Initial Study and Mitigated Negative Declaration (IS/MND)
Allen-Cataract Warehouse Project

Development Plan Review Board Case No. 21-0002
Zone Change Case No. 21-0001
Tree Removal Program Case No. 21-0004
Lot Merger Case No. 21-0001

Prepared for:

CITY OF SAN DIMAS

City of San Dimas
245 East Bonita Avenue
San Dimas CA 91773
Telephone: (909) 394-6255

Prepared by:

UltraSystems Environmental Inc.
16431 Scientific Way
Irvine, CA 92618-4355
Telephone: 949.788.4900
FAX: 949.788.4901
www.ultrasystems.com

January 2023

This page intentionally left blank.

Project Information Sheet

Project Title	Allen-Cataract Warehouse Project Development Plan Review Board: Case 21-0002 Zone Change: Case 21-0001 Tree Removal Program: Case 21-0004 Lot Merger: Case 21-0001
CEQA Lead Agency and Address	City of San Dimas 245 E Bonita Ave San Dimas CA 91773
Contact and Phone Number	Anne Nguyen, Associate Planner (909) 394-6255 anguyen@sandimasca.gov
Project Applicant	Ignacio Crespo 7901 Crossway Drive Pico Rivera, CA 90660
Project Location	309 W. Allen Avenue, and 917 & 929 N. Cataract Avenue (NWC of Allen Ave. & Cataract Ave.) San Dimas, CA., 91773.
Assessor's Parcel Numbers	APNs: 8392-016-008, -048, and -047
Project Site General Plan Designation(s)	I- Industrial
Project Site Zoning Designation(s)	AL- Light Agriculture
Surrounding Land Uses and Setting	Land uses surrounding the project site include commercial, industrial, and single-family residential. **North** Light Manufacturing (M-1) Commercial land uses are located adjacent to the north. **South** Single-Family Agricultural (SF-A) Single-family residences are located to the south across W. Allen Avenue. **West** Light Manufacturing (M-1) Manufacturing land uses are located adjacent to the west.

	East Light Manufacturing (M-1) Commercial land uses are located adjacent to the north.
Description of Project	The Allen-Cataract Warehouse Project proposes the construction of a two-unit warehouse building totaling 63,749-square-foot warehouse facility on two levels located on 2.58 gross acres. The proposed building would include Unit 1 consisting of 23,193 square feet of warehouse space, 1,000 square feet of office space, and 2,000 square feet of the mezzanine for a total of 26,193 square feet; and Unit 2 consisting of 34,556 square feet of warehouse space, 1,000 square feet of office space and 2,000 square feet of the mezzanine for a total of 37,556 square feet. Onsite water and storm drain utility improvements would be provided. Offsite improvements include water and sewer. In addition, the site would provide adequate ingress and egress, parking, and loading areas for passenger vehicles, tractor/trailer vehicles, and pedestrians. The project proposes to have an infiltration trench at the drive aisle from which runoff will permeate with any excess drainage being discharged onto Allen Avenue through a parkway drain. The project would provide 56 car parking spaces, four motorcycle parking spaces, and six bicycle parking spaces, mostly along the site perimeter. The project would provide six truck parking spaces in a truck well next to the west side of the building. Six dock doors would be installed on the side of the building next to the truck well, and one grade-level truck door would be installed on the west side of the building south of the truck well. The project site consists of three parcels currently developed with nine (9) single-family residences.
Selected Agencies whose Approval is Required	• City of San Dimas • Los Angeles County Fire Department. • Golden State Water Company, • Southern California Gas Company, and • Southern California Edison Company.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, has consultation begun?	Letters were sent by the City (the lead agency) to the Gabrieleno/Tongva Band of Mission Indians, Cahuilla Indians, Gabrieleno Band of Mission Indians – Kizh Nation, and the Soboba Band of Luiseno Indians' the local Native American tribes asking if they wished to participate in AB 52 consultation concerning the Allen-Cataract Warehouse Project within the City of San Dimas. The letters were sent on July 21, 2021, by certified mail. The City received a reply from the Gabrieleno, Kizh Nation on September 12, 2022, stating a consultation between the City and the Gabrieleno-Kizh Nation was conducted and provided proposed mitigation for the project. Detailed information regarding AB 52 consultation with the Native American tribe and proposed mitigation measures is provided in **Section 4.18** of this Initial Study.
Other Public Agencies whose Approval is Required	None.

Table of Contents

LIST OF FIGURES

LIST OF TABLES

APPENDICES

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standard
AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006
AB 939	California Integrated Waste Management Act
AB 1327	California Solid Waste Reuse and Recycling Access Act of 1991
ADT	average daily traffic
AL	Light Agricultural
AMSL	above mean sea level
APE	area of potential effect
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
AST	aboveground storage tank
bgs	below ground surface
BIOS	Biogeographic Information and Observation System
BMPs	Best Management Practices
BUSD	Bonita Unified School District
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDOs	Cease and Desist Orders
CDFW	California Department of Fish & Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geologic Society
CH_4	methane
CHRIS	California Historic Resources Inventory System
CIWMA	State of California Integrated Waste Management Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO_2	carbon dioxide
CO_{2e}	carbon dioxide equivalent

Acronym/Abbreviation	Term
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel scale
DOC	California Department of Conservation
DOSH	California Division of Safety and Health
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ERP	Emergency Response Plan
ESA	Endangered Species Act
ESA	Environmental Site Assessment
ESGVWMG	East San Gabriel Valley Watershed Management Group
FAR	floor area ratio
FHSZ	Fire Hazard Severity Zones
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
GPCD	gallons per capita per day
GSWC	Golden State Water Company
GWP	global warming potential
HFCs	hydrofluorocarbons
Hz	hertz
IFC	International Fire Code
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
kWh	killowatt hours
L_{90}	noise level that is exceeded 90% of the time
L_{eq}	equivalent noise level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
L_{max}	root mean square maximum noise level
LOS	Level of Service
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation Districts
LACIWMP	Los Angeles Countywide Integrated Waste Management Plan
LARWQCB	Los Angeles Regional Water Quality Control Board
LRA	Local Responsibility Area
LRP	Legally Responsible Person
LSTs	Localized Significance Thresholds
M-1	Light Manufacturing
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MM(s)	mitigation measure(s)
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
$MMTCO_{2e}$	million metric tons of CO2e

Acronym/Abbreviation	Term
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer systems
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NHPA	National Historic Preservation Act
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOx	Nitrogen oxides
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	lead
PCE	Passenger Car Equivalent
PFCs	perfluorocarbons
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PM_{10}	respirable particulate matter
Porter-Cologne	Porter-Cologne Water Quality Control Act
PPM	parts per million
PPV	peak particle velocity
PRDs	Permit Registration Documents
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
REC(s)	recognized environmental condition(s)
RHNA	Regional Housing Needs Assessment
RMS	root mean square
ROG	Reactive organic gases
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SEL	Sound Exposure Level
SF_6	sulfur hexafluoride

Acronym/Abbreviation	Term
SGVCOG	San Gabriel Valley Council of Governments
SIP	State Implementation Plan
SJCWRP	San Jose Creek Water Reclamation Plant
SLF	Sacred Lands File
SMARTS	Stormwater Multi-Application and Report Tracking System
SMBMI	San Manuel Band of Mission Indians
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SOPs	Standard Operating Procedures
SR	State Route
SRA	State Responsibility Area
SRAs	source receptor areas
SWP	California State Water Project
SWRCB	California State Water Resources Control Board
SWPPP	Stormwater Pollution Prevention Plan
TCRs	tribal cultural resources
TMP	Traffic Management Plan
TVMWD	Three Valleys Municipal Water District
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
VdB	vibration decibels
VHFHSZs	very high fire hazard severity zones
VMT	vehicle miles traveled
VOC	volatile organic compound
WEAP	Worker Environmental Awareness Program
WQMP	Water Quality Management Plan
WOUS	water(s) of the United States

1.0 INTRODUCTION

1.1 Proposed Project

The City of San Dimas is processing a request to implement a series of discretionary actions that would ultimately allow for the development of the Allen Avenue Warehouse Project (hereafter referred to as the "proposed project" or the "project") located at 309 West Allen Avenue, 917 North Cataract Avenue, and 929 North Cataract Avenue in the central part of the City of San Dimas, California. (APNs 8392-016-008, -048, and -047).

1.1.1 Project Components

The proposed project would construct a two-story 63,749 square-foot two-unit warehouse facility including Unit One with 23,193 square feet of warehouse space and 1,000 square feet of office space and a 2,000 square-foot mezzanine; Unit Two with 34,556 square feet of warehouse space and 1,000 square feet of office space and a 2,000 square-foot mezzanine. The project site is approximately 2.58 gross acres and would provide 56 car parking spaces, four motorcycle parking spaces, and six bicycle parking spaces. The project also would provide six truck parking spaces in a truck well with six dock doors and one grade-level truck door. Refer to **Section 3.0**, Project Description, of this document for additional details.

1.1.2 Estimated Construction Schedule

Project construction is anticipated to begin in May-June 2023, and would be completed in March 2024.

1.2 Lead Agencies – Environmental Review Implementation

The City of San Dimas is the Lead Agency for the proposed project. Pursuant to the California Environmental Quality Act (CEQA) and its implementing regulations,[1] the Lead Agency has the principal responsibility for implementing and approving a project that may significantly affect the environment.

1.3 CEQA Overview

1.3.1.1 Purpose of CEQA

All discretionary projects within the State of California are required to undergo environmental review under CEQA. A Project is defined in CEQA Guidelines § 15378 as the whole of the action having the potential to result in a direct physical change or a reasonably foreseeable indirect change to the environment and is any of the following:

- An activity directly undertaken by any public agency including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements.

[1] Public Resources Code §§ 21000 - 21177 and California Code of Regulations Title 14, Division 6, Chapter 3.

- An activity undertaken by a person which is supported in whole or in part through public agency contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.

- An activity involving the issuance to a person of a lease, permit license, certificate, or other entitlement for use by one or more public agencies.

CEQA Guidelines § 15002 lists the basic purposes of CEQA as follows:

- Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

- Identify the ways that environmental damage can be avoided or significantly reduced.

- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.3.2 Authority to Mitigate under CEQA

CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible. Under CEQA Guidelines § 15041 a lead agency for a project has the authority to require feasible changes in any or all activities involved in the project to substantially lessen or avoid significant effects on the environment, consistent with applicable constitutional requirements such as the "nexus"[2] and "rough proportionality"[3] standards.

CEQA allows a lead agency to approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that there is no feasible way to lessen or avoid the significant effect. In such cases, the Lead Agency must specifically identify expected benefits and other overriding considerations from the project that outweigh the policy of reducing or avoiding significant environmental impacts of the project.

1.4 Purpose of Initial Study

The CEQA process begins with a public agency determining whether the project is subject to CEQA at all. If the project is exempt, the process does not need to proceed any further. If the project is not exempt, the Lead Agency takes the second step and conducts an Initial Study to determine whether the project may have a significant effect on the environment.

The purposes of an Initial Study as listed in § 15063(c) of the CEQA Guidelines are to:

2 A nexus (i.e., connection) must be established between the mitigation measure and a legitimate governmental interest.

3 The mitigation measure must be "roughly proportional" to the impacts of the project.

- Provide the Lead Agency with the information necessary to decide if an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) should be prepared.
- Enable a Lead Agency to modify a project to mitigate adverse impacts before an EIR is prepared, thereby enabling the project to qualify for an ND or MND.
- Assist in the preparation of an EIR, if required, by focusing the EIR on adverse effects determined to be significant, identifying the adverse effects determined not to be significant, explaining the reasons for determining that potentially significant adverse effects would not be significant, and identifying whether a program EIR or other process, can be used to analyze adverse environmental effects of the project.
- Facilitate an environmental assessment early during project design.
- Provide documentation in the ND or MND that a project would not significantly affect the environment.
- Eliminate unnecessary EIRs.
- Determine if a previously prepared EIR could be used for the project.

In cases where no potentially significant impacts are identified, the Lead Agency may issue an ND, and no mitigation measures would be needed. The Lead Agency may determine that mitigation measures would adequately reduce these impacts to less than significant levels where potentially significant impacts are identified. The Lead Agency would then prepare an MND for the proposed project. If the Lead Agency determines that individual or cumulative effects of the proposed project would cause a significant adverse environmental effect that cannot be mitigated to less than significant levels, then the Lead Agency would require an EIR to further analyze these impacts.

1.5 Review and Comment by Other Agencies

Other public agencies are provided the opportunity to review and comment on the IS/MND. Each of these agencies is described briefly below.

- A Responsible Agency (14 CCR § 15381) is a public agency, other than the Lead Agency, that has discretionary approval power over the Project, such as to permit issuance or plan approval authority.
- A Trustee Agency[4] (14 CCR § 15386) is a state agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California.
- Agencies with Jurisdiction by Law (14 CCR § 15366) are any public agencies that have authority: (1) to grant a permit or other entitlement for use; (2) to provide funding for the project in question; or (3) to exercise authority over resources which may be affected by the project. Furthermore, a city or county will have jurisdiction by law concerning a project when the city or county having primary jurisdiction over the area involved is: (1) the site of the project; (2) the area in which the major environmental effects will occur; and/or (3) the area in which reside those citizens most directly concerned by any such environmental effects.

4 The four Trustee Agencies in California listed in CEQA Guidelines § 15386 are California Department of Fish and Wildlife, State Lands Commission, State Department of Parks and Recreation, and University of California.

1.6 Impact Terminology

The following terminology is used to describe the level of significance of potential impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the particular environmental threshold in any way.
- An impact is considered ***less than significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered ***less than significant with mitigation incorporated*** if the analysis concludes that the project would cause no substantial adverse change to the environment with the inclusion of environmental commitments, or other enforceable measures, that would be adopted by the Lead Agency.
- An impact is considered potentially significant if the analysis concludes that the project could have a substantial adverse effect on the environment.

An EIR is required if an impact is identified as ***potentially significant***.

1.7 Organization of Initial Study

This IS/MND is organized to satisfy CEQA Guidelines § 15063(d) and includes the following sections:

- **Section 1.0 - Introduction**, which identifies the purpose and scope of the IS/MND.
- **Section 2.0 - Environmental Setting**, which describes the location, existing site conditions, land uses, zoning designations, topography, and vegetation associated with the project site and surrounding area.
- **Section 3.0 - Project Description**, which provides an overview of the project, a description of the proposed development, project phasing during construction, and discretionary actions for the approval of the project.
- **Section 4.0 - Environmental Checklist**, which presents checklist responses for each resource topic to identify and assess impacts associated with the proposed project, and proposes mitigation measures, where needed, to render potential environmental impacts less than significant, where feasible.
- **Section 5.0 - References**, which includes a list of documents cited in the IS/MND.
- **Section 6.0 - List of Preparers**, which identifies the primary authors and technical experts that prepared the Initial Study.
- **Section 7.0 – Mitigation, Monitoring, and Reporting Program**, which identifies the mitigation measures for the proposed project, the responsible/monitoring party, the monitoring action, the enforcement agency, the monitoring agency, and the monitoring phase.

Technical studies and other documents, which include supporting information or analyses used to prepare this IS/MND, are included in the following appendices:

- Appendix A Project Plans and Drawings

- Appendix B Air Quality and Greenhouse Gas (GHG) Assessment
  Appendix B1 CalEEMod Input and Results for Air Quality Analysis
  Appendix B2 CalEEMod Input and Results for Greenhouse Gas Emissions Analysis
  Appendix B3 Energy – Fuel Consumption Data and Calculations

- Appendix C Biological Resources Evaluation and Arborist Report
  Appendix C1 Biological Resources Evaluation
  Appendix C2 Arborist Report

- Appendix D Cultural, Paleontological and Historic Resources Assessment
  Appendix D1 Phase 1 Cultural Resources Inventory
  Appendix D2 Paleontological Resources Records Search
  Appendix D3 Historic Resources Assessment

- Appendix E Geotechnical Study
  Appendix E1 Geotechnical Report
  Appendix E2 Percolation Test

- Appendix F Phase 1 Environmental Site Assessment (ESA)

- Appendix G Transportation Assessment Memorandum

- Appendix H Low Impact Development Plan

- Appendix I Noise Data

1.8 Findings from the Initial Study

1.8.1 No Impact or Impacts Considered Less than Significant

The project would have no impact or a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines.

- 4.1 Aesthetics
- 4.2 Agriculture and Forestry Resources
- 4.3 Air Quality
- 4.6 Energy
- 4.8 Greenhouse Gas Emissions
- 4.10 Hydrology and Water Quality
- 4.11 Land Use and Planning
- 4.12 Mineral Resources
- 4.14 Population and Housing
- 4.15 Public Services
- 4.16 Recreation
- 4.17 Transportation and Traffic
- 4.19 Utilities and Service Systems
- 4.20 Wildfire

1.8.2 Impacts Considered Less than Significant with Mitigation Measures

Based on IS findings, the project would have a less than significant impact on the following environmental categories listed in Appendix G of the CEQA Guidelines when proposed mitigation measures are implemented.

- 4.4 Biological Resources
- 4.5 Cultural Resources
- 4.7 Geology and Soils
- 4.9 Hazards and Hazardous Materials
- 4.13 Noise
- 4.18 Tribal Cultural Resources
- 4.21 Mandatory Findings of Significance

2.0 ENVIRONMENTAL SETTING

2.1 Project Location

The proposed project is located at 309 West Allen Avenue, 917 North Cataract Avenue, and 929 North Cataract Avenue in the central part of the City of San Dimas, California. The project site is on the northwest corner of Allen Avenue and Cataract Street. Refer to **Figure 2.1-1**, which shows the project's regional location. The property is bordered by a multi-tenant industrial development to the north, west, and east, and single-family low-density housing to the south. See **Figure 2.1-2**, which shows the project's location.

2.2 Project Setting

The project is comprised of three assessors' parcels, APNs: 8392-016-008, -048, and -047. The project site is approximately 2.58 gross acres. It is located in a light industrial area and is surrounded on the north, west, and east by parcels with similar light industrial uses with low-density residential uses to the south. East of the project site approximately 900 feet is Chaparral High School; to the west, approximately 1,300 feet is the interchange of State Route 57 (Orange Freeway) and Interstate 210 (Foothills Freeway), formerly known as Glendora Curve; residential uses are located to the south, directly across W Allen Street; and roughly 300 feet to the north runs the Foothills Freeway. Photographs depicting the project site are provided in **Figure 2.2-2**.

2.2.1 Land Use and Zoning

The land use designation and zoning of the project site and surrounding areas are listed in **Table 2.2-1.** The General Plan designation for the project site is Industrial and the site's zoning designation is Light Agricultural (AL).

Table 2.2-1
SUMMARY OF LAND USE AND ZONING

Location	General Plan	Zoning	Existing Use
Project Site	Industrial	Light Agricultural (AL)	Nine (9) single-family residences
Surrounding Areas			
North	Industrial	Light Manufacturing (M-1)	Purchase Greens Artificial Grass and Infinity Design Tile & Marble (multi-tenant)
East	Industrial	Light Manufacturing (M-1)	C&M Custom Tackle, Maituo Enterprises, and C&H Machine (multi-tenant)
West	Industrial	Light Manufacturing (M-1)	KAP Manufacturing
South	Single-Family Low	Single-Family Agriculture (SF-A)	Single-family structures

Source: UltraSystems, 2020, City of San Dima Zoning Map 2011.

Figure 2.1-1
REGIONAL LOCATION

Figure 2.1-2
PROJECT LOCATION

Figure 2.2-2
PROJECT SITE PHOTOGRAPHS

Photo 1: View looking northwest from Allen Ave and Cataract Ave

Photo 2 View looking southwest from Cataract Avenue cul-de-sac.

Photo 3: View looking northeast from Allen Avenue.

Photo 4: View looking southeast from northern parking lot.

2.3 Existing Characteristics of the Site

2.3.1 Climate and Air Quality

The City of San Dimas has a mild climate that is generally warm and temperate. A weather station operated by the California Department of Water Resources, California Irrigation Management Information System (CIMIS) located on the grounds of California State Polytechnic University, Pomona (CIMIS Station 7), located approximately four miles south of the project site, provides climate data for the project vicinity since 1989. The average annual precipitation for the City of San Dimas is 18.38 inches. The highest average monthly precipitation is in January, averaging approximately 4.28 inches. Annual snowfall is 0 inches. The average August high temperature is 91.9 degrees Fahrenheit (°F). The average January low temperature is 40.5 degrees Fahrenheit (°F) [WRCC, 1972].

The project site will be located wholly within the South Coast Air Basin SCAB, which includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The South Coast Air Quality Management District (SCAQMD) has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The proposed project site is in SCAQMD's Pomona-Walnut Valley SRA (SRA 10). Local air quality is further discussed in **Section 4.3** (Air Quality).

2.3.2 Geology and Soils

Based on the USDA NRCS Soil Survey, the BSA contains Urban land-Palmview-Tujunga, gravelly complex, and two to nine percent slopes (Soil Survey Staff, 2021). This soil type occurs in alluvial fans, with granite-derived alluvium as the parent material (USDA, 2017). This soil map unit is not listed on the National Hydric Soils List as hydric (USDA NRCS, 2021). The onsite soils are gravelly with some relatively small rocks (<6 inches in diameter). A detailed description of the geology and soils for the project site and the surrounding area is provided in **Section 4.7** (Geology and Soils) of this Initial Study.

2.3.3 Hydrology

The project site is developed with nine (9) vacant single-family residences. The site and surroundings have a southwest slope of approximately 1.8 percent grade. The nearest storm drain inlets to the project site are at the intersection of Allen Avenue and Cataract Avenue. The City of San Dimas falls within the boundaries of the Regional Water Quality Control Board's Los Angeles Region Basin Plan. The Los Angeles Basin Region covers the coastal watersheds of Los Angeles and Ventura Counties, along with small portions of Kern and Santa Barbara Counties. It encompasses all coastal drainages flowing to the Pacific Ocean between Rincon Point and the eastern Los Angeles County line. A detailed description of the hydrology and water quality for the project site and the surrounding area is provided in **Section 4.10** (Hydrology and Water Quality) of this Initial Study.

2.3.4 Biology

The project site is located in a developed, suburban/commercial area, and is approximately 350 feet south of Interstate 210 (I-210). The site is surrounded by commercial properties on the west, north, and east; south of the site is a largely residential neighborhood. Although the site is less than two miles south of the Angeles National Forest, the project area and BSA provide low habitat value for

special-status plant and wildlife species (including species listed by state or federal agencies as "candidate" or "sensitive" species). A detailed description of the existing environmental setting for the project site and the surrounding area is provided in **Section 4.4** (Biological Resources) of this Initial Study.

2.3.5 Public Services

Fire services in the City of San Dimas are provided through a contract by the Los Angeles County Fire Department at Stations #64 and #141. The Department 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.

Law enforcement services are provided to the City of San Dimas by contract with the Los Angeles County Sheriff's Department. As a part of that service, the Sheriff's Department maintains a station in San Dimas, located at 270 S. Walnut Avenue. The San Dimas 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.

Recreational services in the City of San Dimas are managed by the Landscape Maintenance Divisions of the City's Parks and Recreation Department, which maintains fourteen City-operated recreationa1 facilities, which include twelve parks, a Swim and Racquet Club, and the Sportsplex.

Library services within the city are provided by the Los Angeles County Library System, which has a total of 72 branch libraries. The San Dimas Library is the only library within the City of San Dimas located at 145 Walnut Avenue.

2.3.6 Utilities

Water services: Golden State Water Company (GSWC) San Dimas System provides water to the project site. GSWC obtains water supplies from the following sources: imported water from northern California purchased through Three Valleys Municipal Water District (TVMWD); groundwater from the Main San Gabriel Groundwater Basin; treated groundwater and surface water purchased from Covina Irrigating Company; and treated water purchased from Walnut Valley Water District (Stetson, 2021, p. 6-3).

Solid waste disposal: Waste Management (WM) provides solid waste disposal services for San Dimas. The City contracts with Waste Management for Curbside and Business trash collection and recycling services (including green waste recycling). Currently, green waste is taken to the Puente Hills Landfill located in Whitter; recyclables are taken to the Allen Company in Baldwin Park, and bulk waste is transferred to El Sobrante Landfill in Corona. (wmsolutions.com).

Electricity: Electrical service to the site is provided by Southern California Edison Company through a grid of transmission lines and related facilities. Natural gas is provided by the Southern California Gas Company, which maintains a local system of transmission lines, distribution lines, and supply regulation stations (City of San Dimas, 2020b).

Natural gas: The Southern California Gas Company (SoCalGas) is the primary distributor of retail and wholesale natural gas across Southern California, including the City of San Dimas. SoCalGas provides services to residential, commercial, and industrial consumers, and also provides gas for

electric generation customers. In its 2018 California Gas Report, SoCalGas analyzed the 18-year demand period, from 2018 to 2035, to determine its ability to meet projected demand (California Gas and Electric Utilities, 2018. p. 63).

Wastewater: Sewer services for the project site are provided by the City of San Dimas (City of San Dimas, 2020b). Stormwater runoff generated on the project site under current conditions generally is carried by sheet flows off of the site and onto the adjacent streets.

Hydrology; Water services for the project site lie within the service area of the Golden State Water Company, a sub-agency of Three Valleys Municipal Water District, a wholesale water agency.

3.0 PROJECT DESCRIPTION

3.1 Project Location and Existing Conditions

The 2.58-acre project site is at 309 West Allen Avenue, 917 North Cataract Avenue, and 929 North Cataract Avenue in the central part of the City of San Dimas. The project site consists of three parcels—with assessor's parcel numbers (APNs) 8392-016-008, -048, and -047—developed with nine (9) single-family residences.

The project site is surrounded by industrial use to the north; light industrial and commercial uses opposite Cataract Avenue to the east; industrial use to the west; and single-family residences opposite Allen Avenue to the south. The project site is currently zoned Light Agriculture (A-L) and the General Plan Land Use Designation is Industrial. The A-L zone does not permit industrial uses and does not conform with the General Plan land use designation. The Industrial land use designation permits research and development, fabrication and assembly, manufacturing, processing, wholesaling, warehousing, and administrative facilities (City of San Dimas, 1991).

3.2 Proposed Entitlements

The proposed project includes applications for the following entitlements from the City of San Dimas:

1. Zone Change (from Light Agriculture (AL) to Light Manufacturing (M-1));
2. Lot Merger (to consolidate the three (3) lots together);
3. Development Plan Review (for the building & site development); and
4. Tree Removal Permit.

3.3 Project Overview

3.3.1 New Construction

The project proposes construction of a two-unit warehouse building totaling an area of 63,749 square feet on two levels—first floor and mezzanine; uses and square footage per unit and per floor are listed below in **Table 3.3-1**. Office space for Unit 1, on both the first floor and mezzanine, would be in the southwest corner of the building, and office space for Unit 2, also on both levels, would be in the northeast corner, as shown below in **Figure 3.3-1**. Exterior materials would be concrete, glass, and metal, as shown below in **Figure 3.3-2**. HVAC units on the roof would be screened from view by a parapet comprising the top portions of the exterior walls.

Table 3.3-1
PROPOSED USES AND BUILDING AREA

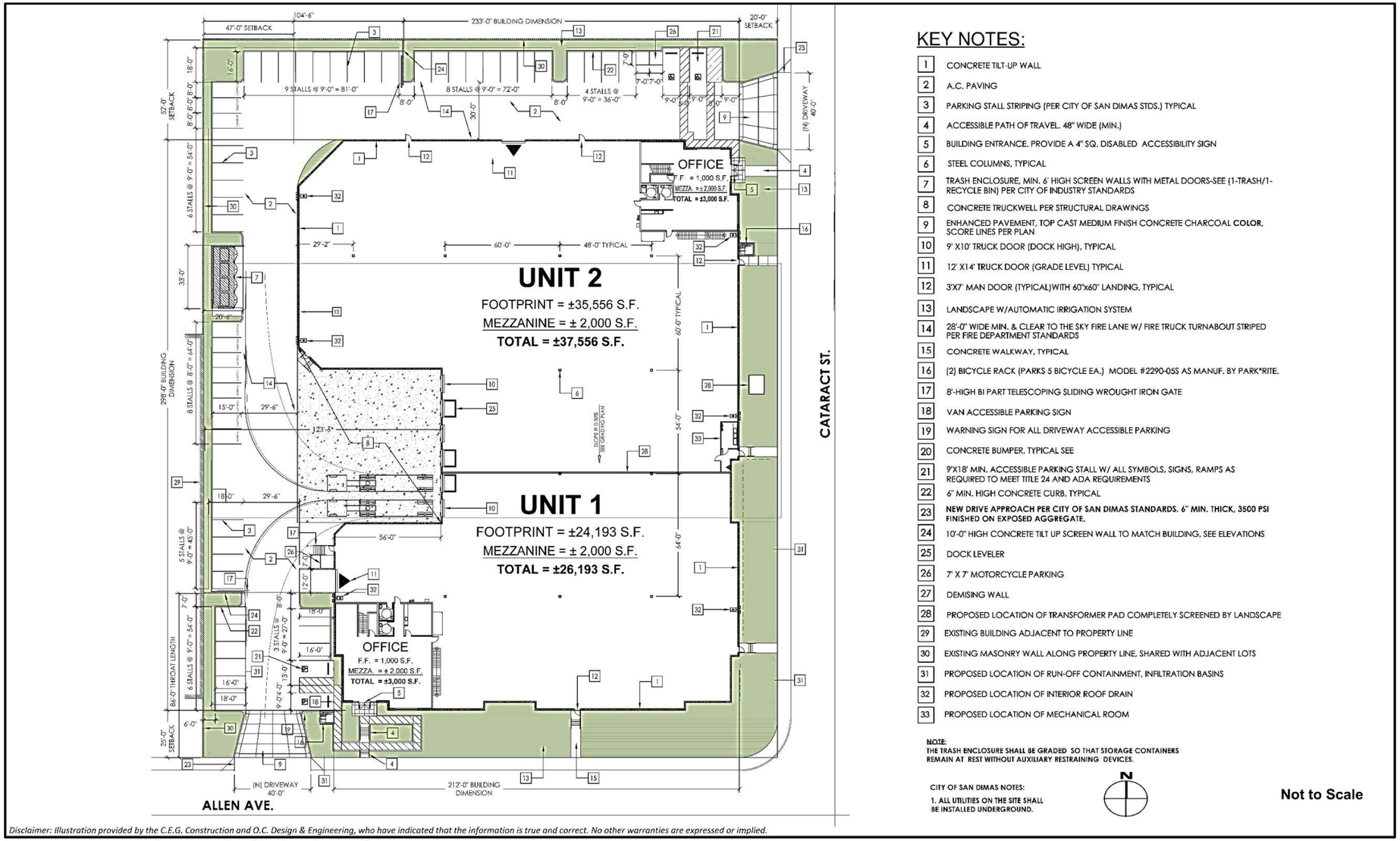
Unit	Land Use	Floor	Square Feet
Unit 1	Warehouse	1	23,193
	Office	1	1,000
		Mezzanine	2,000
		Subtotal	*3,000*
	Total		**26,193**
Unit 2	Warehouse	1	34,556
	Office	1	1,000
		Mezzanine	2,000
		Subtotal	*3,000*
	Total		**37,556**
Total	Not applicable	Not applicable	**63,749**

[1] Source: Crespo Architecture, 2021

3.3.2 Energy-efficient features

Energy-efficient features including insulated and glazed windows and low-E coating on windows, would be incorporated into building design to comply with the provisions of the California Green Building Code (CALGreen), Title 24, Part 11 of the California Code of Regulations. CALGreen requires new structures to incorporate a variety of mandatory energy-efficiency and water-efficiency features.

