of Development Services. Mature trees may be removed from developed property with the approval of the Director of Development Services or Development Plan Review Board, subject to the procedures outlined in Ch. 18.162 Section 040. Thus, the Specific Plan will not conflict with the City's Tree Preservation Ordinance or Conservation Element.

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?

The proposed Specific Plan does not propose policies or programs that would conflict with the existing policies regarding the protection of biological resources in the General Plan. While impacts to special-status species and habitats have the potential to occur, future development would be required to analyze impacts to biological resources as required by Goal 1 of the San Dimas General Plan Conservation Element that provides objectives for managing and conserving natural resources. Further, compliance with the migratory bird treaty act, wetlands protection, and the endangered species act is required of the property owner independent of the CEQA or entitlement process. Therefore, the proposed Project would not adversely impact biological resources, special-status habitat, wetlands, wildlife movement, local policies protecting biological resources, or conflict with an adopted habitat conservation plan or state habitat conservation plan.

7.5 GEOLOGY AND SOILS

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

The State Mining and Geology Board defines an active fault as one that has had surface displacement within the Holocene Epoch (roughly the last 11,000 years) and defines a potentially active fault as any fault that has been active during the Quaternary Period (approximately the last 1,600,000 years). These definitions are used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazard Zones Act of 1972 and as subsequently revised in 1994 as the Alquist-Priolo Geologic Hazard Zoning Act and Earthquake Fault Zones Act.

The City sits in the eastern portion of the San Gabriel Valley and traversed by several faults. The Sierra Madre Fault is located in the northern portion of the City running east-west, approximately 1.5 miles north of the Project. The Indian Hill Fault runs through the Project Area from east to west. The Walnut Creek Fault runs from the Orange Freeway (SR-57) to the southwest, approximately 1.0 miles southwest of the Project Area. The San Jose Fault runs mostly east-west along the southern boundary of the City at the San Bernardino Freeway (I-10) and Orange Freeway (SR-57) interchange, approximately 2.5 miles south of the Project Area. The City is not located in an Alquist-Priolo Earthquake Fault Zone. Ground rupture could occur along the surface traces of the potentially active Sierra Madre Fault. Additionally, the Project does not approve any physical alteration of land or development. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of known earthquake faults, and impacts would be less than significant.

ii. Strong seismic ground shaking, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Although the City does not contain areas within an Alquist-Priolo Zone, the southern California region in general is seismically active. The City is susceptible to ground shaking during a seismic event.[6] The adoption of the Downtown Specific Plan would not approve any development projects. As the Project is located in a seismically active region, all future construction projects would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances

6 City of San Dimas, General Plan, "Safety Element," accessed December 22, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

with respect to new construction. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, and impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Liquefaction is a seismic phenomenon in which loose, saturated, finegrained granular soils behave similarly to fluid when subjected to high-intensity ground shaking. Liquefaction occurs when there is the presence of shallow groundwater, low-density fine, clean, sandy soils, and high-intensity ground motion. Effects of liquefaction can include sand boils, settlement, and load-bearing capacity failures below foundations.

The City has a low potential for liquefaction, according to the General Plan Safety Element.[7] There is potential for liquefaction in the northwestern portion of the City, near the Sierra Madre Fault, and to the south of the City in the area of Puddingstone Lake, but not in the Project Area.[8] Additionally, adoption of the Project does not approve any physical alteration of land or development. Future development in the City would have a less-than-significant impact on liquefaction because developments would be subject to compliance with applicable building codes. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure (including liquefaction), and impacts would be less than significant.

iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Within the City there is a potential for landslides in the hillside areas as sedimentary bedrock units consisting primarily of siltstones and shales are the least stable major geologic units within San Dimas.[9]The Project Area is located in a highly urbanized area, with the closest hillsides being located one block south of Arrow Highway between Cataract and San Dimas Avenues, outside of the Downtown Specific Plan area.

As the Project is located in a seismically active region, all future construction projects would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction. As such, the Project would not directly or indirectly

7 City of San Dimas, General Plan, "Safety Element," accessed December 22, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

8 California Department of Conservation, Geologic Hazards, Maps and Data, "Data Viewer," accessed December 22, 2021. https://maps.conservation.ca.gov/geologichazards/.