Figure 3.3-1
PROPOSED SITE PLAN



KEY NOTES:

1. CONCRETE TILT-UP WALL
2. A.C. PAVING
3. PARKING STALL STRIPING (PER CITY OF SAN DIMAS STDS.) TYPICAL
4. ACCESSIBLE PATH OF TRAVEL. 48" WIDE (MIN.)
5. BUILDING ENTRANCE. PROVIDE A 4" SQ. DISABLED ACCESSIBILITY SIGN
6. STEEL COLUMNS, TYPICAL
7. TRASH ENCLOSURE, MIN. 6' HIGH SCREEN WALLS WITH METAL DOORS-SEE (1-TRASH/1-RECYCLE BIN) PER CITY OF INDUSTRY STANDARDS
8. CONCRETE TRUCKWELL PER STRUCTURAL DRAWINGS
9. ENHANCED PAVEMENT, TOP CAST MEDIUM FINISH CONCRETE CHARCOAL **COLOR**, SCORE LINES PER PLAN
10. 9' X10' TRUCK DOOR (DOCK HIGH), TYPICAL
11. 12' X14' TRUCK DOOR (GRADE LEVEL) TYPICAL
12. 3'X7' MAN DOOR (TYPICAL)WITH 60"x60" LANDING, TYPICAL
13. LANDSCAPE W/AUTOMATIC IRRIGATION SYSTEM
14. 28'-0" WIDE MIN. & CLEAR TO THE SKY FIRE LANE W/ FIRE TRUCK TURNABOUT STRIPED PER FIRE DEPARTMENT STANDARDS
15. CONCRETE WALKWAY, TYPICAL
16. (2) BICYCLE RACK (PARKS 5 BICYCLE EA.) MODEL #2290-05S AS MANUF. BY PARK*RITE.
17. 8'-HIGH BI PART TELESCOPING SLIDING WROUGHT IRON GATE
18. VAN ACCESSIBLE PARKING SIGN
19. WARNING SIGN FOR ALL DRIVEWAY ACCESSIBLE PARKING
20. CONCRETE BUMPER, TYPICAL SEE
21. 9'X18' MIN. ACCESSIBLE PARKING STALL W/ ALL SYMBOLS, SIGNS, RAMPS AS REQUIRED TO MEET TITLE 24 AND ADA REQUIREMENTS
22. 6" MIN. HIGH CONCRETE CURB, TYPICAL
23. **NEW DRIVE APPROACH PER CITY OF SAN DIMAS STANDARDS. 6" MIN. THICK, 3500 PSI FINISHED ON EXPOSED AGGREGATE.**
24. 10'-0" HIGH CONCRETE TILT UP SCREEN WALL TO MATCH BUILDING, SEE ELEVATIONS
25. DOCK LEVELER
26. 7' X 7' MOTORCYCLE PARKING
27. DEMISING WALL
28. PROPOSED LOCATION OF TRANSFORMER PAD COMPLETELY SCREENED BY LANDSCAPE
29. EXISTING BUILDING ADJACENT TO PROPERTY LINE
30. EXISTING MASONRY WALL ALONG PROPERTY LINE, SHARED WITH ADJACENT LOTS
31. PROPOSED LOCATION OF RUN-OFF CONTAINMENT, INFILTRATION BASINS
32. PROPOSED LOCATION OF INTERIOR ROOF DRAIN
33. PROPOSED LOCATION OF MECHANICAL ROOM

NOTE:
THE TRASH ENCLOSURE SHALL BE GRADED SO THAT STORAGE CONTAINERS REMAIN AT REST WITHOUT AUXILIARY RESTRAINING DEVICES.

CITY OF SAN DIMAS NOTES:

1. ALL UTILITIES ON THE SITE SHALL BE INSTALLED UNDERGROUND.

N

Not to Scale

Disclaimer: Illustration provided by the C.E.G. Construction and O.C. Design & Engineering, who have indicated that the information is true and correct. No other warranties are expressed or implied.

Sources: C.E.G. Construction, O.C. Design & Engineering, October 28, 2021.

UltraSystems environmental•management•planning

Allen/Cataract Warehouse Project
Site Plan

Figure 3.3-2
CONCEPTUAL ELEVATIONS

Disclaimer: Illustration provided by the C.E.G. Construction and O.C. Design & Engineering, who have indicated that the information is true and correct. No other warranties are expressed or implied.

Sources: C.E.G. Construction, O.C. Design & Engineering, October 28, 2021.

UltraSystems environmental•management•planning

Allen/Cataract Warehouse Project

Building Elevations

3.3.3 Project Operations

At the time of preparation of this Initial Study, the future tenant(s) of the proposed building were unknown. For the environmental analysis, the future uses onsite are assumed to be any of those uses permitted by the City of San Dimas' General Plan land use designation of Industrial.

3.3.4 Project Employment Generation

Project operational employment generation is estimated as 65 employees as shown below in **Table 3.3-2.** While warehouse developments usually include small amounts of office space, here, for a conservative estimate, employment in office space is estimated separately from employment in warehouse space.

Table 3.3-2
ESTIMATED PROJECT EMPLOYMENT GENERATION

Land Use	Square Feet	Square Feet per Employee	Employees
Warehouse	57,749	1,094	53
Office	6,000	487	12
Total	**63,749**	Not applicable	**65**

[1] Source: Natelson Co., Employment Density Report, 2001

3.3.5 Site Access, Circulation and Parking

Site access would be via two driveways, one from Cataract Avenue near the northeast corner of the project site, and the second from Allen Avenue near the southwest corner of the site (see **Figure 3.3-1**). The pedestrian entrance to Unit 1 would be on the southwest corner of the building, and the pedestrian entrance to Unit 2 would be on the northeast corner of the building.

Circulation would be two-way, via one L-shaped driveway extending along the northern and western sides of the project site.

The project would provide 56 car parking spaces, four (4) motorcycle parking spaces, and six (6) bicycle parking spaces, mostly along the site perimeter. The project would provide six (6) truck parking spaces in a truck well next to the west side of the building. Six (6) dock doors would be installed in the side of the building next to the truck well, and one grade-level truck door would be installed in the west side of the building south of the truck well.

3.3.6 Exterior Lighting

Exterior LED lights are proposed on the north and west sides of the building. Lighting for the project would comply with the requirements of the City's Municipal Code. Specifically, the project would be required to comply with City of San Dimas Municipal Code § 18.12.060[A][12], which states, "Proposed lighting should be so located so as to avoid glare and to reflect the light away from adjoining property and rights-of-way."

3.3.7 Landscaping

The project would include 15,609 square feet of landscaped area consisting of aggregate with low-water-use plants. The project plant palette includes trees, shrubs, perennials, and groundcover. Most of the proposed landscaped areas would be next to Allen Avenue along the south side of the project site, and next to Cataract Street along the east side of the site. Site clearance would include removal of 23 of the 25 existing trees onsite; most trees to be removed are California pepper (*Schinus molle*) trees. The quantities and types of trees, shrubs, and ground cover are summarized in **Table 3.3-3.** The conceptual landscaping plan for the project is provided in **Figure 3.3-3**, as well as **Appendix A** to this IS/MND.

Table 3.3-3
PROPOSED PLANT PALETTE

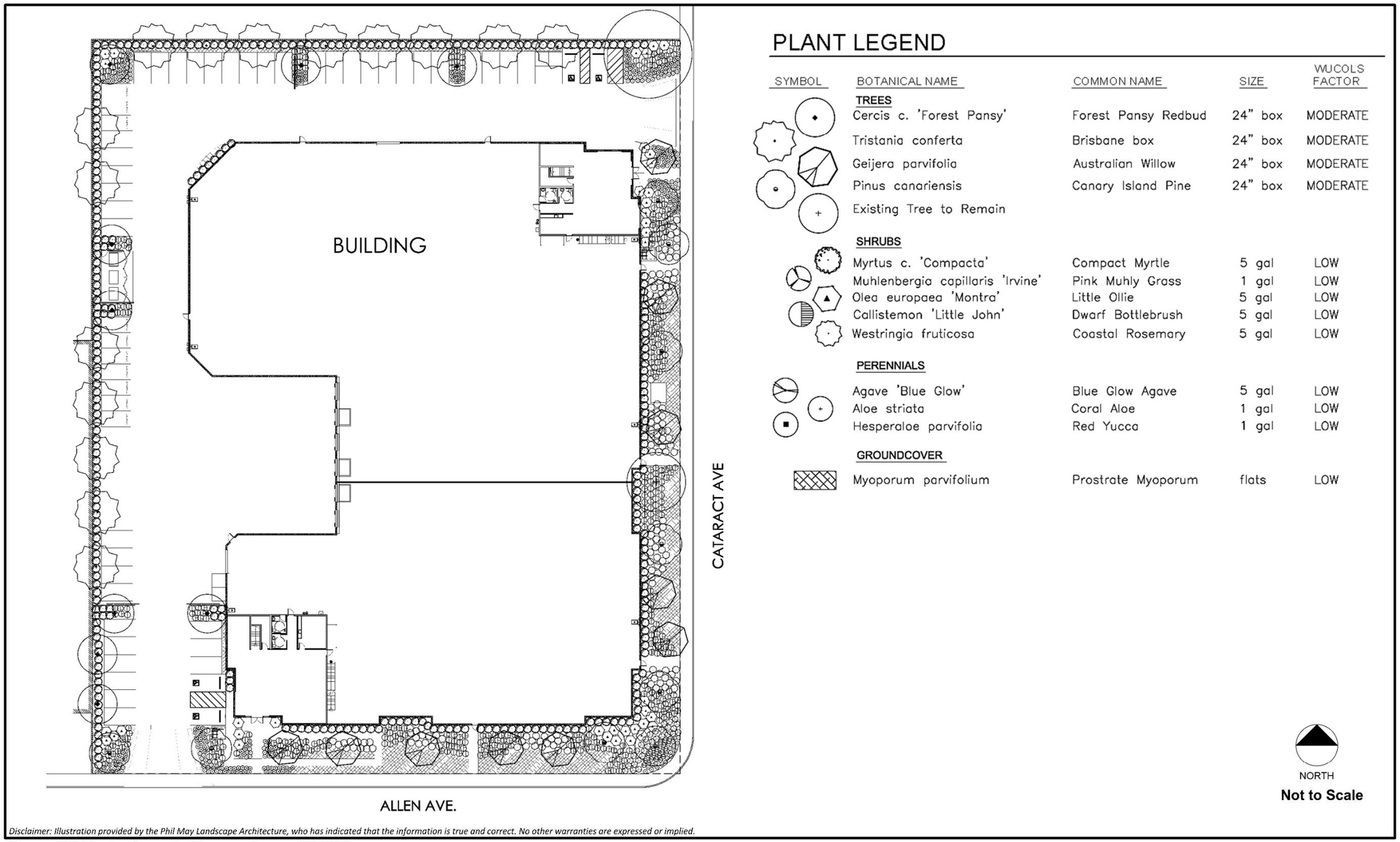
Common Name	Scientific Name	Size
Trees		
Forest Pansy Redbud	*Cercis c. 'Forest Pansy'*	24-inch box
Australian Willow	*Geijera parvifolia*	24-inch box
Canary Island Pine	*Pinus canariensis*	24-inch box
Brisbane Box	*Tristania conferta*	24-inch box
Shrubs		
Compact Myrtle	*Myrtus c. 'Compacta'*	5 gallon
Pink Muhly Grass	*Muhlenbergia capillaris 'Irvine'*	1 gallon
Little Ollie	*Olea europaea 'Mantra'*	5 gallon
Dwarf Bottlebrush	*Callistemon 'Little John'*	5 gallon
Coastal Rosemary	*Westringia fruticosa*	5 gallon
Perennials		
Blue Glow Agave	*Agave 'Blue Glow'*	5 gallon
Coral Aloe	*Aloe striata*	1 gallon
Red Yucca	*Hesperaloe parvifolia*	1 gallon
Groundcover		
Prostrate Myoporum	Myoporum parvifolium	1 gallon

Source: Phil May Landscape Architecture, 309 W. Allen Ave. Project, 2021.

3.3.8 Perimeter Fencing and Exterior Walls

Site perimeter walls along most of the site would be existing masonry wall along the property line shared with adjacent parcels.

Figure 3.3-3
PRELIMINARY LANDSCAPE PLAN



Disclaimer: Illustration provided by the Phil May Landscape Architecture, who has indicated that the information is true and correct. No other warranties are expressed or implied.

Source: Phil May Landscape Architecture, January 15, 2021.

UltraSystems
environmental • management • planning

Allen/Cataract Warehouse Project
Landscape Plan

3.3.9 Utilities

To the maximum extent possible, utility connections would be provided from the closest/most efficient locations for the proposed building.

Sanitary Sewer: The project proposes offsite sewer improvements to connect the sewer lines from the project site to the existing sewer network in Allen Avenue. All sewer line sizes and connections are subject to review by the City. The project applicant will work with the City's Public Works Department for necessary approvals and ensure compliance with applicable requirements.

Domestic Water: New water meters would be installed as required to meet the demands calculated by the plumber for the project and in compliance with the requirements of the City's Public Works Department. The project would extend existing water mainlines from Allen Avenue to the easterly edge of the site. Water would be provided by the Golden State Water Company.

Dry Utilities: Natural gas service would be provided to the project site by the Southern California Gas Company (SoCalGas), electricity would be provided by Southern California Edison Company (SCE), and solid waste disposal would be provided by Waste Management (City of San Dimas, 2021).

Stormwater: The project site and surroundings have a west-southwest slope of approximately 1.5-2 percent grade. Existing drainage onsite flows to the south and west. The two nearest storm drains to the project site are a 30-inch reinforced concrete pipe (RCP) in Cataract Avenue, and a 63-inch RCP in Allen Avenue (LACPW, 2021).

3.4 Construction Activities

3.4.1 Construction Schedule

For the purpose of environmental analysis in this Initial Study, it is anticipated that project construction would begin in May-June 2023 and would last approximately 11 months, ending around March 2024.

3.4.2 Demolition, Site Clearance

The existing single-family houses onsite would be demolished. Several of the houses onsite were built by 1964 and thus could contain asbestos-containing materials (ACM) and/or lead-based paint (LBP). ACM and LBP would be abated, contained, and disposed of in accordance with existing regulations.

3.4.3 Tree Removal

There are 25 trees are onsite consisting of 16 California pepper (*Schinus molle*), three (3) Ash trees (*Fraxinus spp.*), two (2) Torrey pines (*Pinus torreyana*), one (1) Tree of Heaven (*Ailanthus altissima*), one (1) Mexican fan palm (*Washingtonia robusta*), one (1) Weeping Fif (*Ficus benjamina),* and one (1) Carrotwood (*Cupaniopsis anacardioides*). Site clearance would involve removal of 23 trees; the two (2) trees to remain are one (1) Torrey pine and one (1) California pepper. The project applicant would apply for a tree removal permit for removal of any mature significant trees pursuant to City of San Dimas Municipal Code Section 18.162.110. A mature significant tree is any tree within the city of an oak genus which measures eight inches or more in trunk diameter and/or any other species of trees which measure ten inches or more in trunk diameter and/or a multi-trunk tree(s) having a total circumference of thirty-eight inches or more; the multi-trunk tree shall include at least one trunk

with a diameter of a minimum of four inches. The trunk diameter shall be measured at a point thirty-six inches above the ground at the base of the tree.

3.4.4 Onsite Construction

Construction activities would include demolition and site clearance, grading, utility trenching and installation, building construction, paving, landscaping, architectural coating, and any associated offsite work that may be required. Once earthwork commences, all of the various phases of construction would follow in sequence. The type of construction equipment utilized during construction is anticipated to include backhoes, excavator, skip loader, grader, water truck, concrete trucks, lifting crane, forklifts, , compactor, concrete truck, roller, and electric boom lift. For safety reasons, temporary barricades would be used to limit access to the site during project construction. Safe access for construction workers would be maintained throughout construction. It is anticipated that approximately 16 to 20 workers would be onsite during the peak construction phases.

Table 3.4-1
CONSTRUCTION PHASING, EQUIPMENT AND SCHEDULE

Construction Activity	Start (month)	Finish (month)	Duration (months)	Equipment Type	Equipment #
Demolition and Site clearance	1	1	1	Backhoe	1
Grading	2	2	1	Excavator, skip loader, grader, water truck	1 of each
Utility trenching and installation	8	9	1	Backhoe	1
Building construction	3	8	5	Concrete trucks, lifting crane, forklifts	4 concrete trucks 1 crane 2 forklifts
Paving	9	9	0.5	Skiploader, compactor, concrete truck, roller	1
Landscaping	9	9	1	Skiploader	1
Architectural coatings	10	11	1	Electric boom lift	1
Total	**1**	**11**	**11**		

Construction staging areas would be provided within the boundaries of the project site. Construction workers would park vehicles onsite and construction trucks and equipment would also be parked and stored onsite.

3.4.5 Offsite Improvements

The project would include the following offsite improvements:

• The two driveways along the project boundary (one each along Allen Avenue and Cataract Avenue) would be constructed to service the project.

• Utility improvements will include both wet and dry; domestic and fire water, stormwater, sewer, electrical, gas, cable tv, communication, and possibly more. Most of the utility improvements would

be limited to tie-in and connections to facilities under adjacent sidewalks and utility easements along Cataract Avenue and Allen Avenue.

3.5 Standard Requirements and Conditions of Approval

The proposed project would be reviewed in detail by applicable City of San Dimas departments and divisions responsible for reviewing land use application compliance with City codes and regulations. City staff is also responsible for reviewing this IS/MND to ensure that it is technically accurate and is in full compliance with CEQA. The departments and divisions at the City of San Dimas responsible for technical review include:

- City of San Dimas Community Development Department;
- City of San Dimas Public Works Department;
- Los Angeles County Fire Department;

3.6 Discretionary and Ministerial Approvals

Project approval requires the following discretionary approvals by the City of San Dimas:

1. Zone Change (from Light Agriculture (AL) to Light Manufacturing (M-1));
2. Lot Merger (to consolidate the three (3) lots together);
3. Development Plan Review (for the building & site development);
4. Tree Removal Permit (for removal of any mature significant trees on site).

Table 3.6-1, Ministerial Permits and Approvals, identifies the permits and approvals required from either the City, other public agencies and/or quasi-public agencies (utilities) subsequent to the approval of the aforementioned Design Review.

Table 3.6-1
MINISTERIAL PERMITS AND APPROVALS

Agency	Permit or Approval
City of San Dimas Building & Safety Division	Site Plan review and approval, and Building Permits.
Los Angeles County Fire Department	Building plan check and approval. Review for compliance with the 2022 California Fire Code, 2022 California Building Code, California Health & Safety Code and San Dimas Municipal Code. Plans for fire detection and alarm systems, and automatic sprinklers.
San Dimas Public Works Department	Approval for proposed offsite utility improvements.
Golden State Water Company	Letter of authorization/consent for proposed improvements to provide water supply connection to new development.
Southern California Gas Company	Letter of authorization/consent for proposed improvements to provide natural gas connection to new development.

Agency	Permit or Approval
Southern California Edison (SCE) Company	Letter of authorization/consent for proposed improvements to provide electrical connection to new development, and proposed improvements to the existing SCE Easement on the eastern property line.

4.0 ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

The checked topics below indicate that a "Potentially Significant Impact" or a "Less than Significant Impact with Mitigation Required" is likely with project implementation. In the following pages, these impacts will be identified.

☐ Aesthetics	☐ Agricultural and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology / Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☒ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

Determination (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

2/27/23
Date

Anne Nguyen
Printed Name

Evaluation of Environmental Impacts

(1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

(2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

(3) Once the lead agency has determined that a particular physical impact may occur then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

(4) "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

(5) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA processes, an affect has been adequately analyzed in an earlier EIR or negative declaration. (See Section 15063(c)(3)(D) of the CEQA Guidelines. In this case, a brief discussion should identify the following:

   (a) Earlier Analyses Used. Identify and state where the earlier analysis is available for review.

   (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

(6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference

to the page or pages where the statement is substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

(7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

(8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

(9) The explanation of each issue should identify:

(a) The significance criteria or threshold, if any, used to evaluate each question; and

(b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**
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 a 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?			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

A "visual environment" includes the built environment (development patterns, buildings, parking areas, and circulation elements) and natural environment features such as hills, vegetation, rock outcroppings, drainage pathways, and soils.

Views are characterized by visual quality, viewer groups and sensitivity, duration, and visual resources.

- *Visual quality* refers to the general aesthetic quality of a view, such as vividness, intactness, and unity.
- *Viewer groups* identify who is most likely to experience the view.
- *High-sensitivity land uses* include residences, schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas.
- *Duration* of a view is the amount of time that a particular view can be seen by a specific viewer group.
- *Visual resources* refer to unique views, and views identified in local plans, from scenic highways, or of specific unique structures or landscape features.

a) Except as provided in Public Resources Code Section 21099 would the project have a substantial adverse effect on a scenic vista?

No Impact

Scenic vistas generally include extensive panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest.

The project site is located in an area of the City of San Dimas in the San Gabriel Valley which is characterized by flat topography and urban development. The City of San Dimas is located on a desert valley floor with the foothills of the San Gabriel Mountains to the north. Dominant natural visual resources in the project area are comprised of scenic vistas of the distant San Gabriel Mountains from the north-south running through public thoroughfares and open spaces in the vicinity of the project.

In general, existing views in the project vicinity consist of views of the San Gabriel Mountains to the north. The San Gabriel Mountains are located approximately 1.75 miles north of the project site (Google Maps, 2020).

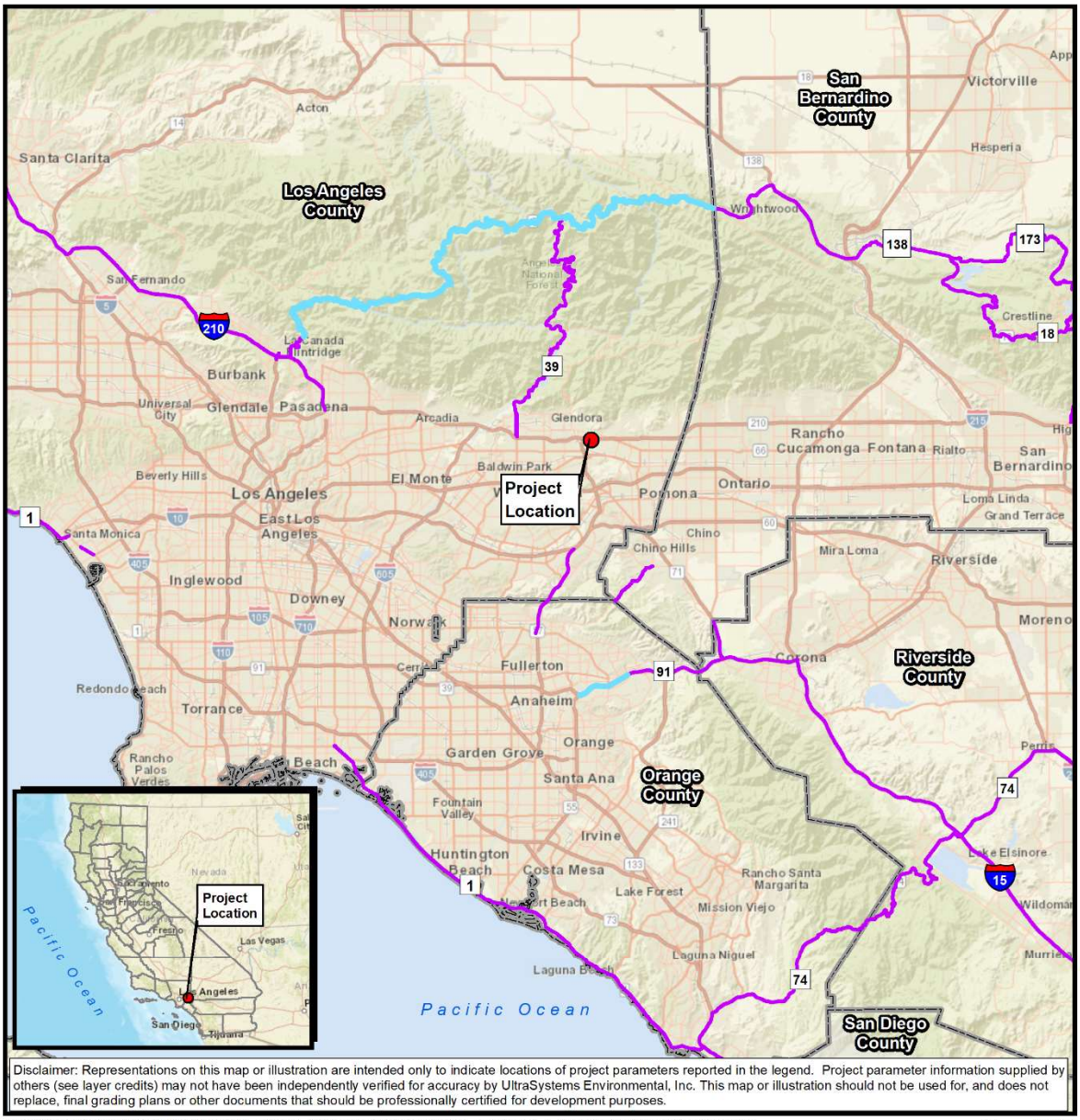
The project site currently has nine single-family residences and associated accessory structures. The project proposes the construction of a two-unit warehouse building totaling 63,749 square feet on two-levels. Unit One would include 23,193 square feet of warehouse space and 1,000 square feet of office space with a 2,000 square-foot mezzanine, while Unit Two would include 34,556 square feet of warehouse space and 1,000 square feet of office space with a 2,000 square-foot mezzanine. The proposed building would have a maximum height of 41 feet. The proposed building would have primarily tilt-up concrete walls with variations of light and dark grey colors, blue glass panes for the office mezzanine area, and a ten-foot screening wall at the truck court area. The site currently has an eight-foot masonry wall on the north and west sides of the property. The project site is adjacent to industrial land uses to the north, east, and west, and single-family residential land uses to the south. The proposed new building would be consistent with the general character of the surrounding neighborhood in terms of architectural style, density, height, bulk, and setback. As mentioned above, some intervening buildings and trees block the view of the mountains. The proposed development would not obstruct views of distant mountains and hills for motorists traveling along nearby roadways. Therefore, the project would have no impact on scenic vistas.

b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact

The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible state scenic highways, designated as part of the California Scenic Highway Program. According to Caltrans, there are no officially designated scenic highways within or adjacent to the project area, and no roadways near the project site are currently eligible for scenic highway designation (Caltrans, 2015), as shown in **Figure 4.1-1,** Scenic Highways. The closest official state scenic highway, State Route 39 (SR-39), also known as San Gabriel Canyon Road, is

Figure 4.1-1
SCENIC HIGHWAYS



approximately six miles northwest of the project site. Additionally, State Route 57 (SR-57), also known as the Orange Freeway, which is located approximately 1,300 feet to the west of the project site, has a portion designated as an official state scenic highway, but the designated section begins approximately eight miles to the south at its nearest point.

Therefore, due to the distance between the project site and the nearest state scenic highways, the project would have no impact on trees, rock outcroppings, and historic buildings within a state scenic highway.

c) Except as provided in Public Resources Code Section 21099, would the project 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 a 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?

Less than Significant Impact

The project site is located in an urban setting characterized by industrial and residential land uses. As further detailed in **Section 4.11**, the project would not conflict with policies under the current General Plan Industrial land use designation or the proposed zoning designation of Light Manufacturing (M-1). **Table 4.1-1** below provides the applicable policies from the City of San Dimas General Plan that pertain to aesthetics, along with a description of how the proposed project would comply.

Table 4.1-1
PROJECT COMPLIANCE WITH CITY OF SAN DIMAS GENERAL PLAN POLICIES REGARDING SCENIC QUALITY AND AESTHETICS

General Plan Element	Project Compliance
Land Use Element. 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.	
Policies: • Limit the intensity of non-residential development through height limits, lot coverage, setbacks, and other appropriate standards.	The proposed project would construct a high-quality structure with tilt-up concrete walls and blue-glazed glass that complies with all relevant development standards, being similar in design and intensity to other nearby adjacent industrial developments. Therefore, the proposed project would not conflict with this policy.
Land Use Element. Goal L-9: Enhance a unified and high-quality visual image for the city.	
Policies: • Underground utilities to improve the visual environment. • Beautify the existing railroad rights-of-way. • Cohesively direct future development and promote the visual identity of the	The proposed project will underground all new utilities, utility drops, and all existing overhead utilities to the closest power pole outside of property lines. The project is not located near any railroad rights-of-way, but the project will improve abutting public rights-of-way to include landscaping, sidewalks, and various other public rights-of-way improvements. The development is designed to be architecturally cohesive with other

General Plan Element	Project Compliance
City's important districts such as the Town Core, Civic Center, and Downtown. • Preserve important view corridors.	nearby adjacent industrial developments and will create a harmonious visual identity for the neighborhood. There are no important view corridors affected by the proposed development so the public views of the San Gabriel Mountains to the north will remain relatively unaltered. Therefore, the proposed project would not conflict with this policy.

Source: San Dimas General Plan Land Use Element, 1991, p. II-42 and II-56.

As analyzed above, the proposed project would adhere to applicable aesthetic and scenic quality regulations and policies mandated by the City of San Dimas General Plan. Currently, the project site has nine (9) single-family residences, and views from surrounding developments include views of industrial developments similar in bulk, scale, and design to the proposed project. The proposed project would add a well-designed aesthetically pleasing building and landscaping on the site and therefore have a positive effect on the visual character of the site when compared to existing conditions. Additionally, the proposed project would comply with the proposed Light Manufacturing (M-1) zone in the City's Municipal Code, which would ensure that building height, setbacks, building design, parking stalls, and screening would be within the required threshold levels (City of San Dimas Municipal Code, 2020). Therefore, impacts would be less than significant.

d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact

The project site is located in an urban area, which is characterized by low to medium nighttime ambient light levels. Street lights, traffic on local streets, and exterior lighting in nearby developments are the primary sources of light that contribute to the ambient light levels in the project area. While the project is surrounded by industrial development in three directions, the project site is also adjacent to residential land uses across Allen Avenue, south of the project site (Google Maps, 2020).

The project proposes new exterior lighting throughout the site, including parking lot lighting. Installation of exterior lighting on the building exterior, as well as proposed parking lot lighting, would be necessary for safety and nighttime visibility throughout the project site. The new project lighting would be visible from the surrounding area. Therefore, the project's proposed exterior lighting is expected to contribute to ambient nighttime illumination in the project vicinity. However, the proposed project would comply with the City of San Dimas Municipal Code § 18.128.120(H) Performance Standards, which states, "Emission of Heat and Glare. Every use shall be so operated that it does not emit heat or glare in such quantity or degree as to be readily detectable on any boundary line of the property on which the use is located" (City of San Dimas Municipal Code, 2022). Additionally, the building would include tilt-up concrete walls with different shades of gray, and blue glazed glass. None of the materials proposed would have a mirror finish or would be highly reflective. Refer to **Appendix A** of this document, which provides the proposed project plans.

Adherence to applicable City Municipal Codes would ensure that new sources of light or glare would not adversely affect day or nighttime views in the area. Therefore, impacts from a new source of substantial light or glare would be less than significant.

4.2 Agriculture and Forestry Resources

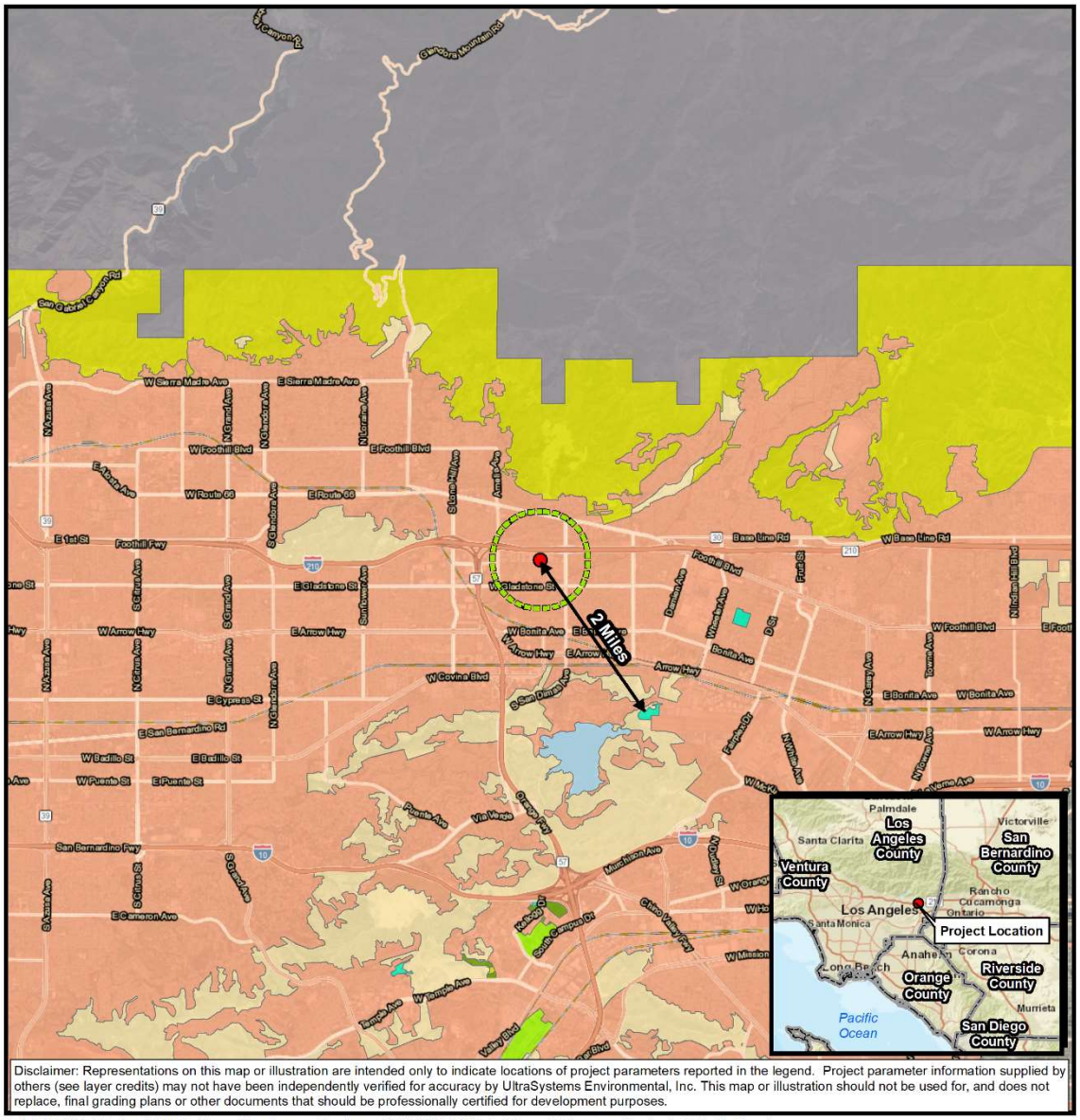
Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

a) Would the project 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?

No Impact

The Farmland Mapping and Monitoring Program of the California Resources Agency (FMMP) was established in 1982 by the California Department of Conservation (DOC) to identify critical agricultural farmlands and track if and how the lands are converted and used for other things. The proposed project is located in an area that FMMP deems as "Urban and Built-up Land," which means it is land that has a building density of at least one building to 1.5 acres of land and is primarily used for residential, industrial, commercial, construction, or other non-agricultural business (DOC, 2016). Refer to **Figure 4.2-1**. Therefore, the project would not convert farmland for nonagricultural use. No impacts would occur.

Figure 4.2-1
IMPORTANT FARMLAND



b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact

The Williamson Act, also known as the California Conservation Act of 1956, allows local governments to work with private landowners by negotiating an agreement to tax these landowners at lower rates if they restrict specific pieces of land to agricultural or open space use. According to the Los Angeles County Williamson Act Contract Map, the proposed project is shown as being on land identified as "Non-Enrolled Land", land not enrolled in a Williamson Act contract and not mapped by the Farmland Mapping & Monitoring Program (FMMP) as Urban and Built-Up Land or Water and does not contain any land under the specific jurisdiction of the Williamson Act (DOC, 2020a). The City of San Dimas General Plan identifies the proposed project area as "Industrial" for industrial uses (City of San Dimas, 2022). The site is currently zoned Light Agricultural (AL); however, no active agricultural operations are in the vicinity of the site (Google Earth Pro, 2020). A change of zone to Light Manufacturing "M-1" application has been submitted as a part of this project. Therefore, the project would not conflict with existing zoning for agriculture uses or any Williamson Act contracts. No impacts would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220(g)), timberland (as defined by Public Resources Codes § 4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?

No Impact

The proposed project is located in a highly-urbanized setting and is zoned as "AL," indicating that it is Light Agricultural (City of San Dimas, 2020). The definitions given by Public Resources Code (PRC) § 42526 regarding timberland, by PRC § 12220(g) for forest land, or by California Government Code § 51104(g) for timberland zoned for production do not apply to this type of zoning because forest and timberland do not exist there. Being in a highly-urbanized area, the project would have no impact on either existing forestry or timberland zoning, nor would it cause their rezoning. No impacts would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact

The project is not within a forest area and is located on land specified as Light Agricultural "AL" (City of San Dimas, 2020). The project would not result in the loss or conversion of forest land because construction and other related activities would happen specifically on the project site. Therefore, the proposed project would not result in the loss and/or conversion of forest land. No impacts would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact

The proposed project is located on land zoned as Light Agricultural "AL", but a change of zone request has been submitted to change to Light Manufacturing "M-1", as previously stated, which allows Light

Manufacturing uses. It is also surrounded on three sides by land with M-1 zoning. While the current zoning is agricultural, the site is currently used for single family residences, with no active agricultural use at the location. Therefore, the project does not involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to nonagricultural use or the conversion of forest land to a non-forest use. No impacts would occur.

4.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	
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?			**X**	
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			**X**	

4.3.1 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and ambient air quality standards have been established by the U.S. Environmental Protection Agency (USEPA) and/or the California Air Resources Board (ARB). The criteria air pollutants of concern are nitrogen dioxide (NO_2), carbon dioxide (CO_2), particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone (O_3), and their precursors, such as reactive organic gases (ROG), which are ozone precursors. Since the proposed project would not generate appreciable SO_2 or Pb emissions,[5] it is not necessary for the analysis to include those two pollutants. Presented below is a description of the air pollutants of concern and their known health effects.

Nitrogen oxides (NO_X) serve as integral participants in the process of photochemical smog production and are precursors for certain particulate compounds that are formed in the atmosphere. The two major forms of NO_x are nitric oxide (NO) and NO_2. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO_2 is a reddish-brown pungent gas formed by the combination of NO and oxygen. NO_2 is an acute respiratory irritant and eye irritant and increases susceptibility to respiratory pathogens. A third form of NO_X, nitrous oxide (N_2O), is a greenhouse gas (GHG) (USEPA, 2022f).

Carbon monoxide (CO) is a colorless, odorless non-reactive pollutant produced by incomplete combustion of carbon substances (e.g., gasoline or diesel fuel). The primary adverse health effect associated with CO is its binding with hemoglobin in red blood cells, which decreases the ability of these cells to transport oxygen throughout the body. Prolonged exposure can cause headaches, drowsiness, or loss of equilibrium; high concentrations are lethal (USEPA, 2022g).

5 Sulfur dioxide emissions will be below 0.07 pound per day during construction and 0.009 pound per day during operations.

Particulate matter (PM) consists of finely divided solids or liquids, such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulate matter are now regulated. Respirable particles, or PM_{10}, include that portion of the particulate matter with an aerodynamic diameter of 10 micrometers (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 micrometers (i.e., 2.5 one-millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on the arid landscape also contributes substantially to the local particulate loading. Fossil fuel combustion accounts for a sizable portion of $PM_{2.5}$. In addition, particulate matter forms in the atmosphere through reactions of NO_X and other compounds (such as ammonia) to form inorganic nitrates and sulfates. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems (USEPA, 2022h).

Reactive organic gases (ROG) are compounds comprised primarily of atoms of hydrogen and carbon that have high photochemical reactivity. The major source of ROG is the incomplete combustion of fossil fuels in internal combustion engines. Other sources of ROG include the evaporative emissions associated with the use of paints and solvents, the application of asphalt paving and the use of household consumer products. Some ROG species are listed toxic air contaminants, which have been shown to cause adverse health effects; however, most adverse effects on human health are not caused directly by ROG, but rather by reactions of ROG to form other criteria pollutants such as ozone. ROG are also transformed into organic aerosols in the atmosphere, contributing to higher levels of fine particulate matter and lower visibility. The term "ROG" is used by the ARB for air quality analysis and is defined essentially the same as the federal term "volatile organic compound" (VOC).

Ozone (O_3) is a secondary pollutant produced through a series of photochemical reactions involving ROG and NO_X. Ozone creation requires ROG and NO_x to be available for approximately three hours in a stable atmosphere with strong sunlight. Because of the long reaction time, peak ozone concentrations frequently occur downwind of the sites where the precursor pollutants are emitted. Thus, O_3 is considered a regional, rather than a local, pollutant. The health effects of O_3 include eye and respiratory irritation, reduction of resistance to lung infection and possible aggravation of pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber (USEPA, 2022i).

4.3.2 Climate and Meteorology

The project site will be located wholly within the South Coast Air Basin SCAB, which includes all of Orange County, as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The distinctive climate of the SCAB is determined by its terrain and geographical location. The SCAB is in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. Thus, the climate is mild, tempered by cool sea breezes. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds (SCAQMD, 1993).

The annual average of total precipitation at the San Dimas Fire FC 95 meteorological station (#047749; latitude 34.105°, longitude -117.802°) (WRCC, 2022a), which is approximately 0.98 mile southeast of the project site, is approximately 18.38 inches, which occurs mostly during the winter and relatively infrequently during the summer. Monthly precipitation averages approximately 4.12 inches during the winter (December, January, and February), approximately 1.53 inches during the

spring (March, April, and May), approximately 0.88 inch during the fall (September, October, and November), and approximately 0.063 inch during the summer (June, July, and August). The average high and low temperatures as recorded at Pomona Fairplex meteorological station (#047050; latitude 34.04°, longitude -117.46°) (WRCC, 2022b), which is approximately 3.58 miles southeast of the project site, are 77.5°F and 47.6°F, respectively. Average winter (December, January, and February) high and low temperatures are approximately 66.5°F and 38.93°F and average summer (June, July, and August) high and low temperatures are approximately 88.73°F and 56.4°F.

4.3.3 Local Air Quality

Table 4.3-1 shows the area designation status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The South Coast Air Quality Management District (SCAQMD) has divided the SCAB into source receptor areas (SRAs), based on similar meteorological and topographical features. The proposed project site is in SCAQMD's Pomona-Walnut Valley SRA (SRA 10), which is served by the Glendora Station, located about three miles northwest of the proposed project site, at 840 Laurel Avenue, Glendora CA 91741 (SCAQMD, 2022). All the criteria pollutants discussed in this report are monitored at this station. The ambient air quality data in the proposed project vicinity as recorded at the Glendora station from 2019 to 2021 and the applicable federal and state standards are shown in **Table 4.3-2**.

4.3.4 Pollutants of Concern

Criteria pollutants are air pollutants for which acceptable levels of exposure can be determined and an ambient air quality standard (AAQS) has been established by the U.S. Environmental Protection Agency (USEPA) and/or the ARB. The criteria air pollutants of concern are nitrogen dioxide (NO_2), CO, particulate matter (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), lead (Pb), and ozone. Presented below is a description of the air pollutants of concern and their known health effects.

The Modified project site is in the San Bernardino County portion of the South Coast Air Basin (SCAB), for whose air pollution control the SCAQMD is substantially responsible. **Table 4.3 1** shows the attainment status of the SCAB for each criteria pollutant for both the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Presented below is a description of the air pollutants of concern and their known health effects.

Table 4.3-1
FEDERAL AND STATE ATTAINMENT STATUS

Pollutants	Federal Classification	State Classification
Ozone (O_3)	Nonattainment (Extreme)	Nonattainment
Particulate Matter (PM_{10})	Maintenance (Serious)	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment (Serious)	Nonattainment
Carbon Monoxide (CO)	Maintenance (Serious)	Attainment
Nitrogen Dioxide (NO_2)	Maintenance	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Sulfates	No Federal Standards	Attainment
Lead (Pb)		Attainment
Hydrogen Sulfide (H_2S)		Attainment
Visibility Reducing Particles		Unclassified

Sources: ARB, 2022a

Table 4.3-2
AMBIENT AIR QUALITY MONITORING DATA

Air Pollutant	Standard/Exceedances	2019	2020	2021
Ozone (O_3)	Max. 1-hour Concentration (ppm)	0.13	0.173	0.125
	Max. 8-hour Concentration (ppm)	0.103	0.138	0.097
	# Days > Federal 8-hour Std. of 0.070 ppm	58	97	54
	# Days > California 1-hour Std. of 0.070 ppm	46	76	39
	# Days > California 8-hour Std. of 0.070 ppm	61	100	58
Nitrogen Dioxide (NO_2)	Max. 1-hour Concentration (ppm)	0.06	0.05	0.06
	Annual Average (ppm)	0.008	0.008	0.01
	# Days > California 1-hour Std. of 0.070 ppm	0	0	0
Respirable Particulate Matter (PM_{10})	Federal Max. 24-hour Concentration (µg/m³)	97.9	227.2	121.5
	State Max. 24-hour Concentration (µg/m³)	ND	ND	ND
	#Days > Fed. 24-hour Std. of 35 µg/m³	ND	2	0
	Federal Annual Average (µg/m³)	21.8	28	27.7
	State Annual Average (µg/m³)	ND	ND	ND
Fine Particulate Matter ($PM_{2.5}$)	Federal Max. 24-hour Concentration (µg/m³)	ND	ND	ND
	State Max. 24-hour Concentration (µg/m³)	75.1	148.1	97
	#Days > Fed. 24-hour Std. of 35 µg/m³	ND	ND	ND
	Federal Annual Average (µg/m³)	ND	ND	ND

Air Pollutant	Standard/Exceedances	2019	2020	2021
	State Annual Average (µg/m^3)	11.7	14.9	ND

Source: California Air Resources Board, "iADAM Air Quality Data Statistics." Internet URL: http://www.arb.ca.gov/adam/, (April, 2022).

ND - There was insufficient (or no) data available to determine the value.

4.1.5 Air Quality Management Plan (AQMP)

The SCAQMD is required to produce plans to show how air quality will be improved in the region. The California Clean Air Act (CCAA) requires that these plans be updated triennially to incorporate the most recent available technical information. A multi-level partnership of governmental agencies at the federal, state, regional, and local levels implement the programs contained in these plans. Agencies involved include the EPA, ARB, local governments, SCAG, and SCAQMD. The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP for the SCAB. The SCAQMD updates its Air Quality Management Plan (AQMP) every three years.

The 2016 AQMP (SCAQMD, 2017b) was adopted by the SCAQMD Board on March 3, 2017, and on March 10, 2017 was submitted to the ARB (SCAQMD, 2017a) to become part of the State Implementation Plan (SIP)[6] (SCAQMD, 2017a). It focuses largely on reducing NO_x emissions as a means of attaining the 1979 1-hour ozone standard by 2022, the 1997 8-hour ozone standard by 2023, and the 2008 8-hour standard by 2031 (SCAQMD, 2017b). The AQMP prescribes a variety of current and proposed new control measures, including a request to the EPA for increased regulation of mobile source emissions. The NO_x control measures will also help the SCAB attain the 24-hour standard for $PM_{2.5}$.

4.3.4 Sensitive Receptors

Some people, such as individuals with respiratory illnesses or impaired lung function because of other illnesses, persons over 65 years of age, and children under 14, are particularly sensitive to certain pollutants. Facilities and structures where these sensitive people live or spend considerable amounts of time are known as sensitive receptors. For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, or convalescent facility where it is possible that an individual could remain for 24 hours (Chico and Koizumi, 2008, p. 3-2). Commercial and industrial facilities are not included in the definition of sensitive receptor, because employees typically are present for shorter periods of time, such as eight hours. Therefore, applying a 24-hour standard for PM_{10} is appropriate not only because the averaging period for the state standard is 24 hours, but because the sensitive receptor would be present at the location for the full 24 hours. **Figure 4.3-1** shows sensitive receivers in the project area.

4.3.5 Applicable South Coast Air Quality Management District Rules

Rule 403 (Fugitive Dust Rule)

During construction, the project would be subject to SCAQMD Rule 403 (fugitive dust). SCAQMD Rule 403 does not require a permit for construction activities, *per se*; rather, it sets forth general and specific requirements for all construction sites (as well as other fugitive dust sources) in the SCAB.

[6] The State Implementation Plan (SIP) is a collection of local and regional plans, regulations, and rules for attaining ambient air quality standards. It is periodically submitted to the USEPA for approval.

The general requirement prohibits a person from causing or allowing emissions of fugitive dust from construction (or other fugitive dust source) such that the presence of such dust remains visible in the atmosphere beyond the property line of the emissions source. SCAQMD Rule 403 also prohibits construction activity from causing an incremental PM_{10} concentration impact, as the difference between upwind and downwind samples, at the property line of more than 50 micrograms per cubic meter as determined through PM_{10} high-volume sampling. The concentration standard and associated PM_{10} sampling do not apply if specific measures identified in the rules are implemented and appropriately documented.

Other requirements of Rule 403 include not causing or allowing emissions of fugitive dust that would remain visible beyond the property line; no track-out extending 25 feet or more in cumulative length and all track-out to be removed at conclusion of each workday; and using the applicable best available control measures included in Table 1 of Rule 403.

Rule 1113 (Architectural Coatings)

Construction of this project will include the application of architectural coatings and be subject to SCAQMD Rule 1113 (Architectural Coatings). Among other applicable entities, Rule 1113 requires who applies, stores at a worksite, or solicits the application of architectural coatings use coatings that contain VOC less than or equal to the VOC limits specified in Table 1 of the rule.

Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program)

The purpose of this rule is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter. This rule applies to the warehouses located in the SCAQMD jurisdiction with greater than or equal to 100,000 square feet of indoor floor space in a single building. Since the project site is 63,749 square feet, this rule would not apply to the project site.

4.3.6 Response to Checklist Questions

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

Less than Significant Impact

The SCAQMD (2019) has developed criteria in the form of emissions thresholds for determining whether emissions from a project are regionally significant. They are useful for estimating whether a project is likely to result in a violation of the NAAQS and/or whether the project is in conformity with plans to achieve attainment. SCAQMD's significance thresholds for criteria pollutant emissions during construction activities and project operation are summarized in **Table 4.3-3**. A project is considered to have a regional air quality impact if emissions from its construction and/or operational activities exceed the corresponding SCAQMD significance thresholds.

Figure 4.3-1
SENSITIVE AIR POLLUTION RECEPTORS IN THE PROJECT AREA

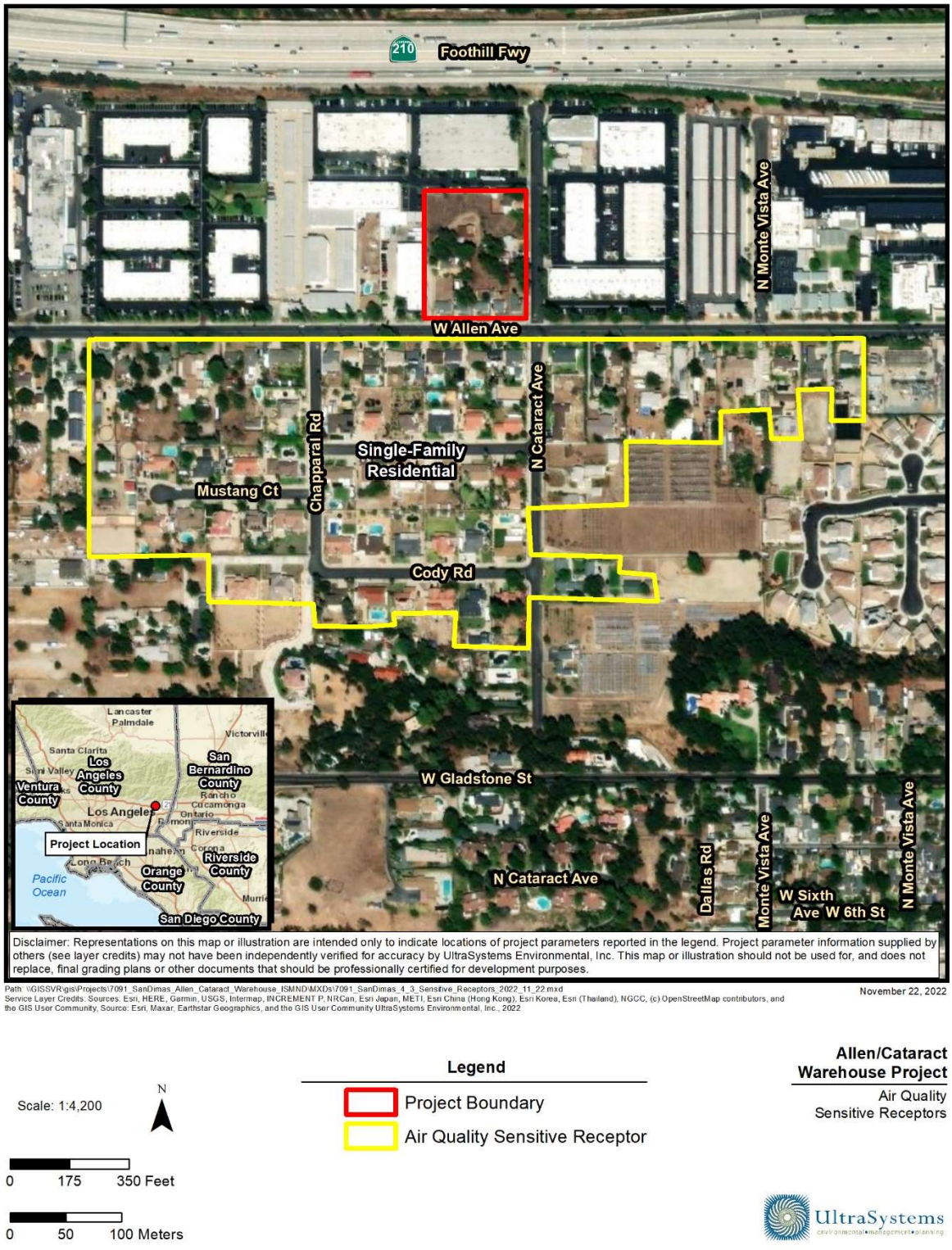


Table 4.3-3
SCAQMD EMISSIONS THRESHOLDS FOR SIGNIFICANT REGIONAL IMPACTS

Pollutant	Mass Daily Thresholds (Pounds/Day)	
	Construction	Operation
Nitrogen Oxides (NO_x)	100	55
Volatile Organic Compounds (VOC)	75	55
Respirable Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Sulfur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead	3	3

Source: SCAQMD, 2019.

Air Quality Methodology

Estimated criteria pollutant emissions from the project's onsite and offsite project activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0. CalEEMod (CAPCOA, 2021) is a planning tool for estimating emissions related to land use projects. Model-predicted project emissions are compared with applicable thresholds to assess regional air quality impacts. As some construction plans have not been finalized, CalEEMod defaults were used for construction offroad equipment and onroad construction trips and vehicle miles traveled. The modifications to CalEEMod defaults were the construction schedule provided by the client. Applicable emissions controls specified in SCAQMD rules were incorporated in the analysis. They are not considered to be mitigation measures because they are mandatory for all projects.

For the purpose of this analysis, construction activities for the Allen-Cataract Warehouse Project are anticipated to last nine months and would begin in May-June 2023 and end in March 2024. There would be eight construction phases:

- Demolition
- Site Preparation
- Grading.
- Building Construction.
- Utility Trenching and Installation
- Landscaping
- Paving
- Architectural Coating

There would be an overlap of construction activities among Landscaping and Paving. **Table 4.3-4** shows the estimated project schedule used for the air quality, GHG emissions (**Section 4.8**) and noise (**Section 4.13**) analyses.