9 City of San Dimas, General Plan, "Safety Element," accessed December 22, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20divi sion/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and impacts would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The proposed Specific Plan is located within a developed urban area, and Project components would be developed within areas that are largely covered with impervious surfaces. Construction activities associated with the Specific Plan, such as roadway, sidewalk, bicycle path, and water line replacement have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, all construction activities involving earthwork must comply with existing erosion control requirements, including grading and dust control measures imposed by the City pursuant to grading permit requirements, and would be subject to review by the San Dimas Engineering Division for compliance with City policies, procedures, codes, standards, and other governmental requirements relating to land subdivisions, grading, and drainage. As such, compliance with City and State regulatory requirements would minimize erosion potential to a less-than-significant level.

c. Would the project 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

The adoption of the Downtown Specific Plan would not approve any development projects and would not result in structures located on a geologic unit or soil that is unstable. The City of San Dimas General Plan has identified a low potential for liquefaction in the City. The General Plan identifies ground shaking as a potential impact to the Project Area, resulting from the City's location in proximity to the Sierra Madre Fault and other nearby faults of significance, as well as the potential for land sliding in the hillside areas, which lie outside of the Project Area and its immediate vicinity.

As the Project is located in a seismically active region, all future construction projects within the bounds of the Project Area would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction. The Project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and thus would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse caused by the Project's exacerbation of existing environmental conditions.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?

Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. Expansive soils can result in damage to structures, slabs,

pavements, and retaining walls if wetting and drying of the soil does not occur uniformly across the entire area.

The adoption of the Downtown Specific Plan would not approve any development projects and would not result in structures located on a geologic unit or soil that is unstable. As the Project is located in a seismically active region, all future construction projects would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction including requirements in the San Dimas Building Code for soils engineering reports. Therefore, the Project would not create substantial direct or indirect risks to life or property as a result of its exacerbation of expansive soil conditions, and impacts would be less than significant.

e. Would the project 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?

The Downtown Specific Plan area is served by a sewer system; septic tanks would not be utilized by the proposed Specific Plan. All development associated with the proposed Project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. No impacts would occur as a result of the proposed Project and this issue requires no further analysis in the EIR.

7.6 HYDROLOGY AND WATER QUALITY

Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potential impacts during construction include grading and vegetation removal that could result in soil erosion, and operational impacts may include the use of fertilizers, herbicides, and pesticides as well as motor vehicle operation and maintenance. As required by State law, all new development projects within the city would be subject to Los Angeles County's National Pollutant Discharge Elimination System (NPDES) Stormwater Permit (No. CAS004001) enforced by the Regional Water Quality Control Board (RWQCB). The NPDES Stormwater Permit requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality or from resulting in conditions that create a nuisance or water quality impairments in receiving waters.

Compliance with the provisions of the NPDES and best management practices (BMPs) would reduce erosion and siltation impacts of future development. New development would be required to implement construction and post-construction BMPs in accordance with the City's Municipal Code Chapter 14.13, Low Impact Development. Compliance with the NPDES and the implementation of BMPs, such as erosion, runoff, and sediment control would ensure that future development pursuant to the proposed Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable

groundwater management plan. Because all future development will require compliance with the NPDES, implementation of the proposed Downtown Specific Plan would result in a less-than-significant impact on hydrology and water quality.

Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Development pursuant to the Project would involve the construction of infill buildings with minimal excavation in an area in which the majority of sites has been previously developed. As such, the Project Area is not a substantial recharge area and future development would not substantially alter the potential for recharge. Therefore, a less-than-significant impact would occur.

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

There are no streams or rivers within the Project Area. To the south of Arrow Highway is the upper portion of Walnut Creek. Though no part of it is within the Project Area, part of the existing storm drain system does outflow into Walnut Creek. The Project would not alter this existing drainage pattern.

Development pursuant to the proposed Specific Plan may require grading, limited excavation to support the building foundations, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to building permit requirements. As referenced above in section 9(a), any Project initiated pursuant to the Specific Plan would further be required to have a stormwater management program, including a Storm Water Pollution Prevention Plan (SWPPP) pursuant to NPDES permit requirements. As part of the SWPPP, BMPs would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. Based on the above and compliance with regulatory requirements, including the implementation of BMPs, impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Future development enabled by the Project would be subject to the City's Low Impact Development ordinance which is intended to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or

contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Future development enabled by the Project would be subject to the City's Low Impact Development ordinance which is intended to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

iv. Impede or redirect flood flows?

Any new development pursuant to the proposed Specific Plan that includes drainage improvements would follow existing drainage patterns on site along with the implementation of drainage features to meet regulatory requirements as discussed previously. Since the Downtown Specific Plan area is not within a flood hazard zone, any occasional on-site ponding and overflows into the street drainage systems would not affect flood flows. Impacts would be less than significant.

In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption that affect low-lying areas along the coastline. Per the California Department of Conservation's California Tsunami Map, the Downtown Specific Plan area lies outside of the Tsunami Hazard Area.[10] Seiches are large waves generated within enclosed bodies of water. The presence of Puddingstone Reservoir and San Dimas Canyon Reservoir within San Dimas creates a potential hazard for seiches. However, these do not pose substantial risks to downtown San Dimas.[11] As such, impacts would be less than significant.