Table 4.3-4
CONSTRUCTION SCHEDULE

Construction Phase	Start	End
Demolition	January 1, 2023	January 20, 2023
Site Preparation	May 21, 2023	May 31, 2023
Grading	June 1, 2023	June 28, 2023
Building Construction	August 1, 2023	December 31, 2023
Utility Trenching and Installation	January 1, 2024	January 31, 2024
Landscaping	February 1, 2024	February 30, 2024
Paving	February 1, 2024	February 15, 2024
Architectural Coating	March 1, 2024	April 1, 2024
Note: At the time of preparation of AQ, GHG and Noise Analysis, it was estimated that site preparation and six subsequent phases of project construction would start in January 2023 and end in October 2023. However, the estimated start and end dates for those seven construction phases have changed to start in May 2023 and end in March 2024. This table shows the most recent version of the estimated construction schedule. There was no change in the duration of different construction phases, therefore, no change to the AQ and GHG data and analysis (included in Appendix B of this IS/MND) was necessary.		

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO_X emissions. The amount of emissions generated daily would vary, depending on the amount and types of construction activities occurring at the same time.

Regional Short-Term Air Quality Effects

Project construction activities would generate short-term air quality impacts. Construction emissions can be distinguished as either onsite or offsite. Onsite air pollutant emissions consist principally of exhaust emissions from offroad heavy-duty construction equipment, as well as fugitive particulate matter from earth working and material handling operations. Offsite emissions result from workers commuting to and from the job site, as well as from trucks hauling materials to the site and construction debris for disposal.

As shown in **Table 4.3-5**, construction emissions would not exceed SCAQMD regional thresholds. Therefore, the project's short-term regional air quality impacts would be less than significant.

Table 4.3-5
MAXIMUM DAILY REGIONAL CONSTRUCTION EMISSIONS

Construction Activity	Maximum Emissions (pounds/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Emissions, 2023	25.7	18.6	12.7	4.1	0.8
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by OB-1 Air Analyses with CalEEMod (Version 2020.4.2) (CAPCOA, 2021).

Regional Long-Term Air Quality Effects

The primary source of operational emissions would be vehicle exhaust emissions generated from project-induced vehicle trips, known as "mobile source emissions." Other emissions, identified as "energy source emissions," would be generated from energy consumption for water, space heating, and cooking equipment, while "area source emissions" would be generated from structural maintenance and landscaping activities, and use of consumer products.

As seen in **Table 4.3-6**, for each criteria pollutant, operational emissions would be below the pollutant's SCAQMD significance threshold. Therefore, operational criteria pollutant emissions would be less than significant.

Table 4.3-6
MAXIMUM DAILY PROJECT OPERATIONAL EMISSIONS

Emission Source	Pollutant (pounds/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Source Emissions	1.44	0.00	0.01	0.00	0.00
Energy Source Emissions	0.00	0.01	0.01	0.00	0.00
Mobile Source Emissions	0.34	0.37	3.77	0.91	0.25
Total Operational Emissions	1.78	0.38	3.79	0.91	0.25
SCAQMD Significance Thresholds	*75*	*100*	*550*	*150*	*55*
Significant? (Yes or No)	**No**	**No**	**No**	**No**	**No**

Source: Calculated by OB-1 Air Analyses with CalEEMod (Version 2020.4.0) (CAPCOA, 2021).

The operational emissions calculated were not adjusted to take "credit" for the emissions loss due to the demolition of the residences which are located on the project site. Therefore, this estimate would be considered a "worst-case" scenario.

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?

Less than Significant Impact

Since the SCAB is currently in nonattainment for ozone and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. The SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the District recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of the SCAQMD's significance thresholds. Also, as discussed below, localized emissions generated by the project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

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

Less than Significant Impact

Localized Short-Term Air Quality Effects from Construction Activity

Construction of the proposed project would generate short-term and intermittent emissions. Following SCAQMD guidance (Chico and Koizumi, 2008), only onsite construction emissions were considered in the localized significance analysis. The residences to the south of the project site, across West Allen Avenue are the nearest sensitive receptors, about 82 feet (25 meters) away. Localized significance thresholds for projects in SRA 10 were obtained from tables in Appendix C of the SCAQMD's *Final Localized Significance Threshold Methodology* (Chico and Koizumi, 2008). **Table 4.3-7** shows the results of the localized significance analysis for the proposed project.

The localized significance analysis determined that the project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be less than significant.

Table 4.3-7
RESULTS OF LOCALIZED SIGNIFICANCE ANALYSIS

Nearest Sensitive Receptor	Maximum Onsite Emissions (pounds/day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum daily emissions	11.3	10.5	3.4	0.7
SCAQMD LST for 2.58 acres @ 25 meters[a]	*165.8*	*759.5*	*7.2*	*4.6*
Significant (Yes or No)	**No**	**No**	**No**	**No**

[a]LST values were from SCAQMD table values interpolated corresponding to 2 acres and 5 acres for 25 meters (Chico and Koizumi, 2008, Appendix C)

Screening Health Risk Assessment

Given that the proposed project will not be an important source of toxic air contaminants, and will not be a receptor for significant TAC emissions from offsite sources, impacts from TACs will be less than significant.

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

Less than Significant Impact

Odors can cause a variety of responses. The impact of an odor results from interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception.

Under this significance criterion, a significant impact is defined here as a situation in which a project creates an odor nuisance pursuant to SCAQMD Rule 402 (Nuisance). Rule 402 broadly defines nuisance odors; in reality, it is imposed only in cases in which (1) complaints are received by the District, and (2) an inspector personally observes the offensive odor. Because the proposed project site is in a residential area, and unusually odorous materials will not be handled, Rule 402 complaints are unlikely.

Land uses typically considered associated with odors include wastewater treatment facilities, waste disposal facilities, or agricultural operations. The proposed project is not a land use typically associated with emitting objectionable odors. It would involve the use of diesel construction equipment and diesel trucks during construction. In addition, project-generated emissions would rapidly disperse in the atmosphere and would not be noticeable to the nearby public. Therefore, the project would not generate a significant odor impact during construction.

4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 U.S. Fish and Wildlife Service?		**X**		
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?				**X**
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?				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native nursery sites?			**X**	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		**X**		
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?				**X**

Methodology

UltraSystems Environmental, Inc. (UltraSystems) biologists researched readily available information, including relevant literature, databases, agency websites, various previously completed reports and management plans, GIS data, maps, aerial imagery from public domain sources, and in-house records to identify the following: 1) habitats, special-status plant and wildlife species, jurisdictional waters, critical habitats, and wildlife corridors that may occur in and near the project site; and 2) local or regional plans, policies, and regulations that may apply to the project. The following data sources were accessed by UltraSystems for synthesis of data within this Initial Study.

- United States Geological Survey (USGS) 7.5-Minute Topographic Map *San Dimas* Quadrangle and current aerial imagery (USGS, 2018).
- The Web Soil Survey, provided by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS; Soil Survey Staff, 2022).
- California Natural Diversity Database (CNDDB), provided by the California Department of Fish and Wildlife (CDFW; CNDDB, 2022a).
- Information, Planning and Conservation (IPaC), provided by the United States Fish and Wildlife Service (USFWS, 2022a, b).
- Inventory of Rare and Endangered Plants of California, 8th Edition, provided by the California Native Plant Society (CNPS, 2022a).
- National Wetlands Inventory (NWI), provided by the USFWS (USFWS, 2022c).
- National Hydrography Dataset, provided by USGS (USGS, 2022).
- CDFW's Biogeographic Information and Observation System (BIOS) Habitat Connectivity Viewer (CDFW, 2022a).
- Critical Habitat Portal, provided by the USFWS (USFWS, 2022d).
- Sawyer, J.O., T. Keeler-Wolf, J.M. Evens, 2009. *A Manual of California Vegetation, Second Edition,* provided by California Native Plant Society Press (Sawyer et. al., 2009).
- California Invasive Plant Council Inventory (Cal-IPC, 2006)
- EPA Waters GeoViewer, provided by USEPA (USEPA, 2022a).
- The City of San Dimas' (City's) municipal ordinances, general plan and other documents were reviewed (City of San Dimas, 2006).

Plant and wildlife species protected by federal agencies, state agencies, and nonprofit resource organizations, such as the California Native Plant Society (CNPS), are collectively referred to as "special-status species". When plant and animal species that are federally or state listed endangered, threatened, or candidate species are discussed as a subcategory of special-status species they are referred to as "listed species". When plant and animal species are protected by an agency but not a "listed species" and are discussed as a subcategory of special-status species they are referred to as

"sensitive species". Some of these plant and wildlife species are afforded special legal or management protection because they are limited in population size, and typically have a limited geographic range and/or habitat.

Aerial imagery from the above-mentioned sources was overlaid with geospatial data by utilizing Geographic Information System (GIS) software (ArcGIS 10.1) to identify documented observations of the following biological or environmental components within the project vicinity:

(1) Previously recorded observations within the project vicinity and geographic range of special-status species and potentially suitable habitats;

1. special-status vegetation communities;

(2) protected management lands;

2. proposed and final critical habitats;

(3) wetlands, waters of the State, and waters of the United States (waters of the U.S.); and

3. wildlife corridors.

On January 7, 2022, UltraSystems biologist Mr. Matthew Sutton conducted a reconnaissance-level biological survey of the project site and a 500-foot buffer around the project site, collectively the biological study area (BSA). He assessed the land cover types, including plant communities, plant and wildlife species, jurisdictional waters (including wetlands), and wildlife corridors that occur within the BSA (see **Figure 4.4-1**). The determinations made in this section are based on the results of that survey (see **Appendix C,** *Biological Resources Evaluation Report* [BRE]).

a) Would the project have a substantial adverse impact, 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 U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated

The project site is located in a developed, suburban/commercial area, and is approximately 350 feet south of Interstate 210 (I-210). The site is surrounded by commercial properties on the west, north, and east; south of the site is a large residential neighborhood. Although the site is less than two miles south of the Angeles National Forest, the project area and BSA provide low habitat value for special-status plant and wildlife species (including species listed by state or federal agencies as "candidate" or "sensitive" species).

Reconnaissance-Level Biological Survey Results

The project site occurs on relatively flat land and is partially developed with nine (9) existing homes mostly aligning the south and east borders, West Allen Avenue and North Cataract Avenue, respectively. In addition, the project site also contains a fallow grassy field with undeveloped soils in

Figure 4.4-1
PROJECT BOUNDARY AND BIOLOGICAL STUDY AREA (BSA)

the northern area, several yards with ornamental turf lawns and trees, a patchwork of pepper trees that occur in clusters in the center of the project site, and some storage structures and work sheds near the center. There are several light industrial warehouses located west, north and east of the project site, and residential homes to the south. The project site consists of Urban land-Palmview-Tujunga, gravelly complex, 2 to 9 percent slopes (Soil Survey Staff, 2022). Three land cover types occur within the BSA (see **Figure 4.4-2**).

Vegetation of the project site primarily consists of non-native ornamental and weedy forbs and grasses in the undeveloped field, ornamental vegetation in the residential yards and several ornamental trees, primarily pepper tree (*Schinus molle*), in both the yards and in between yards. Mr. Sutton observed approximately 31 plant species throughout the BSA, only six of which were native species, and none of which were special-status species. Refer to **Appendix G,** *Plant and Wildlife Species Recorded During the Field Surveys* of **Appendix C1,** *Biological Resources Evaluation Report* (BRE) for a complete list of plant species observed during the survey.

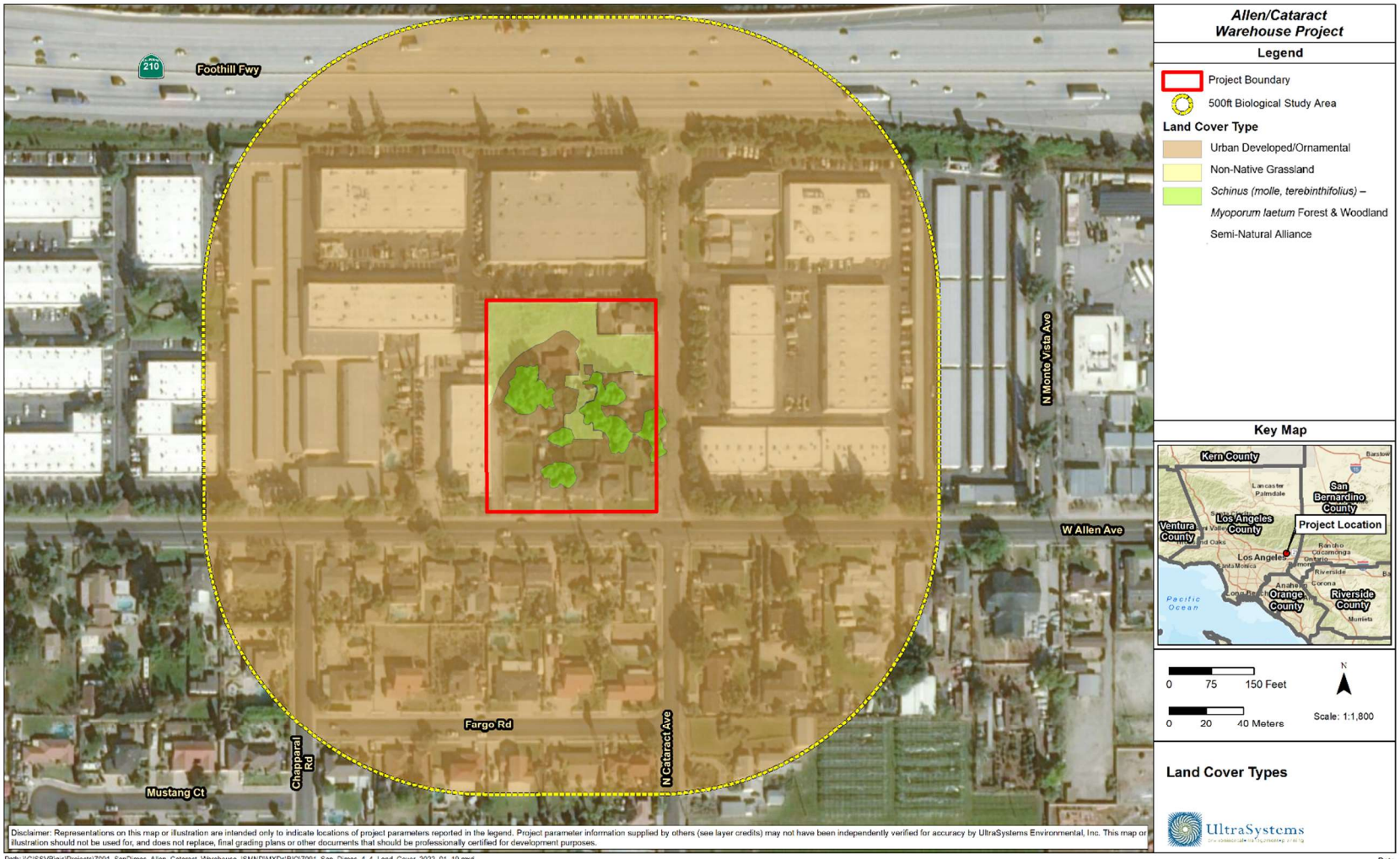
Six distinct wildlife species were observed during the January 7, 2022 field survey (one mammal species and five bird species), none of which were special-status species. The native bird species include red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), black phoebe (*Sayornis nigricans*), and herring gull (*Larus argentatus*). Additionally, gopher mounds of Botta's pocket gopher (*Thomomys bottae*) were observed within the project site. All of the birds observed onsite are migratory bird species protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code § 3513.

No nests were observed on the project site during the January 7, 2022 biological survey. Onsite and offsite trees could provide suitable future or current nesting sites for birds protected by the MBTA. This includes potential nesting sites for passerine species such as the ones observed during the biological survey.

Migratory birds are protected by the MBTA and the California Fish and Game Code, which render it unlawful to take migratory birds, and their nests, eggs, and young. California defines "take" as "to hunt, pursue, catch, capture, kill, or attempt to hunt, pursue, catch, capture, or kill." California courts have held that take includes incidental take and is not limited to hunting and fishing and other activities that are specifically intended to kill protected fish and wildlife. Over 600 species of migratory birds live in or migrate through California (CDFW 2018).

Trees on the project site as well as trees in the BSA could provide suitable nesting habitat for nesting birds protected by the MBTA. If construction occurs during the nesting season, indirect impacts on migratory birds could occur from increased noise, vibration, and dust during construction. This could adversely affect the breeding behavior of some birds, and lead to the loss (take) of eggs and chicks, or nest abandonment. Therefore, development of the project could potentially impact migratory birds. Implementation of pre-construction nesting bird survey is needed to reduce potential impacts to a less than significant level.

Figure 4.4-2
LAND COVER TYPES



The three land cover types that occur within the BSA are detailed below (see **Figure 4.4-2**, and refer to **Appendix C1,** *Biological Resources Evaluation Report* [BRE] for a full treatment of land cover types).

Land Cover Types

Urban Developed/Ornamental: Urban developed lands comprise buildings, residential homes, pavement, other impermeable surfaces, and other developed structures and surfaces that cannot support vegetation. Ornamental land cover that occurs in urbanized areas, consists of ornamental vegetation (e.g., trees, turf lawns, shrubs, etc.) that is planted along the borders of buildings, residences, roadway margins, and other developed structures. Onsite urban developed/ornamental land cover consists of paved access areas, residential homes, storage units, and other permanent structures, and landscaped ornamental vegetation a(e.g., turf lawns, flowering plants, and trees). This land cover composes approximately 1.49 acres of the project site and approximately 34.98 acres of the BSA (see **Figure 4.4-2**).

Wild Oats and Annual Brome Grasslands *(Avena spp. – Bromus spp. Semi-Natural Alliance)*: Wild oats and annual brome grasslands *(Avena* spp*. – Bromus* spp. Semi-Natural Alliance*)* is an alliance listed in the Manual of California Vegetation (Sawyer, et al., 2009; CNPSb) and is composed of cool-season, annual grasses mostly introduced from Europe, and often intermixed with native and annual forbs, and occasional shrub species. This plant community makes up approximately 0.71 acre of the project site. The entirety of the mapped wild oats and annual brome grasslands plant community occurs within the project site. The onsite wild oats and annual brome grasslands occur in the northern half of the project site. Two non-native grass species, ripgut grass and foxtail chess are co-dominant on the project site and various grasses, and forbs also occur at lower cover, including London rocket (*Sisymbrium irio*), cheeseweed (*Malva parviflora*), greenstem filaree (*Erodium moschatum*), Russian thistle (*Salsola tragus*), and telegraph weed (*Heterotheca grandiflora*).

***Pepper Tree of Myoporum Groves (Schinus* [*molle, terebinthifolius*] *– Myoporum laetum* Forest & Woodland Semi-Natural Alliance)**: Pepper tree or myoporum groves (*Schinus* [*molle, terebinthifolius*] - *Myoporum laetum* Forest & Woodland Semi-Natural Alliance) land cover is characterized by one or more of the following species being dominant in the tree canopy: pepper tree (*Schinus molle*), Brazilian pepper tree (*Schinus terebinthifolius*), or myoporum (*Myoporum laetum*). On the project site, this plant community consists of twelve pepper trees, which are distributed around the relative center of the project site. This land cover occurs exclusively within the project site and composes approximately 0.40 acres.

Tree Survey Results

Mr. Sutton, an International Society of Arboriculture (ISA) certified arborist (WE-12790), surveyed all of the onsite trees on January 7, 2022. He observed 24 trees, and of those 19 met the criteria for mature significant trees detailed in Chapter 18.162, *Tree Preservation* (tree preservation code) of the City of San Dimas' (City's) Municipal Code. Of the 19 mature significant trees, 17 are proposed for removal. The tree preservation code requires developers to replace all removed mature significant trees. A more detailed discussion is presented in a forthcoming section below that discusses project impacts to local ordinances. Refer also to **Appendix C1,** *Biological Resources Evaluation Report* (BRE) and **Appendix C2**, *Arborist Report (both appendices provided in complete **Appendix C**)* for a complete discussion of the methods, results, and recommended mitigation related to the tree survey.

Special-Status Plant Species With a Potential to Occur in the BSA

Based on a literature review and query of publicly available databases (CNDDB, 2022a; CNPS, 2022; USFWS, 2022a, b) for reported occurrences within a ten-mile radius of the project site, a total of 21 special-status plant species were identified in the plant inventory: four listed and 17 sensitive (refer to **Figure 4.4-3** for species in the plant inventory with reported occurrences within a two-mile radius of the project site and Appendix H, *Special-Status Species Potential Occurrence Determination* of **Appendix C1,** *Biological Resources Evaluation Report* [BRE] for the analysis of all of the species in the plant inventory). Each species in the plant inventory was evaluated regarding their occurrence potential based on habitat, elevational and geographic range and the project site disturbances (Calflora, 2022; CNDDB, 2022a; CNPS, 2022a, b; Google Earth Pro, 2022; eFlora, 2022; Sawyer et al., 2009; Soil Survey Staff, 2022; USEPA, 2022; USFWS, 2022a, b, c, d, e; CIMIS, 2022).

Of the 21 total special-status species in the plant inventory, the analysis determined that two sensitive and no listed plant species have a low potential to occur in the BSA (see **Table 4.4-1**). The remaining 19 species have no potential to occur in the BSA, because either 1) the BSA lacks suitable habitat to support these species, 2) the BSA is outside of the geographic and elevational range of these species, 3) other factors preclude the likelihood of occurrence, or 4) a combination of one or more of the aforementioned factors. There were no special-status species observed on the project site during the field survey.

Special-Status Wildlife Species with a Potential to Occur in the BSA

Based on a literature review and query of publicly available databases (USFWS 2022a, b; CNDDB, 2022a) for reported occurrences, within a ten-mile radius of the project site, a total of 43 special-status wildlife species were identified in the wildlife inventory, 12 listed and 31 sensitive (refer to **Figure 4.4-4** for species in the wildlife inventory with reported occurrences within a two-mile radius of the project site and Appendix H, *Special-Status Species Potential Occurrence Determination* of **Appendix C1,** *Biological Resources Evaluation Report* [BRE] for the analysis of all of the species in the plant inventory). Each species in the wildlife inventory was evaluated regarding their occurrence potential within the BSA based on habitat, elevational and geographic range, and the project site disturbance regime (Bolster, 1998; CNDDB, 2022a, b; CDFW, 2022b; Google Earth Pro, 2022; eBird, 2022; Howell, 1980; Jameson and Peeters, 1988; Sibley, 2000; USFWS, 2022a, b, c, d, e; WBWG, 2005; Zeiner et al., 1988-1990).

Figure 4.4-3
CNDDB KNOWN OCCURRENCES PLANT SPECIES AND HABITATS

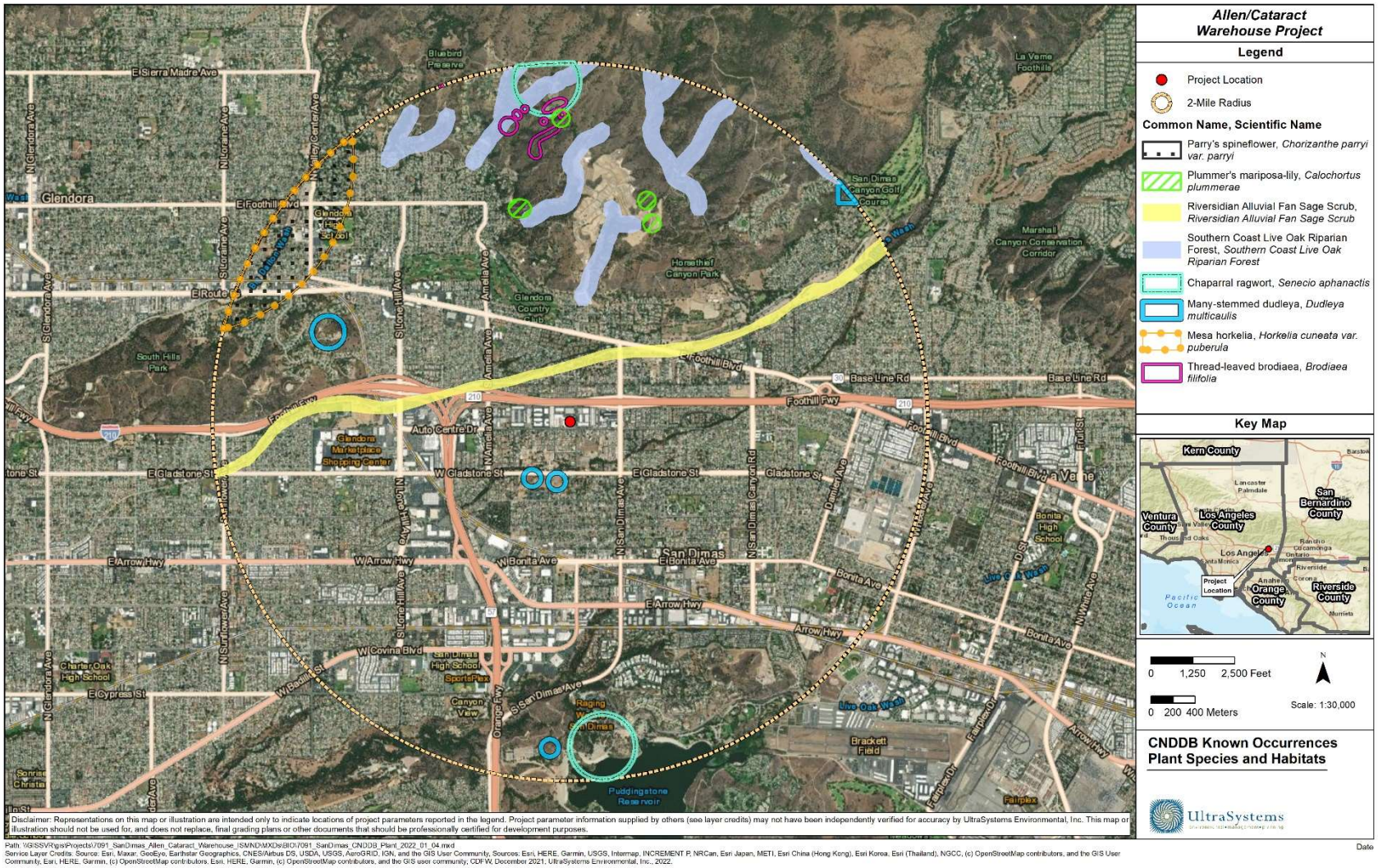


Table 4.4-1
SPECIAL-STATUS PLANT SPECIES POTENTIAL TO OCCUR

Scientific Name	Common Name	Status*	General Habitat	Habitat (Present, Absent)	Potential for Occurrence in the BSA
Sensitive Plants: **These plants have no official status under the ESA, the CESA, and/or the NPPA. However, they are designated as sensitive or locally important by federal agencies, state agencies, and/or local conservation agencies and organizations.**					
Horkelia cuneata var. *puberula (=Horkelia cuneata ssp. puperula)*	mesa horkelia	CRPR: 1B.1	This perennial herb inhabits maritime chaparral, coastal scrub, and cismontane woodlands, growing in sandy or gravelly sites. Its bloom period is February to September.	Yes	**Low potential to occur.** There are recent reported occurrences (<15 years) of this plant within 10 miles of the project site (CNDDB, 2022) specifically concentrated along San Dimas Wash, which is located approximately 0.3 miles north of the BSA. The project site contains gravelly soil that creates marginally suitable habitat for this species, however the soil has experienced high levels of disturbance due to urbanization of the area.
Chorizanthe parryi var. *parryi*	Parry's spineflower	CRPR: 1B.1	This annual herb inhabits coastal scrub, chaparral, cismontane woodlands, and valley and foothill grasslands. This species is found in sandy or rocky soils. Its bloom period is April to June.	Yes	**Low potential to occur.** The BSA does contain gravelly soils, however the soils have experienced high levels of disturbance due to development and other related human activities. The BSA contains primarily urbanized land, however degrading the quality of available habitat. This species has recent reported occurrences (<15 years) within a 10-mile radius of the BSA, however the occurrences are concentrated in areas greater than six miles away.

***Notes:**

- The BSA contains approximate elevations of approximately 955 to 977 feet above mean sea level (amsl).

Federal Endangered Species Act (ESA) Listing Codes: The ESA is administered by the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales

Scientific Name	Common Name	Status*	General Habitat	Habitat (Present, Absent)	Potential for Occurrence in the BSA

and anadromous fish such as salmon. For the purposes of the ESA, Congress defined species to include subspecies, varieties, and, for vertebrates, distinct population segments. The official federal listing of Endangered and Threatened plants is published in 50 CFR §17.12.

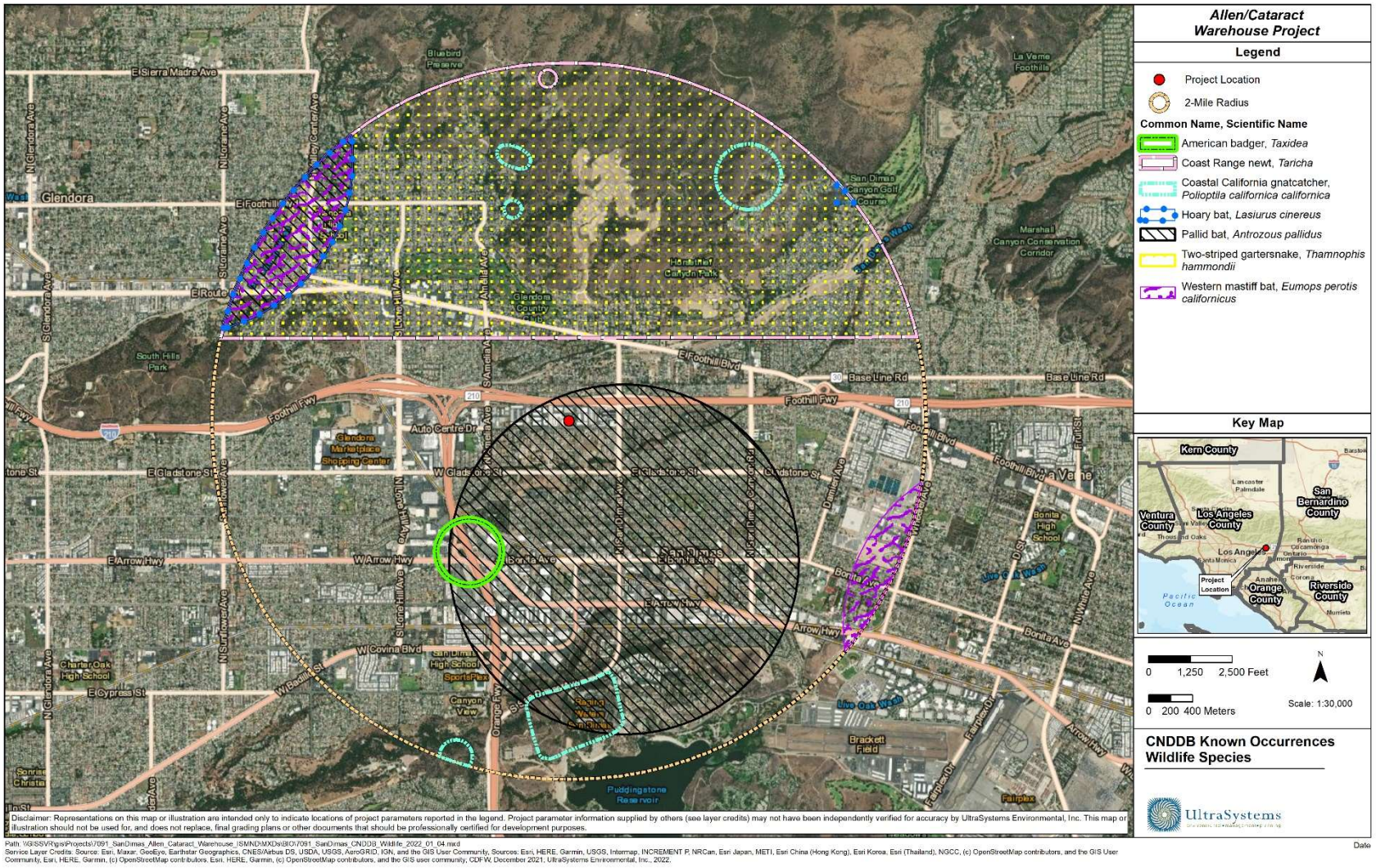
California Rare Plant Ranks (Formerly known as CNPS Lists): The CNPS is a statewide, nonprofit organization that maintains, with CDFW, an Inventory of Rare and Endangered Plants of California. In the spring of 2011, CNPS and CDFW officially changed the name "CNPS List" or "CNPS Ranks" to "California Rare Plant Rank" (or CRPR). This was done to reduce confusion over the fact that CNPS and CDFW jointly manage the Rare Plant Status Review Groups and the rank assignments are the product of a collaborative effort and not solely a CNPS assignment.

- **CRPR 1B = California Rare Plant Rank 1B - plants rare, threatened, or endangered in California and elsewhere:** plants with a CRPR of 1B are rare throughout their range with the majority of them endemic to California. Most of the plants that are ranked 1B have declined significantly over the last century. All of the plants constituting CRPR 1B meet the definitions of §2062 and §2067 (CESA) of the Fish and Game Code, and are eligible for state listing. It is mandatory that they be fully considered during preparation of environmental documents relating to CEQA.

California Native Plant Society (CNPS) Threat Ranks: The CNPS Threat Rank is an extension added onto the California Rare Plant Rank (CRPR) (as a decimal code) and designates the level of threats by a 1 to 3 ranking with 1 being the most threatened and 3 being the least threatened. A Threat Rank is present for all CRPR 1B's, 2B's, 4's, and the majority of CRPR 3's. CRPR 4 plants are seldom assigned a Threat Rank of .1, as they generally have large enough populations to not have significant threats to their continued existence in California. However, certain conditions exist to make the plant a species of concern and hence be assigned a CRPR. In addition, all CRPR 1A and 2A (presumed extirpated in California), and some CRPR 3 (need more information) plants, which lack threat information, do not have a Threat Rank extension.

.1 = seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)

Figure 4.4-4
CNDDB KNOWN OCCURRENCES: WILDLIFE SPECIES



Some species for which suitable habitat may occur in the BSA, or for which the BSA overlaps with the appropriate elevation range and species range, were excluded because levels of human activity (e.g., noise, traffic, lighting) in the surrounding areas represents a threat to these species. Additionally, most of the BSA contains developed areas and non-native weedy species (e.g., wild oats and redstem filaree) that germinate and grow early in the growing season and may preclude the establishment of several later emerging native plant species, which may be required by wildlife species for foraging and nesting. Habitat fragmentation from development reduces the size of habitat patches containing contiguous stands of native vegetation; thus, certain species would not have sufficient foraging habitat or cover for nesting or shelter requirements. Finally, the BSA lacks complex vegetation communities.

Of the 43 total special-status species in the wildlife inventory, it was determined that no listed species have a potential to occur in the BSA. Five sensitive species have a low potential to occur in the BSA (see **Table 4.4-2**); however, the remaining 38 have no potential to occur within the BSA, either because 1) the BSA lacks suitable habitat to support these species, 2) the BSA is outside of their geographic and/or elevational range, 3) disturbances within the BSA that are typical of urbanized areas, such as paved or compacted surfaces, or traffic, preclude the likelihood of their occurrence, or 4) a combination of one or more of the preceding factors reduces their likelihood of occurrence. There were no special-status wildlife species observed on the project site during the field survey.

Cooper's hawk (*Accipiter cooperii*) was determined to have a moderate potential to occur in the BSA because they are adapted to urbanized areas and there are several large onsite trees in which this species could nest and also hunt for prey such as passerine birds. Cooper's hawk has a status of Watch List with the California Department of Fish and Wildlife (CDFW; CNDDB, 2022b). The CDFW Watch List includes birds identified in the *California Bird Species of Special Concern* report (Shuford and Gardali, 2008).

Cooper's hawk is a medium-sized hawk that prefers to inhabit the edges of woodlands. These raptors are commonly sighted in parks, neighborhoods, over fields, and even along busy streets if there are large trees nearby for perching and adequate prey species such as other birds and small mammals. They prefer to breed in more densely wooded areas than occur in the BSA, such as woodland openings and edges of riparian and oak habitat (Cornell Lab of Ornithology, 2022). Cooper's hawks build nests in pines, oaks, Douglas-firs, beeches, spruces, and other trees.

Because construction of the project involves the removal of all but two onsite trees, and because Cooper's hawk and many migratory bird species could potentially use the larger onsite trees for nesting habitat, there is potential for Cooper's hawk, and other bird species', nesting habitat to be impacted. The implementation of mitigation measure **BIO-1** (**MM BIO-1**), which requires that a pre-construction nesting bird survey be conducted just prior to the commencement of any ground-disturbing activities such as grubbing, clearing, grading, excavating or tree removal, would reduce potential impacts to Cooper's hawk and migratory bird species to a less than significant level.

Table 4.4-2
SPECIAL-STATUS WILDLIFE SPECIES POTENTIAL TO OCCUR

Scientific Name	Common Name	Status	General Habitat	Habitat (Present, Absent)	Potential for Occurrence in the BSA
Sensitive Wildlife: These animals have no official status under the ESA and/or the CESA; however, they are designated as sensitive or locally important by federal agencies, state agencies, and/or local conservation agencies and organizations.					
Sensitive Birds					
Accipiter cooperii	Cooper's hawk	WL, Season of concern: nesting	This hawk inhabits broken woodland and habitat edges, and is tolerant of human activities near the nest and is seen more often nesting in urban/residential areas.	Present	**Moderate potential to occur.** This species is well-adapted to a variety of urbanized environments. The project site is within this hawk's range of recent occurrences.
Sensitive Mammals					
Eumops perotis californicus	western mastiff bat	SSC, WBWG:H	Found in a variety of habitats, such as semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban, but the species' distribution may be geomorphically determined, occurring primarily where there are significant rock features offering suitable roosting habitat. A cliff dwelling species, Western mastiff bats can also be found in similar crevices in large boulders and buildings. Western mastiff bats prefer	Present	**Low potential to occur.** The BSA provides native and ornamental trees as well as buildings that could serve as suitable roosting habitat for this bat. However, many of the habitats in which this species is found such as palm oasis, oak conifer, deciduous woodlands, and coastal scrub are not found in the BSA.

Scientific Name	Common Name	Status	General Habitat	Habitat (Present, Absent)	Potential for Occurrence in the BSA
			deep crevices that are at least 15 or 20 feet above the ground.		
Lasiurus cinereus	hoary bat	CDFW: Special Animals List WBWG:M	This bat inhabits open grassy areas in coniferous and deciduous forest or near lakes, open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Winter roosts include sides of buildings and tree trunks.	Present	**Low potential to occur.** There are CNDDB-reported occurrences of this species within a two-mile radius of the project site, but none more recent than 1956. (CNDDB, 2022a) The BSA does contain buildings and tree trunks that could be used for roosting; however, there is not enough potential prey such as moths to sustain a bat colony. This species may forage in the BSA but is not anticipated to roost in it.
Antrozous pallidus	pallid bat	SSC	Habitats: variety of habitats is occupied by pallid bats, including deserts, grasslands, shrublands, woodlands, and forests form sea level up through mixed conifer forests Characteristics: night roosts may be in more open sites, such as porches and open buildings	Present	**Low potential to occur.** There are CNDDB-reported occurrences of this species within a two-mile radius of the project site, but none more recent than 1951 (CNDDB, 2022a). This species is well-adapted to a variety of urbanized environments; however, it is unlikely to roost or form maternity colony within the BSA due to lack of available foraging habitat.
Taxidea taxus	American badger	SSC	This badger is found in alpine meadows to elevations as low as Death Valley. The requirements for suitable habitat include sufficient food, friable soils, and relatively open, uncultivated ground.	Absent	**Low potential to occur.** This species has been recently observed (<15 years) within 1 mile of the project site (CNDDB, 2022a). The project site does contain some open areas with friable soils; however, there is not sufficient prey source within the BSA for this species to establish a den. The availability of open ground in the BSA is limited as most areas

Scientific Name	Common Name	Status	General Habitat	Habitat (Present, Absent)	Potential for Occurrence in the BSA
					have undergone some disturbances primarily associated with development.

***Notes**

- The BSA contains approximate elevations of 955 to 977 feet above mean sea level (amsl)
- The BSA comprises urban developed/ornamental, non-native grassland, and *Myoporum laetum* Forest & Woodland Semi-Natural Alliance
- **Low =** the BSA contains suitable habitat and is within the species' distribution; however, there is a low probability of occurrence due to lack of optimal foraging and/or nesting habitat.
- **Moderate =** the BSA contains suitable habitat and is within the species' distribution and there is a reasonable likelihood of occurrence due to the presence of favorable foraging and/or nesting habitat.

California Department of Fish and Wildlife (CDFW) Designations:

For some wildlife species, the CNDDB is only concerned with specific portions of the life history, such as roosts, rookeries, or nesting colonies. For many species of birds, the primary emphasis is on the breeding population in California. For some species which do not breed in California but winter here, emphasis is on wintering range. The species of special concern (SSC) designation thus may include a comment regarding the specific protection provided such as nesting or wintering

- **SSC = species of special concern:** a species of special concern is a species, subspecies, or distinct population of an animal (fish, amphibian, reptile, bird and mammal) native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria: is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role; is listed as federally-, but not state-, threatened or endangered; meets the state definition of threatened or endangered, but has not formally been listed; is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status; has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status.
- **WL = watch list:** this list includes birds identified in the *California Bird Species of Special Concern* (Shuford and Gardali, 2008) report and are not on the current CDFW species of special concern list, but were on previous lists and they have not been state-listed under CESA; were previously state or federally listed and now are on neither list; or are on the list of fully protected species.
- Special Animals List = these species occur on the CDFW Special Animals List (CNDDB, 2022b) but do not have other state status rankings.

Western Bat Working Group (WBWG) Priority Matrix: The Western Bat Species Regional Priority Matrix is a product of the Western Bat Working Group Workshop held in Reno, Nevada, February 9-13, 1998. The matrix is intended to provide states, provinces, federal land management agencies, interested organizations and individuals a better understanding of the overall status of a given bat species throughout its western North American range. Subsequently, the importance of a single region or multiple regions to the viability and conservation of each species becomes more apparent. The matrix should also provide a means to prioritize and focus population monitoring, research, conservation actions, and the efficient use of limited funding and resources currently devoted to bats.

- **H** = **High Priority** 'high' designation represents those species considered the highest priority for funding, planning, and conservation actions. These species are imperiled or are at high risk of imperilment.
- **M = Medium Priority:** These species warrant closer evaluation, more research, and conservation actions of both the species and possible threats. A lack of meaningful information is a major obstacle in adequately assessing these species' status and should be considered a threat.

Mitigation Measures

MM BIO-1: Pre-Construction Breeding Bird Survey

If construction is anticipated to commence during the nesting season (between January 1 and August 31 of any given year, or as determined by a local CDFW office), a qualified avian biologist shall conduct a preconstruction nesting bird survey no earlier than one week prior to construction.

To be in compliance with the MBTA and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels.

- Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, burrows, during the breeding season would be a potential significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird season to avoid potential direct impacts to migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project site during the breeding season and during construction activities.

- If project activities cannot be avoided during February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance.

- If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required.

- If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings and a no activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some bird species are more tolerant than others of noise and activities occurring near their nest. The buffer zone will not be disturbed by construction or other activity until a qualified biologist has determined that

the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone.

- If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency.

- Birds or their active nests will not be disturbed, captured, handled or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist.

Level of Significance After Mitigation

With implementation of **MM BIO-1**, the project would result in less than significant impacts on plant and wildlife special-status species.

b) Would the project have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or United States Fish and Wildlife Service (USFWS)?

No Impact

The project site is situated on relatively level ground, and consists exclusively of upland areas; no ephemeral, intermittent, or perennial streams or rivers that could support riparian habitat were observed on the project site or within the BSA during the biological survey. The project site and BSA do not support riparian habitat or other sensitive natural communities. The nearest sensitive habitat reported in the California Natural Diversity Database (CNDDB) is Riversidean alluvial fan sage scrub, which is located 0.28 miles from the BSA (CNDDB, 2022a; CDFWc) and would not be affected by construction or operation of the project. Therefore, the project would not result in impacts on any riparian habitat, or sensitive natural communities identified in local, regional state, or federal plans, policies, or regulations. No impact would occur and no mitigation is proposed.

c) Would the project 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?

No Impact

The project site is situated on relatively level ground on residential parcels surrounded by industrial, light industrial, residential, and commercial areas. Wetlands, including marshes, vernal pools, or other waters of the U.S. or State, were not observed on the project site or BSA during the biological survey. The nearest water of the U.S. and water of the State is San Dimas Wash, which is located approximately 0.22 mile north of the BSA, and north of I- 210. The project would not directly remove, fill, or interrupt the hydrology of state or federal protected wetlands. No impact would occur and no mitigation is proposed.

d) Would the project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less Than Significant Impact

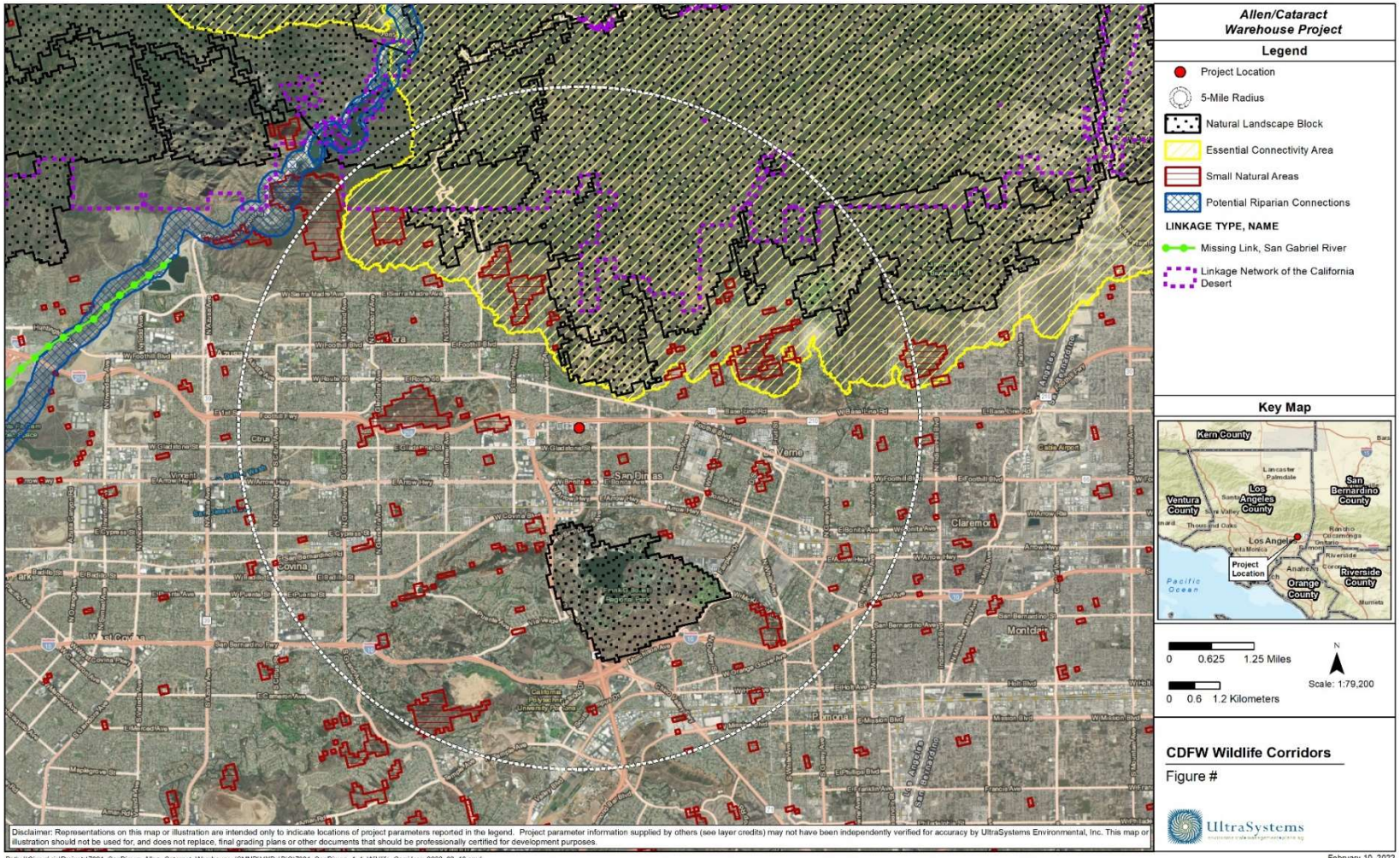
A wildlife corridor is a connection of habitat, generally native vegetation, which joins two or more larger areas of similar habitat that are otherwise separated by natural barriers, changes in vegetation composition, or land permanently altered for human activities (e.g., farms); and infrastructure, including roads, railroads, residential development, or fencing. Wildlife corridors may either be contiguous strips of vegetation and habitat, such as ridgelines or riverbeds, or intermittent patches of habitat or physical features spaced closely enough to allow safe travel. Corridors can be natural, such as a riparian corridor, or man-made, such as culverts, tunnels, drainage pipes, walls, underpasses, overpasses, or streets.

The BSA is densely developed. I-210 is located in the northern section of the BSA, and commercial, industrial, light industrial, and residential developments compose the remainder of the BSA. The BSA does not overlap with CDFW Essential Connectivity Areas, Natural Landscape Blocks, or other wildlife corridors (see **Figure 4.4-5**). The nearest Essential Connectivity Area is approximately 0.54 miles north of the BSA (CDFW, 2022a). There are Natural Landscape Blocks located approximately 0.52 miles north of the BSA and the Angeles National Forest is approximately 1.45 miles north of the BSA (Google Earth, 2022; CDFW, 2022a). Refer to **Appendix C1,** *Biological Resources Evaluation Report* (BRE) for a full treatment of wildlife corridors within the vicinity of the BSA.

Due to the urbanization of the region, movement of mammals that require larger home-range areas, dispersal distances, and dense vegetative cover would likely be deterred. However, predators (e.g., coyotes) and smaller mammals (e.g., raccoons [*Procyon lotor*] and striped skunks [*Mephitis mephitis*]) are known to use medium- to low-density residential neighborhoods, golf courses, and washes for hunting and foraging, using washes (natural and channelized), culverts, underpasses, and city streets for travelling, often but not necessarily limited to overnight hours when human activity decreases (Baker and Timm, 1998; Grubbs and Krausman, 2009; Ng et. al., 2004). Thus, the abovementioned, urban-adapted predators potentially utilize the project site as a wildlife crossing during foraging and hunting activities.

Taking into account the factors of distance from jurisdictional waters, the project would not interfere with or impede with the movement of any resident or migratory fish or wildlife species; however, the project would result in direct and indirect impacts to local wildlife movement within the BSA. Nevertheless, because the BSA and surrounding areas are also suitable hunting, foraging, and movement corridors, species adapted to urban areas (e.g., coyote, raccoon, skunk) would be expected to persist in the project area following construction. Although wildlife movement corridors, and potentially wildlife nursery sites, would be impacted by development of the project, it is anticipated that such operations would have less than significant impacts on wildlife corridors or nursery sites.

Figure 4.4-5
CDFW WILDLIFE CORRIDORS



e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact With Mitigation Incorporated

Chapter 18.162 *Tree Preservation* (hereafter, tree preservation ordinance) of the City of San Dimas (City) Municipal Code states the goal of protecting and preserving mature significant trees, as well as "other trees which are determined to be desirable" (City of San Dimas, 2006). The tree preservation ordinance defines a mature significant tree as follows:

> *"any tree within the city of an oak genus which measures eight inches or more in trunk diameter, and/or any other species of tree that measures ten inches or more in trunk diameter, and/or any multi-trunk tree(s) having a total circumference of thirty-eight inches or more; the multi-trunk tree shall include at least one trunk with a diameter of a minimum of four inches. The trunk diameter shall be measured at a point thirty-six inches above the ground at the base of the tree."*

Removal or relocation of mature significant trees must be approved by the Director of Development Services or the Development Plan Review Board. This approval is subject to conditions as deemed necessary to implement this chapter's provisions. One condition that is stated in Section 18.162.069, *Conditions Imposed* of the tree preservation ordinance, is that each removal tree needs to be replaced at a 2:1 ratio with replacement trees.

A tree survey was conducted at the project site on January 7, 2022 by UltraSystems biologist Mr. Matthew Sutton, who is an International Society of Arboriculture (ISA) certified arborist (WE-12790-A). Mr. Sutton surveyed 24 onsite trees and several saplings (i.e., trunk diameter of less than 3 inches), none of which is of the oak genus, and all of which are proposed for removal by the project proponent (see **Figure 4.4-6**).

Of the 24 onsite trees, 19 meet the criteria for mature significant trees. The 19 surveyed mature significant trees consist of the following species and number per species: two (2) native bishop pine (*Pinus muricata*), three (3) white ash (*Fraxinus americana*), 12 pepper trees (*Schinus molle*), one (1) carrotwood (*Cupaniopsis anacardioides*), and one (1) Mexican fan palm (*Washingtonia robusta*) [SelecTree, 2022]. Two (2) of the 19 mature significant trees, Tree MST1, a bishop pine, and Tree MST11, a pepper tree, will be protected in place, and the other 17 are proposed for removal. The remaining five (5) small, non-significant on-site trees and several saplings that were observed during the survey do not meet the criterion of a mature significant tree as described in the City's tree preservation ordinance (refer to Appendix C, *Arborist Report* of **Appendix C,** *Biological Resources Evaluation Report* [BRE] for a full treatment of the tree survey's results and recommendations).

In accordance with the City's tree preservation ordinance, every mature significant tree that is removed must be replaced with two (2) 15-gallon box trees; the replacement trees need to be planted on the project site. In total, the project proponent needs to plant 34 onsite replacement trees to mitigate the impacts associated with the removal of the 17 mature significant trees in order to meet the requirements of the City's tree preservation ordinance. Implementation of **MM BIO-2** listed below would reduce impacts of development of the project to a less than significant level.

Figure 4.4-6
TREE INVENTORY SURVEY

Mitigation Measures

MM BIO-2: Mature Significant Tree Replacement

There are 19 trees on the project site that are designated as mature significant trees as per the City's tree preservation ordinance (City of San Dimas, 2006), 17 of which are proposed for removal. The following species and number per species of mature significant trees are proposed for removal: one (1) bishop pine, 11 pepper tree, three (3) white ash, one (1) Mexican fan palm, and one (1) carrotwood.

Section 18.162.060 *Conditions Imposed* of the tree preservation ordinance states that mature significant trees must be replaced using a two-to-one ratio with trees that are 15-gallon box trees, or other replacement of equivalent value and size, or as the City deems appropriate. It further states that the replacement trees will be planted within the project site, unless the City approves offsite planting. Thus, to replace the 17 mature significant trees that will be removed during construction of the project, the project proponent will plant 34 fifteen-gallon box trees on the project site. All replacement trees need to be maintained by the project proponent for two (2) years and all other monitoring and maintenance requirements of this section of the tree preservation ordinance must be followed. Furthermore, granting of the tree removal permit is contingent upon meeting the conditions of Section 18.162. 070 *Required Findings*, of the tree preservation ordinance.

All trees will be planted after ground-disturbing activities such as grading, clearing, disking, grubbing, excavation, trenching, paving, mowing, heavy equipment compacting, and most of the construction activities have finished in the planting areas. Trees will be irrigated and maintained following best management practices (BMPs) for tree planting and care. A qualified landscape supervisor will observe the tree planting activities and document the tree health and survivorship during the planting period and the following two-year establishment period. If any replacement trees die or are declared unhealthy by a certified arborist during the period of two years following their initial planting, the dead or diseased trees shall consequently be removed and replaced at the cost of the project proponent as per the guidelines set forth in Section 18.162.100 *Tree Maintenance* of the tree preservation ordinance.

Level of Significance After Mitigation

With implementation of **MM BIO-2**, the project would result in less than significant impacts related to removal of mature trees.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact

The proposed project would not conflict with the provisions of, nor is it located within, any habitat conservation plan (HCP) or Natural Communities Conservation Plan (NCCP). For this reason, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state HCP and therefore, no impacts on any HCP, NCCP, or other approved local,

regional, or state habitat conservation plan would occur as a result of this project. Therefore, no impacts would occur and no mitigation is proposed.

4.5 Cultural Resources

Information from the Phase I Cultural Resources Inventory for the Allen-Cataract Warehouse Project, City of San Dimas prepared January 2023 (see **Appendix D1**), prepared by UltraSystems (O'Neil and Doukakis, 2023), has been included in this section.