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The construction and operation of future residential development within the City could result in impacts to water quality and discharge standards. Potential impacts during construction include grading and

10 California Department of Conservation, "California Tsunami Maps and Data," https://www.conservation.ca.gov/cgs/tsunami/maps.

11 See City of San Dimas General Plan, "Safety Element," 1991.

vegetation removal that could result in soil erosion, and operational impacts may include the use of fertilizers, herbicides, and pesticides as well as motor vehicle operation and maintenance. As required by State law, all new residential development projects within the City would be subject to Los Angeles County's National Pollutant Discharge Elimination System (NPDES) Stormwater Permit (No. CAS004001) enforced by the Regional Water Quality Control Board (RWQCB). The NPDES Stormwater Permit requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality or from resulting in conditions that create a nuisance or water quality impairments in receiving waters.

Compliance with the provisions of the NPDES and best management practices (BMPs) would reduce erosion and siltation impacts of future development. New development would be required to implement construction and post-construction BMPs in accordance with the City's Municipal Code Chapter 14.13, Low Impact Development. Compliance with the NPDES and the implementation of BMPs, such as erosion, runoff, and sediment control would ensure that future development pursuant to the proposed Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Because all future development will require compliance with the NPDES permit and City's LID ordinance, implementation of the proposed Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and thus would result in no impact.

7.7 MINERAL RESOURCES

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?

As determined by the California Department of Conservation, Department of Mines and Geology, San Dimas is part of the Claremont-Upland Aggregate Production-Consumption Region and has significant Mineral Resource Zone (MRZ) 2 deposits.[12] Additionally, there are no significant MRZ-1 resources and not enough evidence to make a finding about MRZ-3 deposits within the City. MRZ2 deposits within the City are located in across an area of 521 acres of majority urbanized land. The only significant remaining undeveloped land is the 194 acres of MRZ-2 deposits in the San Dimas Wash, north of and not within the Project Area. The MRZ-2 deposits in the San Dimas Wash are owned and managed by the City of San Dimas and the Los Angeles Department of Water and Power (LADWP). There is no active aggregate mining currently within the City.

12 City of San Dimas, General Plan, "Conservation Element," accessed December 16, 2021. https://sandimasca.gov/departments/community_development/planning_division/general_plan/general_plan_sections.php.

There are no significant major oil or gas fields within the City based on the State Division of Oil and Gas. Past wells have been drilled, however currently there are no active drilling or wells for oil or gas within the City. Additionally, there is no active geothermal production within the City. The City does not contain any areas classified by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources as a Mineral Resource Area. Therefore, impacts to mineral resources would be less than significant.

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?

The City does not contain any areas classified by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources as a Mineral Resource Area. As determined by the California Department of Conservation, Department of Mines and Geology, San Dimas has significant Mineral Resource Zone (MRZ) 2 deposits, but these are located outside of the Project Area No potential impacts to known local, regional, or State mineral resources of value would occur due to adoption of the Downtown Specific Plan. The Project Area would not be located within an area containing significant mineral resources. Therefore, impacts to mineral resources would be less than significant.

7.8 WILDFIRE

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

The Project is not located in or near State Responsibility Areas (SRA) or lands classified as Very High Fire Hazard Zones.[13] The Project Area is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. The Project is a half-mile north of a Very High Fire Hazard Severity Zone that is designated as an area of Local Responsibility Area (LRA).[14] As a buildout community in an urbanized area, the Downtown Specific Plan is not subject to substantial wildfire risk.

Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.[15] The potential impacts related to wildland fire for any specific future

13 City of San Dimas, General Plan, "Safety Element," accessed December 20, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

14 California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program (FRAP), "Fire Hazard Severity Zones Maps," accessed December 20, 2021. https://egis.fire.ca.gov/FHSZ/.

15 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. https://ecode360.com/SA5002.

developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

b. Due to the slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project Area is located within an urbanized area of the City and does not include wildlands or Very High Fire Hazard Severity Zones.[16] However, the Project is a half-mile north of a Very High Fire Hazard Severity Zone that is designated as an area of Local Responsibility Area (LRA).[17] Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.[18] The potential impacts related to wildland fire for any specific future developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or on going impacts to the environment?

There are no wildlands located within the Project Area. Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.[19] The potential impacts related to wildland fire for any specific future developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

There are no appreciable slopes within the Project Area, nor would the adoption of the Downtown Specific Plan result in any physical alterations or approval of any development projects. Additionally, there are no

16 City of San Dimas, General Plan, "Safety Element," accessed December 20, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

17 California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program (FRAP), "Fire Hazard Severity Zones Maps," accessed December 20, 2021. https://egis.fire.ca.gov/FHSZ/.

18 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. https://ecode360.com/SA5002.

19 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. https://ecode360.com/SA5002.

wildlands located within the Project Area. Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.[20] The potential impacts related to wildland fire for any specific future developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

20 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. https://ecode360.com/SA5002.

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