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		**X**		
g) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		**X**		
h) Disturb any human remains, including those interred outside of formal cemeteries?		**X**		

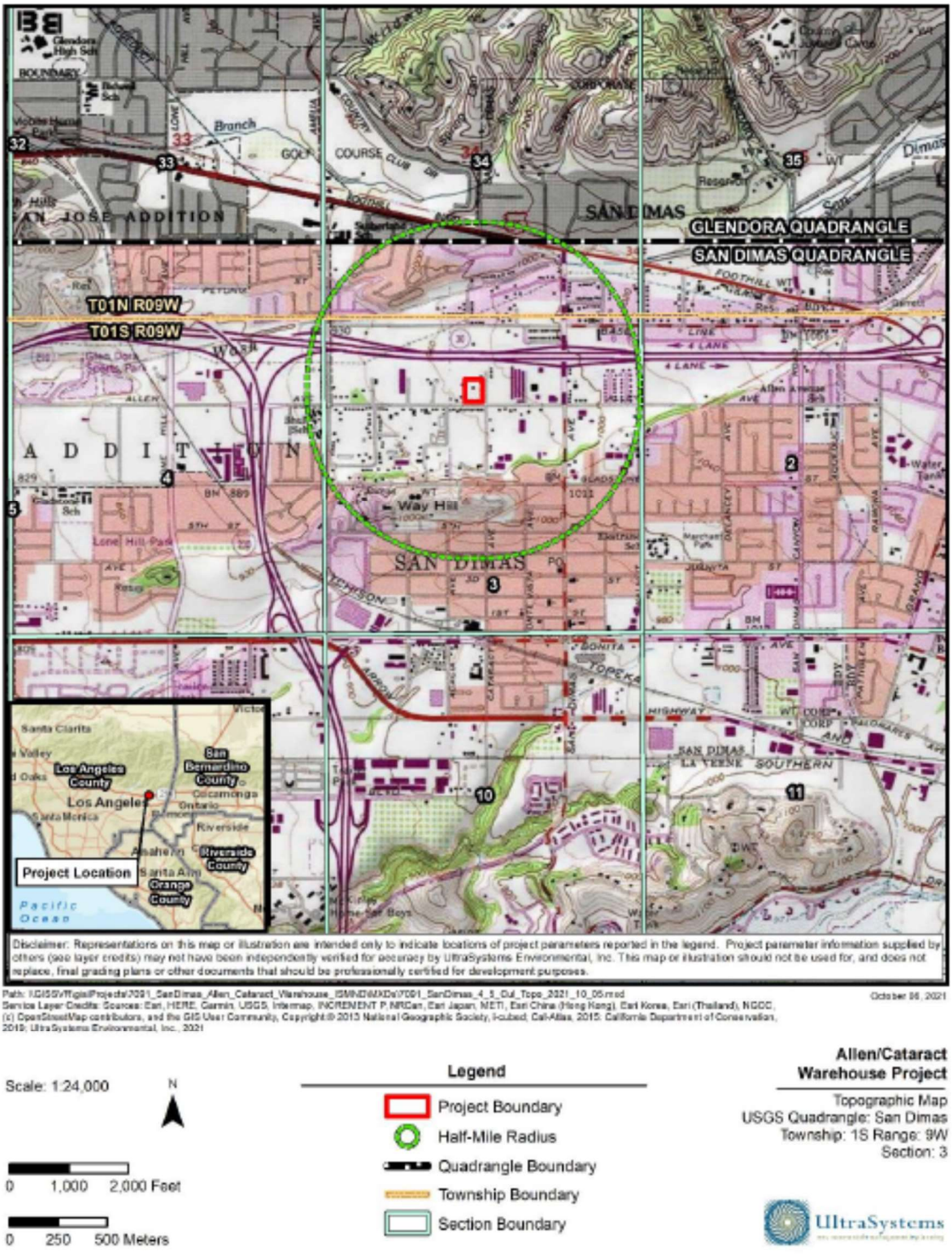
4.5.1 Methods

A cultural resources analysis was conducted for the Allen-Cataract Warehouse Project site (refer to **Figure 4.5-1**) that included a California Historic Resources Inventory System (CHRIS) records and literature search at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The geographic scope of the cultural resource records search included the project site and an area encompassing a 0.5-mile radius outside of the project boundary. This search was initiated by Megan B. Doukakis and was conducted on November 29, 2021. Additionally, a request was made to the Native American Heritage Commission (NAHC) to conduct a search of its Sacred Lands File (SLF) for potential traditional cultural properties as well as to provide a list of local Native American tribes and tribal representatives to contact. The NAHC request was made on September 24, 2021, and a reply was received on October 27, 2021; letters were sent to the listed tribes on November 3, 2021 (see **Attachment C** in **Appendix D1**). Finally, a pedestrian survey of the project boundary was completed on January 7, 2022. The SCCIC records search was conducted prior to conducting the pedestrian survey.

4.5.2 Existing Conditions

Based on the cultural resource records search, it was determined that no historic cultural resources or prehistoric archeological sites have been previously recorded within the project site boundary. Within the 0.5-mile buffer zone, there is one recorded historic era cultural resource but no prehistoric archaeological sites. The property is currently occupied by a group of buildings and other associated structures, comprising nine (9) single-family residences at 309, 313, 317, 321, and 325 West Allen Avenue and 907, 911, 917, and 929 North Cataract Avenue. These structures were evaluated by architectural historian, Bai "Tom" Tang of CRM TECH in August 2022 (refer to **Appendix D3** Historical Assessment, Tang 2022). Tang concluded that the former Prehn family property does not appear eligible for listing in the California Register of Historical Resources and does not meet the statutory definition of "historical resources" for CEQA-compliance purposes.

Figure 4.5-1
TOPOGRAPHIC MAP WITH APE SHOWN



Therefore, the potential impact of the proposed project on these buildings would not constitute "a substantial adverse change in the significance of a historical resource" (PRC §21084.1).

No prehistoric resources were observed during the field survey.

4.5.3 Impacts Assessment

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

Less than Significant Impact with Mitigation Incorporated

A historical resource is defined in § 15064.5(a)(3) of the CEQA *Guidelines* as any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values. Resources listed in, or determined eligible for, the California Register of Historical Resources (CRHR), included in a local register, or identified as significant in a historic resource survey are also considered as historical resources under CEQA.

Similarly, the National Register of Historic Places (NRHP) criteria (contained in 36 CFR 60.4) are used to evaluate resources when complying with Section 106 of the National Historic Preservation Act (NHPA). Specifically, the NRHP criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that: (a) are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or (d) that have yielded or may be likely to yield, information important to history or prehistory.

A substantial adverse change in the significance of a historical resource as a result of a project or development is considered a significant impact on the environment. Substantial adverse change is defined as physical demolition, relocation, or alteration of a resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Direct impacts are those that cause substantial adverse physical change to a historic property. Indirect impacts are those that cause substantial adverse change to the immediate surroundings of a historic property, such that the significance of a historical resource would be materially impaired.

The cultural resources records search conducted at the SCCIC determined that one historic-era resource described as historic refuse scatter (P-19-004646) was recorded within a 0.5-mile radius of the area of potential effect (APE) of the project boundary (**Table 1.3-1** in **Appendix D1**), but this resource is not recorded within the APE.

According to records at the SCCIC, five previous cultural resource surveys were conducted within portions of the one-half mile buffer zone of the project. All five of the studies are located outside of the project boundary. Two of these studies (LA-12623 and LA-12818) referred to primary resources

(19-000825, 19-002054, 19-192335, and 19-192336) that are not located within the one-half mile buffer zone of the project area (**Appendix D1**).

As a result of the field survey, nine single-family residences at 309, 313, 317, 321, and 325 West Allen Avenue and 907, 911, 917, and 929 North Cataract Avenue were identified within the project site. These structures were evaluated by architectural historian, Tom Tang of CRM TECH in August 2022 (**Appendix D3**). Tang concluded that the former Prehn family property does not appear eligible for listing in the California Register of Historical Resources and does not meet the statutory definition of "historical resources" for CEQA-compliance purposes (Tang 2022). They will be demolished as a part of the project construction activities. No other cultural resources were observed during the survey. Therefore, it is unlikely that historical and archaeological resources would be adversely affected by construction of the project. However, grading activities associated with development of the project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic archeological resources. In the event of an unanticipated discovery, implementation of mitigation measures **CUL-1** and **CUL-2** described below would ensure that impacts on historical resources would be less than significant.

Mitigation Measure

MM CUL-1 Prior to the commencement of grading or excavation, workers conducting construction activities and their foremen will receive Worker Environmental Awareness Program (WEAP) training from a qualified archaeologist regarding the potential for sensitive archaeological and paleontological resources to be unearthed during grading activities. The workers will be directed to report any unusual specimens of bone, stone, ceramics or other archaeological artifacts or features observed during grading and/or other construction activities to their foremen and to cease grading activities in the immediate vicinity of the discovery until a qualified archaeologist or Native American cultural monitor is notified of the discovery by the Superintendent of the project site and can assess their significance. The WEAP shall be implemented to educate all construction personnel of the area's environmental conditions and the environmental protection measures that must be adhered to by all workers throughout the duration of project construction.

Training materials shall be language-appropriate for all construction personnel. Upon completion of the WEAP, workers shall sign a form stating that they attended the program, understand all protection measures, and shall abide by all the rules of the WEAP. A record of all trained personnel shall be kept with the construction foreman at the project field construction office and shall be made available to any resource agency personnel. If new construction personnel are added to the project later, the construction foreman shall ensure that new personnel receive training before they start working. The archaeologist shall provide hard copies of the WEAP presentation to the construction foreman.

MM CUL-2 If historical or unique archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the City. An on-call qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s). A Monitoring and Treatment Plan shall be prepared by the qualified archaeologist. The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary

time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the site while evaluation and treatment of historical or unique archaeological resources takes place.

Level of Significance After Mitigation

With implementation of mitigation measures **CUL-1** and **CUL-2** above, potential impacts related to historical and archaeological resources would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated

An archaeological resource is defined in § 15064.5(c) of the CEQA Guidelines as a site, area or place determined to be historically significant as defined in § 15064(a) of the CEQA Guidelines, or as a unique archaeological resource defined in § 21083.2 of the Public Resources Code as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest or has a special and particular quality such as being the oldest or best example of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person. The survey area consisted of nine residential lots with landscaped areas, fenced front and back yards, and open space, as well as several outbuildings. Ground surface visibility was an average of 20%. The pedestrian survey was negative for prehistoric cultural resources, features, or isolates. It is unlikely that undisturbed unique archaeological resources exist on the project site as determined by the cultural resource investigation conducted by UltraSystems, which included a CHRIS records search of the project site and 0.5-mile radius, a search of the SLF by the NAHC, and pedestrian field survey.

The cultural resources records search conducted at the SCCIC determined that there are no known prehistoric cultural resource sites or isolates recorded within a 0.5-mile radius of the project boundary (**Table 1.3-1** in **Appendix D1**). The records search revealed that one historic resource, which included a very light-density historic artifact scatter, has been recorded within 0.5-mile of the project site, but none of the artifacts were located within the project boundary.

An NAHC SLF search was conducted within the project area. The NAHC provided a response letter dated October 27, 2021, which stated that there is a record documenting the presence of traditional cultural properties within this area, and to contact the Gabrielino Band of Mission Indians – Kizh Nation for more information.

The NAHC also provided UltraSystems with a list of local Native American tribes (including the Gabrielino Band of Mission Indians – Kizh Nation) and specific tribal representatives to contact regarding this project. Subsequently, ten representatives of the eight Native American tribes were contacted with a letter requesting a reply if they have knowledge of cultural resources in the area that they could provide and asking if they had any questions or concerns regarding the project. The contacted tribes are:

- Gabrielino Band of Mission Indians – Kizh Nation
- Gabrielino/Tongva San Gabriel Band of Mission Indians
- Gabrielino – Tongva Tribe
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians

- Gabrielino / Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council

As discussed in **Section 4.5.1**, letters were sent to ten representatives of eight Native American tribes. An email was received on November 19, 2021, from Admin Specialist Monica Cano of the Gabrielino Band of Mission Indians – Kizh Nation, indicating that the project location is within their Ancestral Tribal Territory and that the Tribal Government requests to schedule a consultation with UltraSytems (UEI) as the lead agency. Mr. O'Neil responded on the same day indicating that our letter was regarding the cultural resources study to inform them of the project and that UEI is not the Lead Agency for AB52 consultation. The Gabrielino – Kizh Nation did not respond with information concerning the SLF site. An email response was received from Ryan Nordness, Cultural Resources Analyst for the San Manuel Band of Mission Indians (SMBMI) on November 3, 2021, indicating that the "proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. However, due to the nature and location of the proposed project, and given the CRM Department's present state of knowledge, SMBMI does not have any concerns with the project's implementation, as planned, at this time project is not within an area of high sensitivity." Mitigation Measures were also provided. Mr. O'Neil responded the same day that our letter was about the cultural resources study and to inform them of the project and that UEI is not the Lead Agency for AB 52 consultation. Mr. Nordness replied with the tribe's official response which was the same as above. Mr. Nordness responded via email to the USPS letter on November 15, 2022, indicating that proposed project is not located near known Serrano cultural resources. An email response was received from Mr. Joseph Ontiveros of the Soboba Band of Luiseño Indians on November 3, 2021, indicating that the tribe would defer any comments to Chairman Anthony Morales of the San Gabriel Band of Mission Indians.

Following up on the initial letter and email contacts, telephone calls were conducted by Megan B. Doukakis on March 16, 2022, to complete the outreach process following the response period. These calls were to the six tribal contacts who had not already responded to UEI's mailing and emails. Three telephone calls were placed with no answer and messages were left describing the project and requesting a response. These were to Anthony Morales, Chairperson of the Gabrielino/Tongva San Gabriel Band of Mission Indians; Charles Alvarez, Councilmember of the Gabrielino-Tongva Tribe; and Sandonne Goad, Chairperson of the Gabrielino/Tongva Nation.

A phone call to Lovina Redner, Tribal Chair for the Santa Rosa Band of Cahuilla Indians, resulted in the tribal receptionist indicating that the Tribal Chair was not in the office and indicated that we would need to email the Tribal Chair if we wanted to contact her.

Chairperson Robert Dorame, of the Gabrielino Tongva Indians of California Tribal Council indicated by telephone on March 16, 2022, that the tribe does not have any information about the project area. No further responses have been received to date.

The result of the pedestrian survey was negative for both prehistoric sites and isolates on the project site. Based on the results of the records search and the onsite field survey, it is unlikely that cultural resources or tribal resources would be adversely affected by construction of the project. However, grading activities associated with development of the project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic and/or prehistoric archeological resources. In the event of an unanticipated discovery, implementation of mitigation

measures **MM CUL-1** and **MM CUL-2** described above would ensure that impacts on archeological resources would be less than significant.

Level of Significance After Mitigation

With implementation of mitigation measures **CUL-1** and **CUL-2** above, potential impacts related to archaeological resources would be less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact with Mitigation Incorporated

As previously discussed in Section 4.5 b) above, the project would be built on an area where the land is developed with nine housing lots with front and backyard landscaping enclosed by fences, open space, and several outbuildings. Tang concluded that the structures do not appear eligible for listing in the California Register of Historical Resources and do not meet the statutory definition of "historical resources" for CEQA-compliance purposes (Tang 2022). They will be demolished as a part of the project construction activities. No human remains have been previously identified or recorded onsite. It is unlikely that undisturbed unique archaeological resources exist on the project site. The project proposes grading activities for the implementation of infrastructure that includes water, sewer, and utility lines. Grading and trenching activities associated with development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unanticipated discovery, implementation of mitigation measure **CUL-3** and adherence to applicable codes and regulations would ensure that impacts related to the accidental discovery of human remains would be less than significant.

California Health and Safety Code § 7050.5 identifies procedures for the discovery of human remains. CEQA § 15064.5 indicates the process for determining the significance of impacts on archaeological and historical resources. California Public Resources Code § 5097.98 stipulates the notification process during the discovery of Native American human remains, descendants, disposition of human remains, and associated artifacts.

Mitigation Measure

> **MM CUL-3:** If human remains are encountered during excavations associated with this project, all work shall stop within a 30-foot radius of the discovery and the Los Angeles County Coroner shall be notified (§ 5097.98 of the Public Resources Code). The Coroner shall determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they shall contact the NAHC. The NAHC shall be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) shall be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD shall make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

With implementation of mitigation measure **CUL-3** above, potential impacts related to human remains would be less than significant.

4.6 Energy

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact

According to CEQA Guidelines § 15126.2(d), "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. Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Construction Impact Analysis

The following forms of energy are anticipated to be expended during project construction:

- Diesel fuel for offroad equipment (gallons).
- Electricity to deliver water for use in dust control (kilowatt-hours [kWh]).
- Motor vehicle fuel for worker commuting, materials delivery and waste disposal (gallons).

Transportation Energy

Project construction would consume energy in the form of petroleum-based fuels associated with the use of offroad construction vehicles and equipment on the project site, construction workers' travel to and from the project site, and delivery and haul truck trips hauling solid waste from and delivering building materials to the project site.

During project construction, trucks and construction equipment would be required to comply with the California Air Resources Board's (ARB's) anti-idling regulations. ARB's In-Use Off-Road Diesel

Fueled Fleets regulation (ARB, 2016) would also apply. Vehicles driven to or from the project site (delivery trucks, construction employee vehicles, etc.) are subject to fuel efficiency standards established by the federal government. Therefore, project construction activities regarding fuel use would not result in wasteful, inefficient, or unnecessary use of energy.

Electricity

Electricity is supplied to the project site by Southern California Edison (SCE), which provides electricity to the City of San Dimas. SCE provides electricity to the project site from existing electrical service lines.

During project construction, energy would be consumed in the form of electricity associated with the conveyance and treatment of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power.

Due to the fact that electricity usage associated with lighting and construction equipment that utilizes electricity is not easily quantifiable or readily available, the estimated electricity usage during project construction is speculative.

Lighting used during project construction would comply with Title 24 standards and requirements (such as wattage limitations). This compliance would ensure that electricity use during project construction would not result in the wasteful, inefficient, or unnecessary use of energy. Lighting would be used in compliance with applicable City of San Dimas Municipal Code requirements to create enough light for safety.

Natural Gas

The Southern California Gas Company (SoCalGas) is the primary distributor of retail and wholesale natural gas across Southern California, including the City of San Dimas. SoCalGas provides services to residential, commercial, and industrial consumers, and also provides gas for electric generation customers. The proposed project can be served from existing mains in the area without any major impact on overall system capacity, service to existing customers or the environment.

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Therefore, the proposed project is not anticipated to have a demand for natural gas during project construction.

Both construction and operation of the project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project.

Operation

Energy would be consumed during project operations related to truck traffic, lighting and equipment operation, space and water heating, water conveyance, solid waste disposal, and vehicle trips of

employees. Project operation energy usage was estimated by CalEEMod as part of the air quality and greenhouse gas emissions analyses.[7]

The following forms of energy expended during project operation were quantified:

- Onroad motor vehicle traffic (gasoline and diesel fuel)
- Electricity for the proposed commercial uses, street lighting, space and water heating, and conveyance and treatment of water.
- Natural gas for heating.

Estimated project operational energy usage is shown in **Table 4.6-1**.

The commitment of resources required for the construction and operation of the project would limit the availability of such resources for future generations or for other uses during the life of the project. However, the use of such resources would be reduced when compared to what they would be in the absence of complying with the CALGreen Code. Therefore, energy consumption would not result in a substantial increase in energy production for energy providers and the energy demand associated with the project would be less than significant.

Table 4.6-1
ESTIMATED PROJECT OPERATIONAL ENERGY USE

Energy Type	Units	Value	Energy Use (Per Employee[a])
Onroad Motor Vehicle Travel (Fuel)[b]	Gallons gasoline/year	16,734	258
	Gallons diesel/year	1,364	21
Electricity Use	Kilowatt-hours per year	221,179	3,403
Natural Gas Use	1,000 BTU per year	49,664.1	764

[a] Based upon estimated jobs of 65; see **Section 4.14.**
[b] Onroad Motor Vehicle Fuel Consumption calculated by UltraSystems using EMFAC2021(v1.0.2) emissions inventory web platform tool (ARB, 2022) and CalEEMod (2020.4.0) (CAPCOA, 2022); see Appendix B.
Natural Gas Use and Electricity Use calculated by UltraSystems with CalEEMod (2020.4.0).

Continued use of energy resources is consistent with the anticipated growth within the city and the general vicinity and would not result in energy consumption requiring a significant increase in energy production for the energy provider. Therefore, the energy demand associated with the project would be less than significant.

[7] See **Section 4.3** (Air Quality), **Section 4.8** (Greenhouse Gas Emissions), and **Appendix B.**

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact

Title 24

The proposed project would be in compliance with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11), which includes mandatory measures for nonresidential site development, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. It would adhere to applicable federal, state, and local requirements for energy efficiency, including Title 24 standards. Energy-efficient features, including insulated and glazed windows and low-E coating on windows, would be incorporated into building design to comply with the provisions of the California Green Building Code. CALGreen requires new structures to incorporate a variety of mandatory energy-efficiency and water-efficiency features.

Senate Bill 100 mandates 100 percent clean electricity for California by 2045 (CEC, 2021). In 2021, 43% of the power SCE delivered to customers is estimated to have come from carbon-free sources, including renewables portfolio standard eligible resources such as wind and solar, along with other carbon-free sources such as large hydroelectric and nuclear power (Edison International, 2021). As the proposed project would be powered by the existing electricity grid (SCE), the project would eventually be powered by renewable energy mandated by SB 100 (60 percent by 2030 and 100 percent by 2045) and would not conflict with this statewide plan (Senate Bill 100 Joint Agency Report, 2021). The City of San Dimas has not adopted specific renewable energy or energy efficiency plans with which the project could comply. Nonetheless, the project would not conflict with or obstruct the state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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? Refer to Division of Mines and Geology Special Publication 42.			**X**	
ii) Strong seismic ground shaking?			**X**	
iii) Seismic-related ground failure, including liquefaction?			**X**	
iv) Landslides?				**X**
b) Result in substantial soil erosion or the loss of topsoil?			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**	
d) 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?			**X**	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

The technical analysis below is based on the geotechnical report completed by Sladden Engineering on January 14, 2022 (refer to **Appendix C**) for the proposed project. The geotechnical report details

the subsurface conditions and, if applicable, gives recommendations for site preparation and design to ensure the safe construction and operation of the proposed project.

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? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact

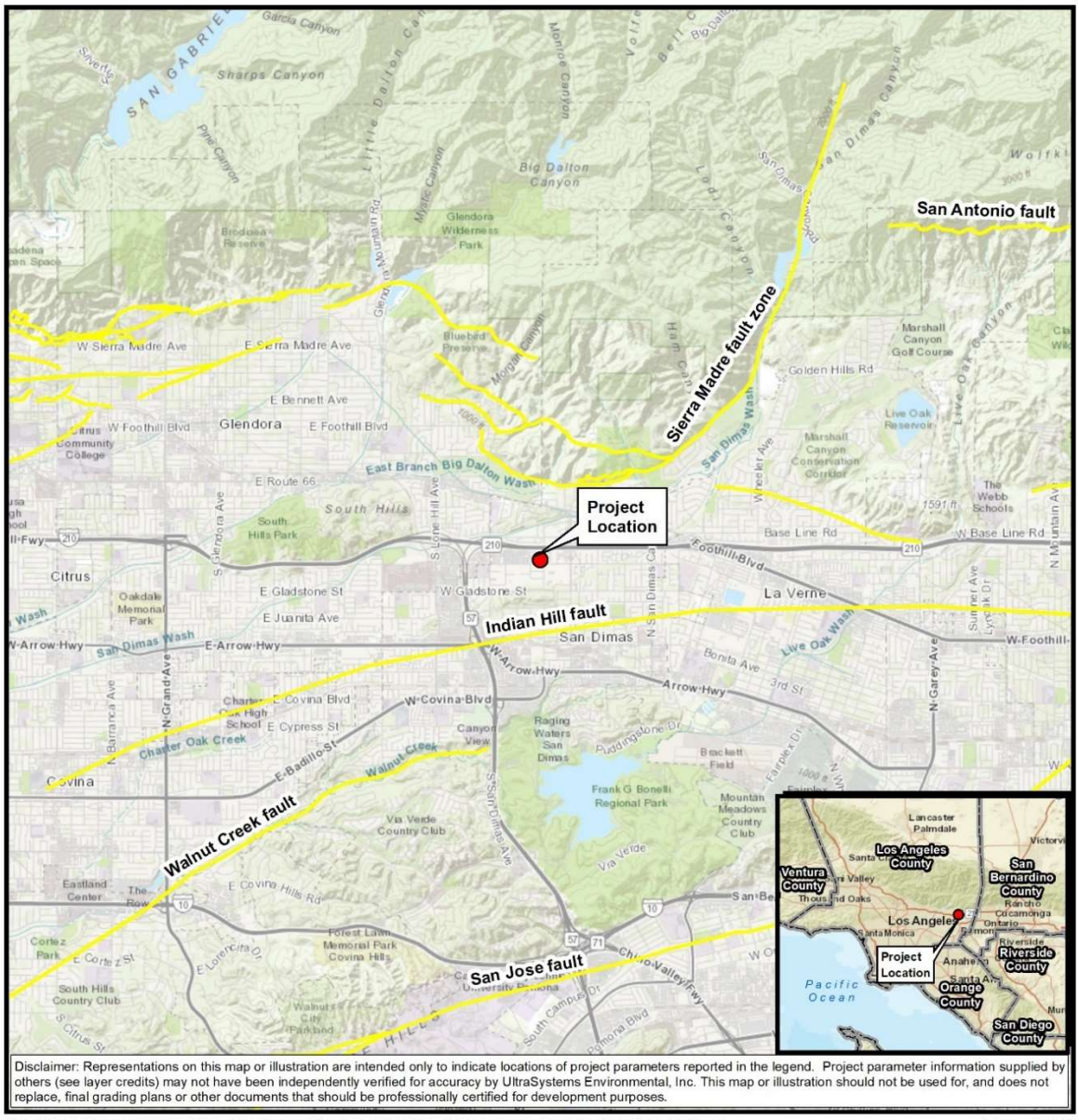
The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,650 years (i.e., during the Holocene Period). The project site is located in the seismically active region of Southern California; however, as detailed in the geotechnical report, the project site is not located within an Alquist-Priolo Earthquake Hazard Zone (refer to **Figure 4.7-1** below) (Sladden Engineering, 2019, p. 5). Although the nearest fault is located about 1.25 miles away from the project site and is capable of a magnitude 7.2 earthquake, the geotechnical report considers the potential for damage due to direct fault rupture unlikely. Therefore, impacts would be less than significant and no mitigation would be required.

ii) Strong seismic ground shaking?

Less than Significant Impact

As mentioned above, the nearest fault to the project site is approximately 1.25 miles away and would be capable of a magnitude 7.2 earthquake. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults (Sladden Engineering, 2019, p. 4). Additionally, the proposed project would comply with applicable federal, state, and local regulations, including the current California Building Code (CBC; Title 24, California Code of Regulations, Part 2). The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on site, and the strength of ground motion with a specified probability at the site. The geotechnical report estimates site-specific seismic parameters for use in project design. The project design would implement the recommendations set forth in the geotechnical report, which would minimize the potential risks associated with strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation would be required.

Figure 4.7-1
REGIONALLY ACTIVE FAULTS



iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact

Liquefaction is the sudden decrease in the strength of cohesionless soils due to dynamic or cyclic shaking. Saturated soils behave temporarily as a viscous fluid (liquefaction) and consequently lose their capacity to support the structures built on them. The potential for liquefaction decreases with increasing clay and gravel content but increases as the ground acceleration and duration of shaking increase. Liquefaction potential has been found to be the greatest where the groundwater level and loose sands occur within 50 feet of the ground surface.

The geotechnical report details that the project site is within a zone of required investigation for liquefaction. Groundwater was not encountered at the maximum explored depth of 17 feet Bgs during the field investigation. The geotechnical report concluded that risks from liquefaction onsite are negligible (Sladden Engineering, 2022**,** p. 7). Additionally, the proposed project would comply with applicable federal, state, and local regulations, including the current CBC, and implement the recommendations provided in the geotechnical report, which would minimize the potential risks associated with liquefaction. Therefore, impacts would be less than significant and no mitigation would be required.

iv) Landslides?

No Impact

Landslides occur when the stability of the slope changes from a stable to an unstable condition. A change in the stability of a slope can be caused by several factors, acting together or alone. Natural causes of landslides include groundwater (pore water) pressure acting to destabilize the slope, loss of vegetative structure, erosion of the toe of a slope by rivers or ocean waves, weakening of a slope through saturation by snow melt or heavy rains, earthquakes adding loads to barely stable slopes, earthquake-caused liquefaction destabilizing slopes, and volcanic eruptions.

The topography within the project site is relatively level with a southwest slope of less than two percent. There are no steep slopes or hills on the project site; the nearest hills are the San Gabriel Mountains, the foothills of which begin approximately 0.75 miles north of the project site. Project development would not exacerbate landslide hazards, and no impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact

Construction

Section 402 of the federal Clean Water Act (CWA), as well as the state Porter-Cologne Water Quality Control Act (Porter-Cologne) requires construction projects that may potentially result in soil erosion to implement best management practices (BMPs) to eliminate or reduce sediment and other pollutants in stormwater runoff. If one or more acres of soil would be disturbed, a National Pollutant Discharge Elimination System (NPDES) permit is required to be obtained. NPDES permits establish enforceable limits on discharges, require effluent monitoring, designate reporting requirements, and require construction and post-construction BMPs to eliminate or reduce point and non-point source discharges of pollutants, including soil (SWRCB, 2020).

As further detailed in **Section 4.10**, *Hydrology and Water Quality,* the project applicant would be required to obtain coverage under the Statewide General Construction Permit prior to project construction. This NPDES permit would require the Legally Responsible Person (LRP), such as the project owner, to prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to ground-disturbing construction activities to identify construction BMPs to eliminate or reduce soil erosion and pollutants in stormwater, and non-stormwater discharges (including soil erosion by wind) to stormwater sewer systems and other drainages. The LRP would upload Permit Registration Documents (PRDs) to the State Water Resources Control Board (SWRCB) online Stormwater Multi-Application and Report Tracking System (SMARTS). PRDs include a Notice of Intent (NOI), site map, risk assessment, SWPPP, post-construction water balance, annual fee, and signed certification statement by the LRP attesting to the validity of the information. These preventive measures during construction are intended to eliminate or reduce soil erosion. Therefore, construction-related impacts regarding soil erosion or the loss of topsoil would be less than significant.

Operation

The project site is located within an area that is highly urbanized and has flat topography. Impacts from soil erosion or the loss of topsoil would be less than significant because the proposed project must be designed to minimize erosion to the maximum extent practicable. Additionally, the proposed project would create a larger area of impermeable surfaces compared to the existing residential uses. Therefore, the potential for substantial soil erosion or the loss of topsoil would be less than significant.

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?

Less than Significant Impact

Hazards onsite arising from liquefaction and landslides are considered minimal, as substantiated above in Section 4.7.a.iii and -iv, respectively.

Lateral Spreading

Lateral spreading is the rapid downslope movement of surface sediment, in a fluid-like flow, due to liquefaction in a subsurface layer. Hazards onsite related to lateral spreading are considered minimal due to the negligible potential for liquefaction in subsurface site soils. Therefore, impacts from lateral spreading would be less than significant.

Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. The project site is not in an area of ground subsidence mapped by the US Geological Survey (USGS, 2022). Project development would not exacerbate hazards related to ground subsidence, and impacts would be less than significant.

Collapse

Collapsible soils consist of loose, dry, low-density materials that collapse and compact with the addition of water or excessive loading. These soils are distributed throughout the southwestern

United States, specifically in areas of young alluvial fans, debris flow sediments, and loess (wind-blown sediment) deposits. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. This saturation eliminates the clay bonds holding the soil grains together. Similar to expansive soils, collapsible soils result in structural damage such as cracking of the foundation, floors, and walls in response to the settlement.

The geotechnical investigation report determined that existing shallow soils onsite are unsuitable for supporting the proposed warehouse building, and recommended the removal of existing soils at least 4 feet below the existing grade or 3 feet below the bottom of the footings, whichever is deeper (Sladden, 2022, p. 7). Project design, site grading, and construction would comply with the recommendations of the geotechnical report, and impacts related to collapsible soils would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact

Expansive soils shrink and swell with changes in soil moisture. Soil moisture may change from landscape irrigation, rainfall, and utility leakage. Repeated changes in soil volume due to water content fluctuations may compromise structure foundations. Expansive soils are commonly very fine-grained with high to very high percentages of clay. Design provisions such as adequate reinforcements, deeper foundations or other measures may help alleviate the effects of soil expansion but may not eliminate the problem.

The geotechnical investigation included a test of shallow soil for expansion index which yielded an expansion index of 1, indicating very low expansion potential (Sladden Engineering, 2022, Appendix B).

The project would not be located on expansive soil, and project-related impacts resulting from expansive soils would be less than significant. No mitigation is proposed.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact

The proposed project would not include septic tanks or alternative wastewater disposal systems. Therefore, no impacts associated with septic tanks or alternative wastewater disposal systems would occur.

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

Less than Significant Impact with Mitigation Incorporated

The project site boundary is underlain by Quaternary gravel (Dibblee and Ehrenspeck, 1999). This deposit consists of gravel and sand of major streams, and alluvial fan debris from the San Gabriel Mountains. The Quaternary Period extends from 2.58 million years before the present to the present

(GSA, 2018). A paleontology records search by the Natural History Museum of Los Angeles County yielded records of 10 fossil localities in the project region listed below in **Table 4.7-1**.

Table 4.7-1
PALEONTOLOGICAL RECORDS SEARCH RESULTS

Locality Number	Location	Formation	Taxa	Depth
LACM VP 6166, 6172, 7471	First bike path diverging south fromVia Verde Road in Bonelli Regional County Park	Puente Formation	Sturgeon fish (*Prionurus*); Mola (Molidae), other unidentified fish	Surface
LACM VP 6173	Ridge overlooking the southwestern bank ofPuddingstone Reservoir	Puente Formation (shale)	Extinct bony fish (*Etringus*)	Surface
LACM VP 6167	Puddingstone Dam	Puente Formation	Mako shark (*Isurus planus*)	Unknown
LACM IP 4723	Puddingstone Dam	Puente Formation	Invertebrates	Unknown
LACM VP 1728	W of the intersection of English Rd & Peyton Dr, Chino	Unknown (light brown shale with interbeds of very coarse brown sand; Pleistocene)	Horse (Equus), camel (Camelops)	15-20 ft Bgs
LACM VP 7508	Near the intersection of Vellano Club Dr. and Palmero Dr., Oakcrest Development; N of Serrano Canyon, Chino Hills	Unknown formation (Pleistocene)	Ground sloth (Nothrotheriops); elephant family (Proboscidea); horse (Equus)	Unknown
LACM VP 7268, 7271	Sundance Condominiums, S of Los Serranos Golf	Unknown (Pleistocene)	Horse (Equus)	Unknown

Source: Los Angeles County Natural History Museum, 2022

Any substantial excavations below the uppermost layers should be closely monitored to quickly and professionally collect any specimens without impeding development. Grading and excavation activities associated with the development of the project would cause new subsurface disturbance and could result in the unanticipated discovery of paleontological resources. In the event of an unexpected discovery, implementation of mitigation measure **GEO-1** would ensure paleontological resources or unique geologic features are not significantly affected.

Mitigation Measure

MM GEO-1 The project applicant shall retain a qualified paleontologist, prior to the issuance of building/grading permit, to remain on-call during project ground-disturbing activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The paleontologist shall curate the find(s) at an accredited repository for paleontological resources such as the Western Science Center near Hemet or the San Bernardino County Museum. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.

Level of Significance After Mitigation

With the implementation of mitigation measure **GEO-1** described above, potential impacts related to paleontological resources would be less than significant.

4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

4.8.1 GHG Constituents Introduction

Constituent gases that trap heat in the Earth's atmosphere are called greenhouse gases, analogous to the way a greenhouse retains heat. GHGs play a critical role in the Earth's radiation budget by trapping infrared radiation emitted from the Earth's surface, which would otherwise escape into space. Without the natural heat-trapping effect of GHG, the Earth's surface would be about 34°F cooler. This natural phenomenon, known as the "Greenhouse Effect," is responsible for maintaining a habitable climate. However, anthropogenic emissions of these GHGs, more than natural ambient concentrations, are responsible for the enhancement of the greenhouse effect, and have led to a trend of unnatural warming of the Earth's natural climate known as global warming or climate change (CalEPA, 2006).

Greenhouse Gases

GHGs are defined under the California Global Warming Solutions Act of 2006 (AB 32) as carbon dioxide ($CO_{2)}$, methane ($CH_{4)}$, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF_6).[8] Associated with each GHG species is a "global warming potential" (GWP), which is a value used to compare the abilities of different GHGs to trap heat in the atmosphere. GWPs are based on the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years). Methane (CH_4) is estimated to have a GWP of 25 over 100 years. carbon dioxide (CO_2) has a GWP of 1 and nitrous oxide (N_2O) has a GWP 298 times that of CO_2 for a 100-year timescale. (USEPA, 2022d). "Carbon dioxide equivalent" (CO_2e) emissions are calculated by weighting each GHG compound's emissions by its GWP and then summing the products.

Carbon dioxide (CO_2) is a clear, colorless, and odorless gas consisting of molecules made up of two oxygen atoms and one carbon atom. Fossil fuel combustion is the main human-related source of CO_2 emissions; electricity generation and transportation are first and second in the amount of CO_2 emissions, respectively. Carbon dioxide is the basis of GWP, and thus has a GWP of 1.

[8] http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf.

Methane (CH_4) is a clear, colorless gas, and is the main component of natural gas. Anthropogenic sources of CH_4 are fossil fuel production, biomass burning, waste management, and mobile and stationary combustion of fossil fuel. Wetlands are responsible for most of the natural CH_4 emissions (USEPA, 2019). As mentioned above, within a 100-year period CH_4 is 25 times more effective in trapping heat than is CO_2.

Nitrous oxide (N_2O) is a colorless, clear gas, with a slightly sweet odor. N_2O has both natural and human-related sources and is removed from the atmosphere mainly by photolysis or breakdown by sunlight, in the stratosphere. The main human-related sources of N_2O in the United States are agricultural soil management (synthetic nitrogen fertilization), mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. Nitrous oxide is also produced from a wide range of biological sources in soil and water (USEPA, 2019). According to the Intergovernmental Panel on Climate Change (IPCC), within a 100-year span, N_2O is 298 times more effective in trapping heat than is CO_2 (IPCC, 2007).

4.8.2 Thresholds of Significance

Neither the City, the SCAQMD nor the State CEQA Guidelines Amendments has adopted specific quantitative thresholds of significance for addressing a project's GHG emissions. Nonetheless, § 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in § 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of GHG emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases GHG emissions as compared to the existing environmental setting; and (4) 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.

The City of San Dimas does not have an adopted threshold of significance for GHG emissions, but for CEQA purposes, it has discretion to select an appropriate significance criterion, based on substantial evidence. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD Board adopted an Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans (SCAQMD, 2008a). The SCAQMD estimated that a threshold of 3,000 metric tons (MT) of CO_2e per year for all non-industrial projects would help subject 90% of all GHG emissions to CEQA analysis (SCAQMD, 2010). The City has selected this value as a significance criterion which has been supported by substantial evidence.

c) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact

Methodology

GHG emissions would come from both construction and operation of the proposed project. Construction of the 2-unit warehouse would result in temporary emissions of GHGs from fuel combustion by onsite construction equipment and by onroad vehicle traffic (i.e., worker commute and delivery truck trips). Operational direct GHG emissions would come from onroad mobile sources and onsite area sources, such as landscaping. Indirect GHG emissions would come from energy use,

water supply, wastewater, and solid waste.[9] A detailed summary of the assumptions and the model data used to estimate the project's potential GHG emissions is provided in **Appendix B2**.

Short-term GHG emissions are those construction emissions that do not recur over the life of the project. The construction phases included in this analysis are grading, building construction, paving, architectural coating, demolition, landscaping utility trenching/installation and site preparation. Emissions are from offroad construction equipment and onroad travel, such as worker commuting; vendor deliveries; and truck hauling of soil, building materials and construction and demolition waste.

Other GHG emissions would occur continually after buildout. GHGs are emitted from buildings because of activities for which electricity and natural gas are typically used as energy sources. Combustion of carbon-based fuel emits CO_2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions. The project's primary direct source of annual GHG emissions will be onroad mobile sources. GHGs are also emitted during the generation of electricity from fossil fuels; when produced offsite, these emissions are indirectly associated with the project. Indirect GHG emissions also result from the production of electricity used to convey, treat, and distribute water and wastewater. A final indirect GHG emission source is decomposition of organic waste that is generated by the project and transported to landfills.

Temporary construction and long-term operational GHG emissions from the project's onsite and offsite project activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2020.4.0 (CAPCOA, 2022). CalEEMod is a planning tool for estimating emissions related to land use projects. Operational emissions consider area emissions, such as space heating, from energy use associated with land uses, and from the vehicle trips associated with the land uses. To assess the overall lifetime project GHG emissions, the SCAQMD developed an Interim Guidance (SCAQMD, 2008a, p. 3-10) that recommends that construction emissions should be amortized over the life of the project, defined in the guidance as 30 years. Annualized GHG emissions are then added to the operational emissions and the sum is compared to the applicable interim GHG significance threshold.

Construction

Construction is an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from onsite construction activities and offsite hauling and construction worker commuting are considered as project-generated. As explained by the California Air Pollution Control Officers Association (CAPCOA) in its 2008 white paper (CAPCOA, 2008), the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* § 15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative onsite construction activities, and offsite hauling and construction worker trips. All GHG emissions are identified on an annual basis.

The proposed project would include the construction and operation of a 63,749-square-foot, two-unit warehouse building. Each construction phase involves the use of a different mix of construction equipment and therefore has its own distinct GHG emissions characteristics. A generalized construction schedule was supplied by the applicant. CalEEMod defaults were used otherwise.

[9] Indirect emission sources are those for which the project is responsible, but which are not located at the project site.

Construction emissions occur both onsite and offsite. Onsite air pollutant emissions consist principally of exhaust emissions from offroad heavy-duty construction equipment. Offsite emissions result from workers commuting to and from the job site, as well as from vendors and visitors to the site.

CalEEMod estimated construction GHG emissions to be 165.7 MT of CO_2e. The 30-year amortized value is 5.52 MT per year. **Table 4.8-1** describes the construction related GHG emissions for this project.

Table 4.8-1
PROJECT CONSTRUCTION RELATED GHG EMISSIONS

Year/Phase	Annual Emissions (MT/year)			
	CO_2	CH_4	N_2O	CO_2e
2023	162.2	0.03	0.00911	165.7

***Source**: Calculated by UltraSystems with CalEEMod (Version 2020.4.0) (CAPCOA, 2022).*

Operation

Mobile sources account for about 53% of the total operational emissions. With the addition of the amortized construction emissions, the total project GHG emissions would be 277.17 MT per year, less than the significance threshold of 3,000 MT of CO_2e per year. Therefore, GHG emissions would be less than significant**,** and no mitigation is necessary. **Table 4.8-2** breaks down the GHG emissions for each source related to the warehouse project.

Table 4.8-2
PROJECT OPERATIONAL GHG EMISSIONS

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	2.43
Energy	42.1
Mobile	142.7
Waste	30.13
Water	54.29
Construction Emissions[a]	5.52
Total	**277.17**

[a] *Total construction GHG emissions were amortized over 30 years and added to those resulting from the operation of the project.*
Source: Calculated by UltraSystems with CalEEMod (Version 2020.4.0) (CAPCOA, 2022).

d) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact

The City of San Dimas has not adopted a GHG emissions reduction plan and thus it relies on the implementation of state and regional plans for reducing GHG emissions throughout the state, including San Dimas. A GHG inventory prepared by CTG Energetics, Inc. (2010) predicts local decreases in GHG emissions if state actions such as renewable portfolio standards, CAFE standards, low carbon fuel standards and Title 24 code updates are implemented.

The City of San Dimas GHG Inventory provides information on the activities that cause emissions and removals, as well as background on the methods used to make the calculations. Although it covers a large number of interrelated topics, the following discussion focuses on those aspects that (1) seek to reduce GHG emissions that result from municipal and private sector activities in the city and (2) have potential relevance to the proposed project. The GHG inventory has the following relevant targets in the reduction of GHG emissions and fossil fuels:

State Action Assumptions

California has established a number of mandates that will help reduce GHG emissions by 2020. These actions will reduce fossil fuel combustion and therefore reduce GHG emissions throughout the state, including in San Dimas.

California Renewable Portfolio Standard

- The California Air Resources Board's (ARB) Adopted AB 32 Scoping Plan makes it clear that implementation of the Renewable Portfolio Standard (RPS) is a foundational element of the State's emissions reduction plan.

- The scenario with 2020 State mandates considered in this analysis assumes that utilities will reduce the carbon intensity of delivered electricity equivalent to meeting the 33% RPS goal by 2020.

These actions will reduce fossil fuel combustion and therefore reduce GHG emissions.

California Low Carbon Fuel Standard

- In 2007, Executive Order S-1-07 was issued requiring the establishment of a Low Carbon Fuel Standard (LCFS) for transportation fuels. This statewide goal requires that California's transportation fuels reduce their carbon intensity by at least 10 percent by 2020.

- In accordance with the Scoping Plan, this analysis incorporates the modified reduction potential for the LCFS.

These actions will reduce the amount of carbon emitted by fossil fuel combustion and therefore reduce transportation GHG emissions.

Federal Corporate Average Fuel Economy (CAFE) Standards

- In 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced new light-duty vehicle greenhouse gas emissions standards and corporate average fuel economy standards.

- The EPA forecasts that these standards will reduce GHG emissions from the U.S. light-duty fleet by approximately 21 percent from 2030 business-as-usual.

These actions will reduce fossil fuel combustion and therefore reduce GHG emissions.

Title 24 Code Cycles

- California's Title 24 Building Energy Code is updated every three years. Due to the implementation of new Title 24 Codes, there will be a reduction in new residential and non-residential building emissions.

- Based on the growth projections provided by San Dimas, the City can expect about 3.5% reduction from total city-wide baseline 2020 emissions due to increasing Title 24 Code updates for residential and nonresidential buildings.

These actions will reduce fossil fuel combustion and therefore reduce GHG emissions.

As was demonstrated in **Section 4.11**, the proposed project would have no impacts in relation to consistency with local land use plans, policies, or regulations. The relatively low GHG emissions of the proposed project will not interfere with implementation of GHG reduction measures. Therefore, the climate change impacts of the project would be less than significant.

4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		**X**		
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?		**X**		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**
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?				**X**
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?				**X**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			**X**	

The analysis in this section is based in part upon the Phase I Environmental Site Assessment (Phase I ESA) prepared by AdvancedGeo, Inc., dated September 16, 2020 (Refer to **Appendix D**). The Phase I ESA presents information based on a site reconnaissance of the project area, historical developments

of the project site, and a comprehensive database search to determine if the project site contains Recognized Environmental Conditions (RECs).[10]

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact with Mitigation Incorporated

Based on the Phase I report there is no evidence of RECs in connection with the subject property.

Construction

Transportation of hazardous materials/waste is regulated by the California Code of Regulations (CCR) Title 26. The California Highway Patrol and the California Department of Transportation (Caltrans) enforce federal and state regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary among federal, state, and local governmental authorities and private persons through a state-mandated Emergency Response Plan (ERP). Due to the significant short-term risks to public health and the environment associated with hazardous waste management during the transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and the proximity to vulnerable locations.

The proposed project includes the construction of two-unit warehouse facility totaling 63,749 square feet on two levels. Construction activities would be temporary and would involve transport, storage, and the use of chemical agents, solvents, paints, and other hazardous materials commonly associated with construction activities. Chemical transport, storage, and use would comply with Resource Conservation and Recovery Act (RCRA); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); Occupational Safety and Health Administration (OSHA); California hazardous waste control law; California Division of Safety and Health (DOSH); South Coast Air Quality Management District (SCAQMD), and the City of San Dimas requirements. Compliance with applicable laws and regulations would ensure that impacts associated with routine transport, use, or disposal of hazardous materials during project construction would be less than significant.

Operation

At the time this IS/MND was prepared, the future tenant(s) of the proposed building was unknown. For environmental analysis, the future uses onsite are assumed to be any of those uses permitted by the City of San Dimas' General Plan land use designation of Industrial and the City's Municipal Code. During operations, the future tenant may require the routine transport of hazardous materials for maintaining supplies onsite and for disposal of waste offsite. Transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fires, or explosions.

The residences nearest to the project site are located along the south side of Allen Avenue, directly across from the facility. Since hazardous materials must not be transported through existing residential areas, the future tenant would propose routes that are surrounded primarily by existing

10 The term Recognized Environmental Conditions is defined in Section 1.1.1 of the American Society of Testing and Materials (ASTM) Standard Practice as the presence or likely presence of any hazardous substances or petroleum products in, at or on a property due to any release to the environment; under conditions indicative of a release to the environment; under conditions that pose a material threat of a future release to the environment (Converse Consultants, 2019. p. 1).

industrial land uses, to the extent possible. The City's General Plan land use designation for the project site is Industrial with areas designated as Industrial to the north, east, and west of the project site, Therefore, if any accidental releases of hazardous materials were to occur, they are anticipated to occur in the primary commercial and industrial areas and along roads leading to and from the project site.

The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations (CFR), and implemented by Title 13 of the CFR. Appropriate documentation would be provided for all hazardous waste that is transported, as required by existing hazardous materials regulations. Chapter 6.95 of the California Health and Safety Code requires businesses that handle more than a specified number of hazardous materials onsite to submit a Hazardous Materials Business Plan to firefighters, health officials, planners, public safety officers, health care providers, regulatory agencies, and other interested persons (see mitigation measure **MM HAZ-1** below). The business plan must include an inventory of the hazardous materials handled, facility floor plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee safety and emergency response training.

Further, proper documentation would be required to identify which hazardous materials would be transported and which routes they would be transported along. As such, **MM HAZ-2** (see below) would be implemented to ensure that the future tenant would provide proper hazardous materials transportation information.

In addition to the suggested mitigation measures, the future tenant would be required to comply with existing regulations, standards, and guidelines established by the US Environmental Protection Agency, State of California, Los Angeles County, and the City of San Dimas related to storage, use, and disposal of hazardous materials, which would reduce the potential risk of hazardous materials exposure to a level that is less than significant.

Mitigation Measures

The following mitigation measures would be adopted to minimize or avoid impacts related to routine transport, use, or disposal of hazardous materials:

MM HAZ-1 In the event that the future tenant will handle hazardous materials above the reportable quantity threshold, the lease agreement with the future tenant shall require the tenant to submit a Hazardous Materials Business Plan which would include an inventory of all hazardous materials used, stored, or otherwise managed onsite to the Los Angeles County Fire Department – Health Hazardous Materials Division. The recommendations of the Hazardous Materials Business Plan would be included in the lease agreement (signed by the tenant) as mandatory measures required to be implemented by the tenant.

MM HAZ-2 In the event that the future tenant will handle hazardous materials above the reportable quantity threshold, the lease agreement with the future tenant shall require the tenant, in coordination with the City of San Dimas, to identify routes along which hazardous materials may routinely be transported. If essential facilities such as schools, hospitals, child care centers, or other facilities with special evacuation needs are located along these routes, the future tenant shall develop an emergency response plan that can be implemented in the event of an unauthorized release of

hazardous materials. The recommendations of the Emergency Response Plan would be included in the lease agreement (signed by the future tenant) as mandatory measures required to be implemented by the future tenant.

Level of Significance After Mitigation

In addition to compliance with the established regulatory framework, compliance with mitigation measures **HAZ-1** and **HAZ-2** would provide for the implementation of established safety practices, procedures, and reporting requirements, to ensure that potentially significant impacts regarding hazardous materials are minimized or eliminated. Impacts to the public or the environment resulting from the routine transport, use, or disposal of hazardous materials would be less than significant after mitigation.

b) Would the project 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?

Less than Significant Impact with Mitigation Incorporated

Construction

As mentioned above, the Phase I ESA did not discover any evidence of RECs in connection with the subject property. Additionally, the construction of the proposed project would adhere to applicable federal, state, and local regulations regarding the safe handling and transportation of hazardous materials during construction. Therefore, impacts would be less than significant during construction.

Operation

As the future tenant(s) of the proposed project is not known at this time, there is a potential that the proposed project could create a significant hazard to the public or the environment during operation through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Typical incidents that could result in the accidental release of hazardous materials involve: leaking storage tanks; spills during transport; inappropriate storage; inappropriate use; and/or natural disasters. Accidental releases such as these could cause contamination of soil, surface water, groundwater, and toxic fumes. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Chemicals and wastes stored in aboveground or underground storage tanks would follow guidelines mandated by federal and state agencies. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with federal and state standards.

Applicable existing standards include the Cal/OSHA operational requirements, California Health and Safety Code § 25270.7, and relevant fire department regulations regarding the installation and operation of underground tanks. These existing measures would minimize impacts to a less than significant level.

Transportation of hazardous materials could result in accidental spills, leaks, toxic releases, fire, or explosions, and there is a potential for licensed vendors to transport hazardous materials to and from the project site. As discussed previously, the proposed project is subject to compliance with all applicable federal, state, and local laws (including Title 49 of the CFR) and regulations pertaining to the transport, use, disposal, handling, and storage of hazardous waste. Additionally, with the implementation of mitigation measures **HAZ-1 and HAZ-2**, the future tenant would coordinate with the city to ensure that transportation, handling, and use of hazardous materials would create less than significant impacts. Therefore, in compliance with these regulations and mitigation measures, the proposed project would reduce the likelihood and severity of accidents during transit, thereby ensuring that potential impacts would be less than significant.

Mitigation Measures

Refer to mitigation measures **HAZ-1** and **HAZ-2** above.

Level of Significance After Mitigation

In addition to compliance with the establicshed regulatory framework, compliance with mitigation measures **HAZ-1** and **HAZ-2** would provide for the implementation of established safety practices, procedures, and reporting requirements, to ensure that potentially significant impacts regarding the accidental release of hazardous materials would be less than significant with the implementation of mitigation measures.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact

The closest school to the project site is Chapparal High School located approximately 700 feet east of the project site at 121 W Allen Avenue. The project would be within 0.25 miles of an existing or proposed school. However, on the Phase I ESA report there is no evidence of RECs in connection with the subject property so no impacts to schools would occur and mitigation is not required.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact

Government Code § 65962.5 requires the Department of Toxic Substances Control (DTSC) to compile and update, at least annually, lists of the following:

- Hazardous waste and substances sites from the DTSC EnviroStor database.
- Leaking Underground Storage Tank (LUST) sites by county and the fiscal year in the State Water Resources Control Board (SWRCB) GeoTracker database.
- Solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside waste management units.

- SWRCB Cease and Desist Orders (CDOs) and Cleanup and Abatement Orders (CAOs).
- Hazardous waste facilities are subject to corrective action pursuant to § 25187.5 of the Health and Safety Code, identified by DTSC.

These lists are collectively referred to as the "Cortese List" (CalEPA, 2020). The project site is not listed in the Cortese List and there would be no impacts (CalEPA, 2020).

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?

No Impact

The closest public airport is Brackett Field in the City of La Verne, approximately 2.25 miles to the southeast. The project site is outside of land use compatibility zones and noise contours for Brackett Field (LACALUC, 2021). Therefore, project development would not expose people residing or working in the project area to a hazard or excessive noise levels associated with airports and no impact would occur.

f) Would the project impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact

The emergency operations plan in effect for the City of San Dimas is the Los Angeles County Operational Area ERP, approved by the County Board of Supervisors in 2012. The ERP identifies County agencies and other agencies that would be involved in emergency responses, threat summaries and assessments, and procedures for responding agencies as well as County agencies that would be involved in coordinating and managing responses. The ERP is focused on emergencies beyond the scope of the daily functions of public safety agencies, such as emergencies requiring multi-agency and/or multi-jurisdictional responses.

Construction

Project construction, including installation of utility laterals connecting to mains in Allen Avenue and/or Cataract Avenue, would comply with requirements of the City of San Dimas Public Works Department Engineering Division respecting temporary encroachments into and closures of public roadway travel lanes including roadway and intersection traffic controls and sidewalk closures. These are existing City requirements and mitigation is not required to ensure implementation. Impacts would be less than significant.

Operation

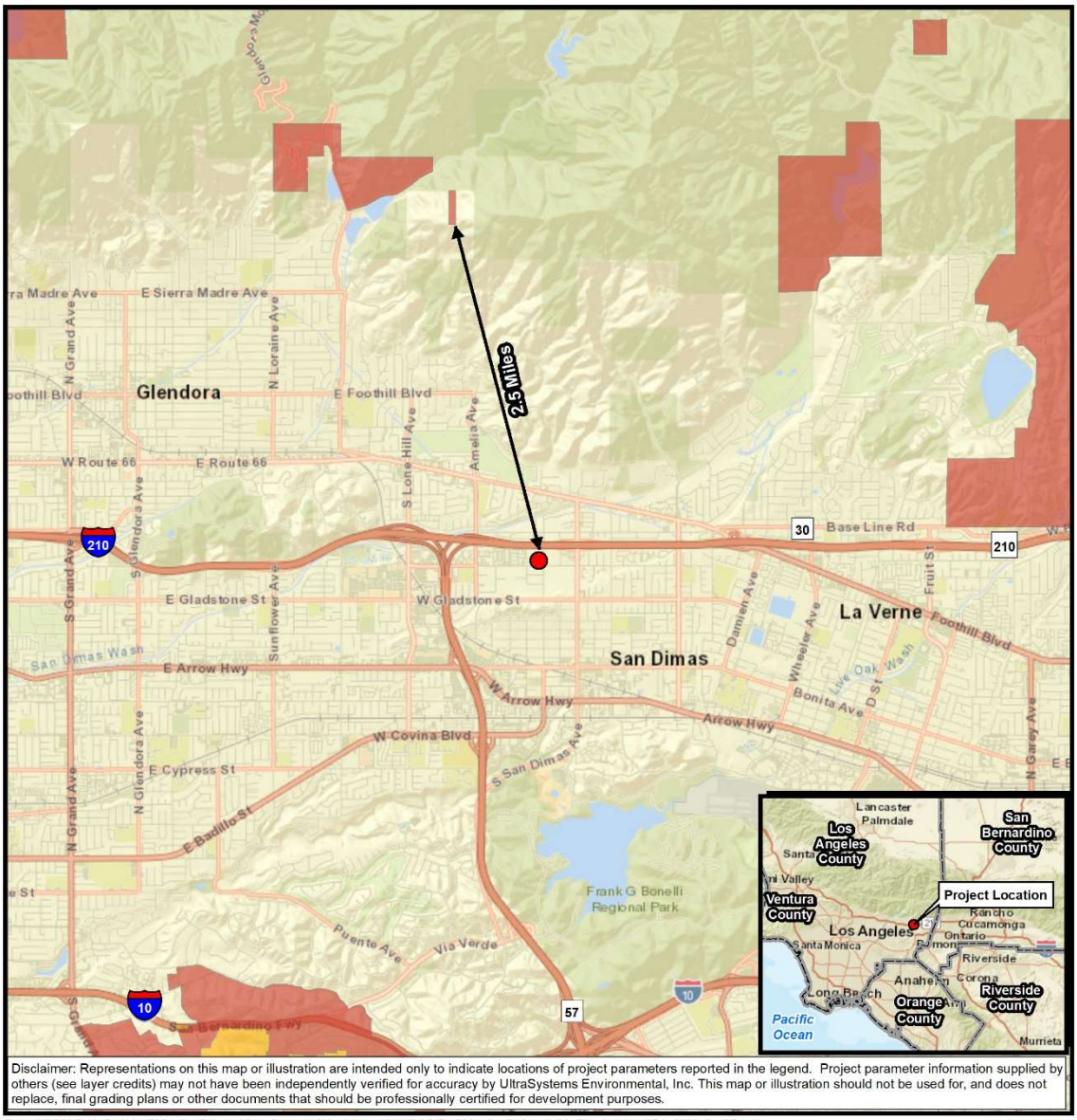
Project operation would not block or impede emergency access or emergency responses via Allen Avenue or Cataract Avenue, and no impact would occur.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less than Significant Impact

The project site is not in a fire hazard severity zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE); the nearest such zone to the project site is approximately 0.5 miles to the north (CAL FIRE, 2021). **Figures 4.9-1** and **4.9-2** show Fire Hazard Severity Zones for State and Local responsibility, respectively. The project site and surrounding areas are built out with urban land uses. The nearest substantial area of natural vegetation to the project site is in the foothills of the San Gabriel Mountains, approximately 0.7 miles to the north. Project development would not expose people or structures to substantial wildfire risks, and impacts would be less than significant.

Figure 4.9-1
FIRE HAZARD SEVERITY ZONE – STATE RESPONSIBILITY AREA



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\GISSVR\gis\Projects\7091_SanDimas_Allen_Cataract_Warehouse_ISMND\MXDs\7091_SanDimas_4_20_Fire_Hazard_SRA_2022_01_25.mxd January 26, 2022
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Cal Fire, November 2020; UltraSystems Environmental, Inc., 2022

Scale: 1:63,360

N

0 0.5 1 Miles

0 0.6 1.2 Kilometers

Legend

- Project Location

Fire Hazard Severity Zones in SRA

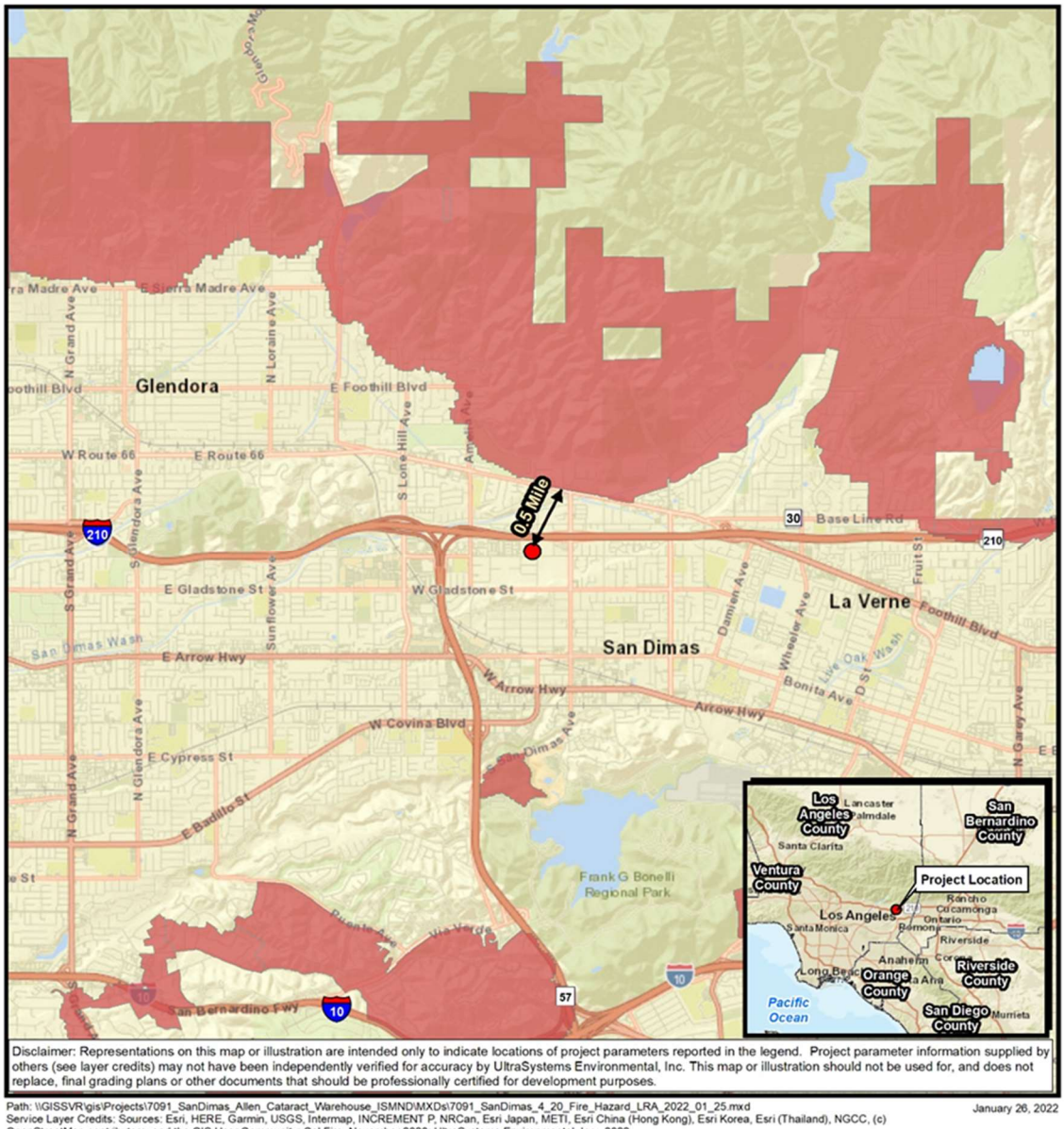
- Moderate
- High
- Very High

Allen & Cataract Avenue Warehouse Project

Fire Hazard Severity Zone
State Responsibility Area (SRA)

UltraSystems environmental • management • planning

Figure 4.9-2
FIRE HAZARD SEVERITY ZONE – LOCAL RESPONSIBILITY AREA



4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) 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 offsite;			X	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(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; or			X	
(iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact

The project site is currently developed with nine vacant single-family residences. The natural ground topography of the site slopes towards the south and drains onto Allen Avenue, then runs westerly along Allen Avenue. The proposed drainage pattern will also be to the south towards the curb and gutter. The project proposes two drainage areas, 1A and 1B. The runoff for Area 1A will drain onto the landscape. The project proposes to have an infiltration trench at the drive aisle from which runoff will permeate with any excess drainage being discharged onto Allen Avenue through a parkway drain. Area 1B will also drain to the landscape area and into a different infiltration trench adjacent to Allen Avenue with excess runoff being discharged through the curb face along Allen Avenue. The nearest storm drain inlets to the project site are on Allen Avenue and Cataract Avenue (Seaboard, 2022) (**Figure 4.10-1**). A 30-inch reinforced concrete pipe (RCP) storm drain under Cataract Avenue discharges into a 63-inch RCP storm drain on Allen Avenue (LACPW, 2022). The drainage path from the Allen Avenue storm drain to the Pacific Ocean is as follows (**Figure 4.12-2**).

Project Site to Allen Avenue	West to San Dimas Wash	West to Big Dalton Wash	Southwest to Walnut Creek Channel	West to San Gabriel River	South to Pacific Ocean.

Impacts related to water quality would occur during the following three periods;

1. During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest;

2. Following construction, prior to the establishment of ground cover in the landscaped areas, when the erosion potential may remain relatively high; and

3. Following the completion of the project, when impacts related to sedimentation would diminish, but those associated with urban runoff would increase.

Construction Pollutant Controls

The project owner would be required by the California State Water Resources Control Board (SWRCB) to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ, as authorized by the federal Clean Water Act (CWA) § 402, National Pollution Discharge Elimination System (NPDES) for projects which will disturb one or more acres of soil during construction. The Construction General Permit requires potential dischargers of pollutants into the Waters of the U.S. (WOUS) to prepare a site-specific Stormwater Pollution Prevention Plan (SWPPP), which establishes enforceable limits on discharges, requires effluent monitoring, designates reporting requirements, and requires construction BMPs to reduce or eliminate point and nonpoint source discharges of pollutants.

The project would be required to prepare an SWPPP, and implement the Low-Impact Development (LID) plan's BMPs prior to the commencement of construction activities, to obtain coverage under the Statewide General Construction Permit. Additionally, BMPs must be maintained and inspected before and after each rainstorm and repaired or replaced as necessary. Because the project is required by the SWRCB to comply with all applicable conditions of Construction General Permit

Order 2009-0009-DWQ, potential violations of water quality standards or wastes discharge requirements during project construction would be less than significant.

Operational Pollutant Controls

The municipal stormwater (MS4) permit for the coastal watersheds of Los Angeles County (Los Angeles Regional Water Quality Control Board Order No. R4-2012-0175-A01) and the City of San Dimas Public Works Department regulate the discharge of pollutants into WOUS through stormwater and urban runoff conveyance systems, including flood control facilities. These conveyance systems are commonly referred to as municipal separate storm sewer systems (MS4s), or storm drains.

Pursuant to the MS4 Permit, permittees, including the City of San Dimas, must regulate discharges of pollutants in urban runoff from human-caused sources into stormwater conveyance systems within their jurisdictions.

As new development and redevelopment occur, it can significantly increase pollutant loads in stormwater and urban runoff because increased population density results in proportionately higher levels of vehicle emissions, vehicle maintenance wastes, municipal sewage wastes, household hazardous wastes, fertilizers, pet waste, trash, and other human-caused pollutants (RWQCB, 2010). The Los Angeles County MS4 Permit requires new development and significant redevelopment projects to incorporate post-construction low-impact development BMPs into project design to reduce or eliminate the quantity, and improve the quality of, stormwater being discharged from the project site.

The project proposes three onsite storm drains:

- One along most of the northern half of the east edge of the project site; would discharge to the existing storm drain on Cataract Avenue.
- One along the southern part of the east edge of the project site; would discharge to the existing storm drain on Allen Avenue.
- One along the northern and western edges of the site that would discharge into the existing storm drain in Allen Avenue.

With the implementation of construction and operational BMPs, potential impacts on water quality would be less than significant and mitigation is not proposed.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact

The project site is located in the Main San Gabriel Valley Groundwater Basin, which spans approximately 255 square miles in east-central Los Angeles County (DWR, 2021). Golden State Water Company (GSWC) San Dimas System provides water to the project site. GSWC obtains water supplies from the following sources: imported water from northern California purchased through Three Valleys Municipal Water District (TVMWD); groundwater from the Main San Gabriel Groundwater Basin; treated groundwater and surface water purchased from Covina Irrigating Company; and

treated water purchased from Walnut Valley Water District (Stetson, 2021, p. 6-3). GSWC forecasts that it will have sufficient water supplies to meet demands in its service area over the 2025-2045 period. Water demand projections are based on growth projections from the Southern California Association of Governments (SCAG), which in turn are based on forecasts according to developments pursuant to general plan land use designations (Stetson, 2021, p. 3-6). The proposed project would conform with the existing General Plan land use designation; thus, water use from the proposed project is accounted for in GSWC's water demand forecast. Project development would not substantially decrease groundwater supplies.

The project site is not used for intentional groundwater recharge, and project development would not interfere with groundwater recharge. Impacts would be less than significant.

c) Would the project 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 that would:

i) Result in substantial erosion or siltation on- or offsite;

Less Than Significant Impact

The proposed project site is situated on relatively level ground and ephemeral, intermittent, or perennial streams or rivers were not observed during the biological survey conducted for the project.

Site preparation and grading at the project site would comply with the City of San Dimas grading code requirements. Furthermore, because the construction of the proposed project would disturb more than one acre of ground, it would be required to obtain coverage under the Construction General Permit. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility (SWRCB, 2020).

This Construction General Permit includes performance standards for postconstruction that are consistent with State Water Board Resolution No. 2005-0006, "Resolution Adopting the Concept of Sustainability as a Core Value for State Water Board Programs and Directing Its Incorporation," and 2008-0030, "Requiring Sustainable Water Resources Management." The requirement for all construction sites to match pre-project hydrology will help ensure that the physical and biological integrity of aquatic ecosystems is sustained. This "runoff reduction" approach is analogous in principle to Low Impact Development and will serve to protect related watersheds and waterbodies from both hydrologic-based and pollution impacts associated with the post-construction landscape (SWRCB, 2020).

The General Construction Permit requires the development of an SWPPP by a certified qualified SWPPP developer. The required SWPPP would be project-specific and would prescribe site-specific stormwater BMPs which would be intended to minimize or avoid having soil leave the project site, through either stormwater or wind, and thus minimize or avoid soil erosion on site and siltation in receiving waters.

With the implementation of a project-specific SWPPP and proper maintenance and replacement of required stormwater BMPs (as necessary), potential impacts resulting in substantial erosion or siltation on- or offsite would be minimized or avoided, and impacts would be less than significant. No mitigation is proposed.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or

i) 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;

As detailed in **Section 4.10 a)** above**,** the proposed project incorporates operational LID BMPs in compliance with the City of San Dimas permit requirements. The proposed project does not have off-site run-on. The industrial property on the north side, has drainage runoff to Cataract Avenue and the one on the west side drains to West Allen Avenue. The proposed drainage pattern will be to the south. The runoff for Area 1 A will drain into the landscape. It is proposed to have an infiltration trench at the drive aisle runoff, and infiltration or any excess drainage will be discharged to West Allen Avenue through a parkway drain. Area 1B will drain to the landscape area and into the infiltration trench along West Allen avenue and excess runoff will also be discharged through the curb face. (Seaboard, 2022 pp. 3-4).

The proposed project would not cause a substantial increase in the rate or amount of surface runoff in a manner that would: (1) result in flooding on- or offsite; (2) would not 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; or (3) 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. Impacts would be less than significant, and no mitigation is proposed.

iv) Impede or redirect flood flows?

No Impact

San Dimas has three flood zone designations: A9, B, and C. Flood Zone A9 covers a small stretch of the San Dimas Canyon Wash south of the Golden Hills Road and is subject to flooding in a 100-year zone. Areas along the San Dimas Canyon Wash and just south and west of the Foothill Freeway north of Arrow Highway could be impacted by a 100- to 500-year storm and fall into Flood Zone B. Flood Zone C is subjected to minimal flooding and includes the balance of the city (San Dimas 2008). However, the project is outside of 100-year and 500-year flood zones (FEMA, 2021). Project development would not impede or redirect flood flows, and no impact would occur (LA County, 2022).

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact

As described in Section 4.10 iv) above, the proposed project site is above the 100-year and the 500-year flood hazard zones and it is not anticipated that the site would become inundated due to flood.

A tsunami is a sea wave (or series of waves) of local or distant origin that results from large-scale seafloor displacements associated with large earthquakes, major submarine slides, or exploding volcanic islands (California Seismic Safety Commission, 2020). A review of the Los Angeles County, California Tsunami Inundation Maps (CGS, 2021) revealed that the tsunami inundation zone nearest to the proposed project site would be at Los Alamitos in western Orange County, approximately 27 miles southwest of the project site. Therefore, no tsunami hazard is present on-site, and project development would not risk the release of pollutants due to tsunami inundation.

A seiche is an oscillating wave caused by wind, tidal forces, earthquakes, landslides, and other phenomena in a closed or partially closed water body such as a river, lake, reservoir, pond, and other large inland water body. A review of aerial imagery (Google Earth, 2021) revealed no water bodies large enough to support a seiche near the proposed project site. Therefore, it is not anticipated that the proposed project would be inundated by a seiche.

The project site is outside of dam inundation areas mapped by the Department of Water Resources (DWR, 2021b). Project development would not risk the release of pollutants due to dam inundation. No impact would occur.

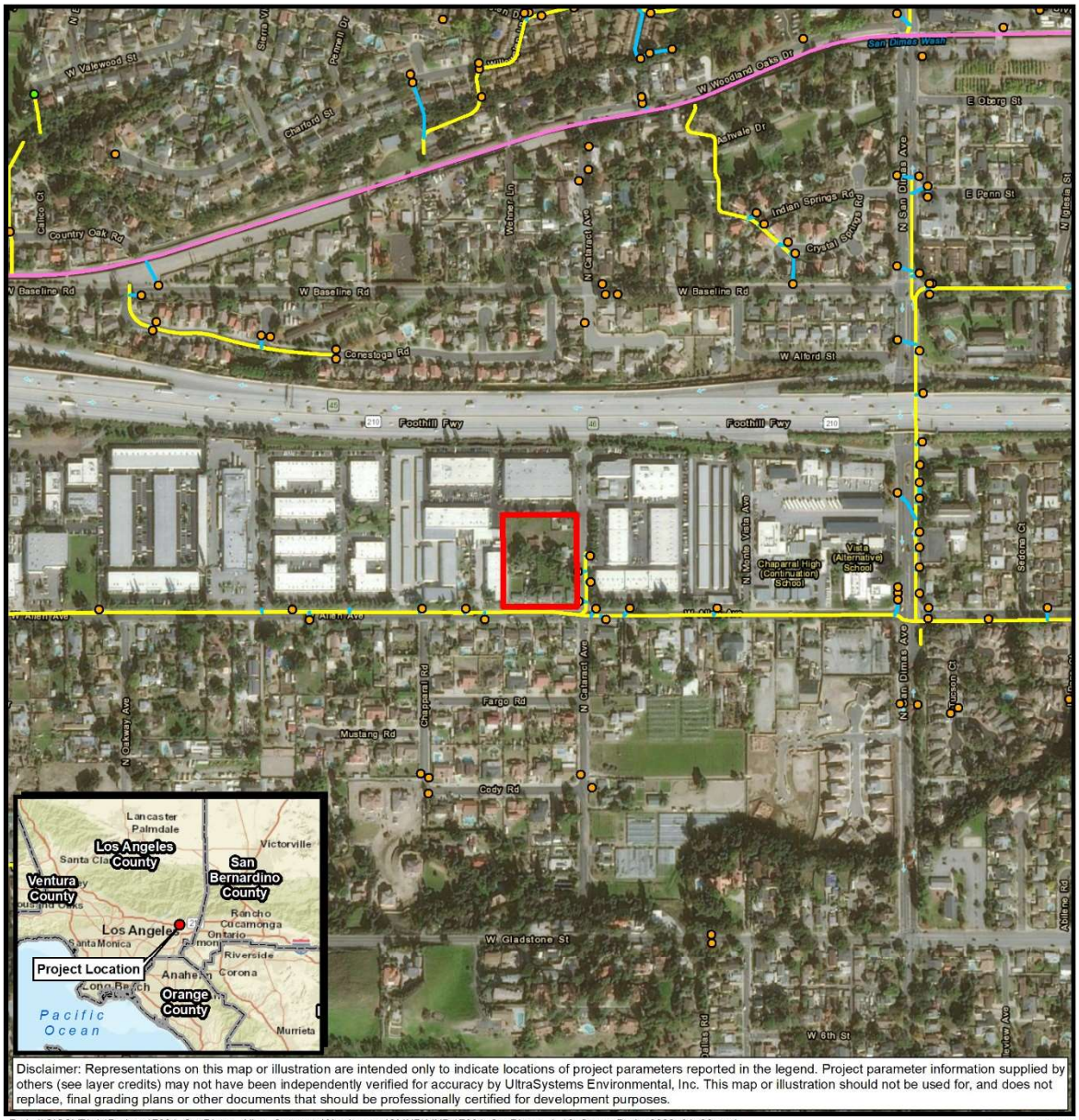
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact

The project site is in the Los Angeles Regional Water Quality Control Board's (LARWQCB)'s jurisdictional area. The water quality control plan in effect in the project region is the LARWQCB Basin Plan issued in 2014. The groundwater management plan in effect in the project region is the Five-Year Water Quality and Supply Plan issued by the Main San Gabriel Basin Watermaster (Watermaster). The Basin Plan sets forth water quality objectives for surface waters and groundwater basins in the LARWQCB region; beneficial uses, that is, uses to which water can be put to use for the benefit of people and wildlife; plans, policies, and actions intended to achieve water quality objectives; and describes monitoring and assessment programs used to measure attainment of water quality objectives (LARWQCB, 2014). The MS4 Permit mentioned in **Section 4.10a** was issued pursuant to the Basin Plan. Therefore, implementation of the project's low-impact development plan in accordance with the MS4 permit would assure that project operation would conform with plans and policies specified in the Basin Plan.

The Five-Year Water Quality and Supply Plan describe Watermaster's programs for developing and monitoring water supplies; drought management; water quality cleanup, monitoring, and pollution prevention programs (Watermaster, 2021). Project impacts on groundwater would be less than significant, as substantiated in **Section 4.10.b** above. Therefore, project development would not conflict with or obstruct the implementation of the Five-Year Water Quality and Supply Plan.

Figure 4.10-1
STORM DRAINS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\GISSVR\gis\Projects\7091_SanDimas_Allen_Cataract_Warehouse_ISMND\MXDs\7091_SanDimas_4_10_Storm_Drain_2022_01_26.mxd
January 26, 2022

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community; LACPW, 2021; UltraSystems Environmental, Inc., 2022.

Scale: 1:6,600

N

0 275 550 Feet

0 75 150 Meters

Legend

Project Boundary

Catch Basin
- Grated
- Side Opening

Open Channel
- Improved

Lateral Line
- Standard

Gravity Main
- Standard

Allen & Cataract Avenue Warehouse Project

Nearest Storm Drain

UltraSystems environmental • management • planning

4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				**X**
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?				**X**

a) Would the project physically divide an established community?

No Impact

The proposed project is located on a piece of land that contains nine residential structures with various non-habitable accessory structures and disturbed open spaces spread throughout the property. The project site is surrounded primarily by light manufacturing to the north, east, and west, and residential to the south.

The project would introduce a new industrial warehouse, which would be similar to existing nearby land uses. Additionally, the project would not divide existing public spaces in the vicinity of the site or extend beyond the project site's boundaries. Furthermore, no streets or sidewalks would be permanently closed as a result of the development. The project would utilize existing roadways, resulting in no change in roadway patterns. No separation of uses or disruption of access between land-use types would occur as a result of the project. Therefore, the project would not physically divide an established community and no impact would occur.

b) Would the project 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?

No Impact

As shown in **Figure 4.11-1**, the City's General Plan land use designation for the project site is Industrial (City of San Dimas, 2020). As shown in **Figure 4.11-2**, the City's zoning designation for the project site is Light Agricultural "AL". However, the current use on the project site is residential. The project site does not support any agricultural use. A change of zone to Light Manufacturing "M-1" has been requested under the project, which would allow for industrial warehouse uses, consistent with the proposed project (City of San Dimas, 2022). Moreover, land uses to the north, east, and west of the project site have similar industrial land use designations and existing industrial developments. With the change in zoning from AL to M-1, the project would not conflict with any applicable land use plan, policy, or regulation and no impact would occur.

Figure 4.11-1
PROPOSED PROJECT SITE CURRENT GENERAL PLAN LAND USE DESIGNATIONS

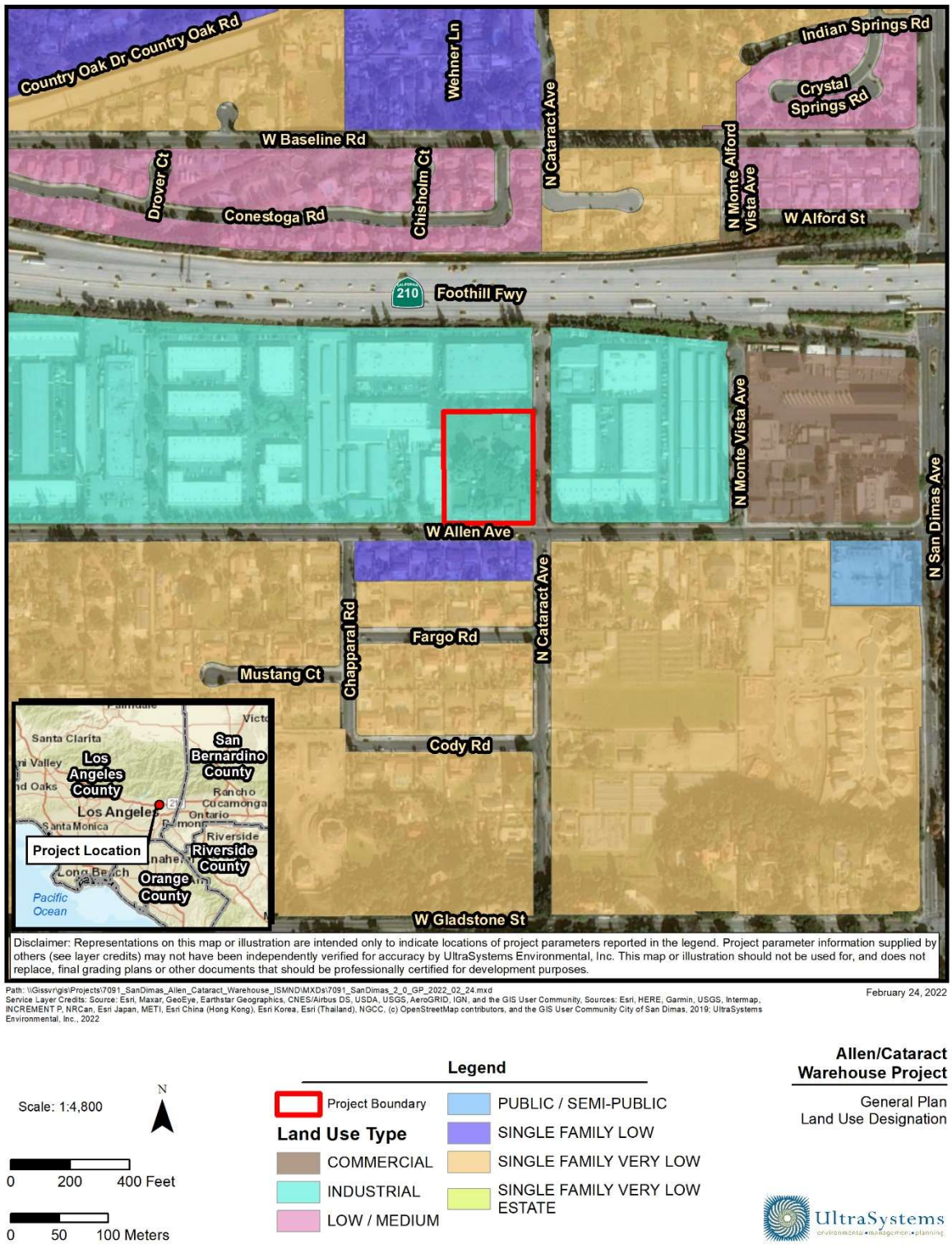
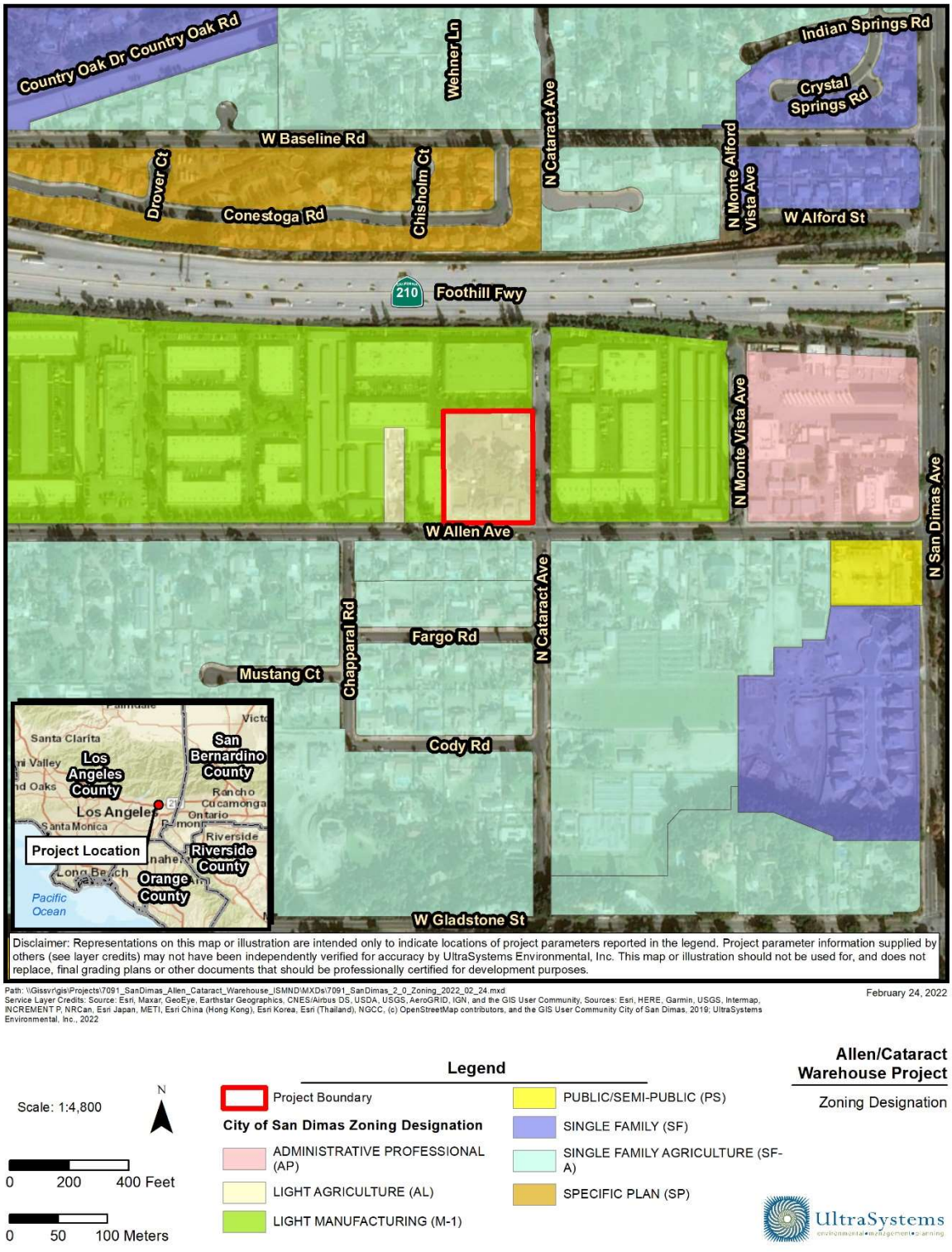


Figure 4.11-2
PROPOSED PROJECT SITE CURRENT ZONING DESIGNATIONS



4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?			X	
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?			X	

a) Would the project 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?

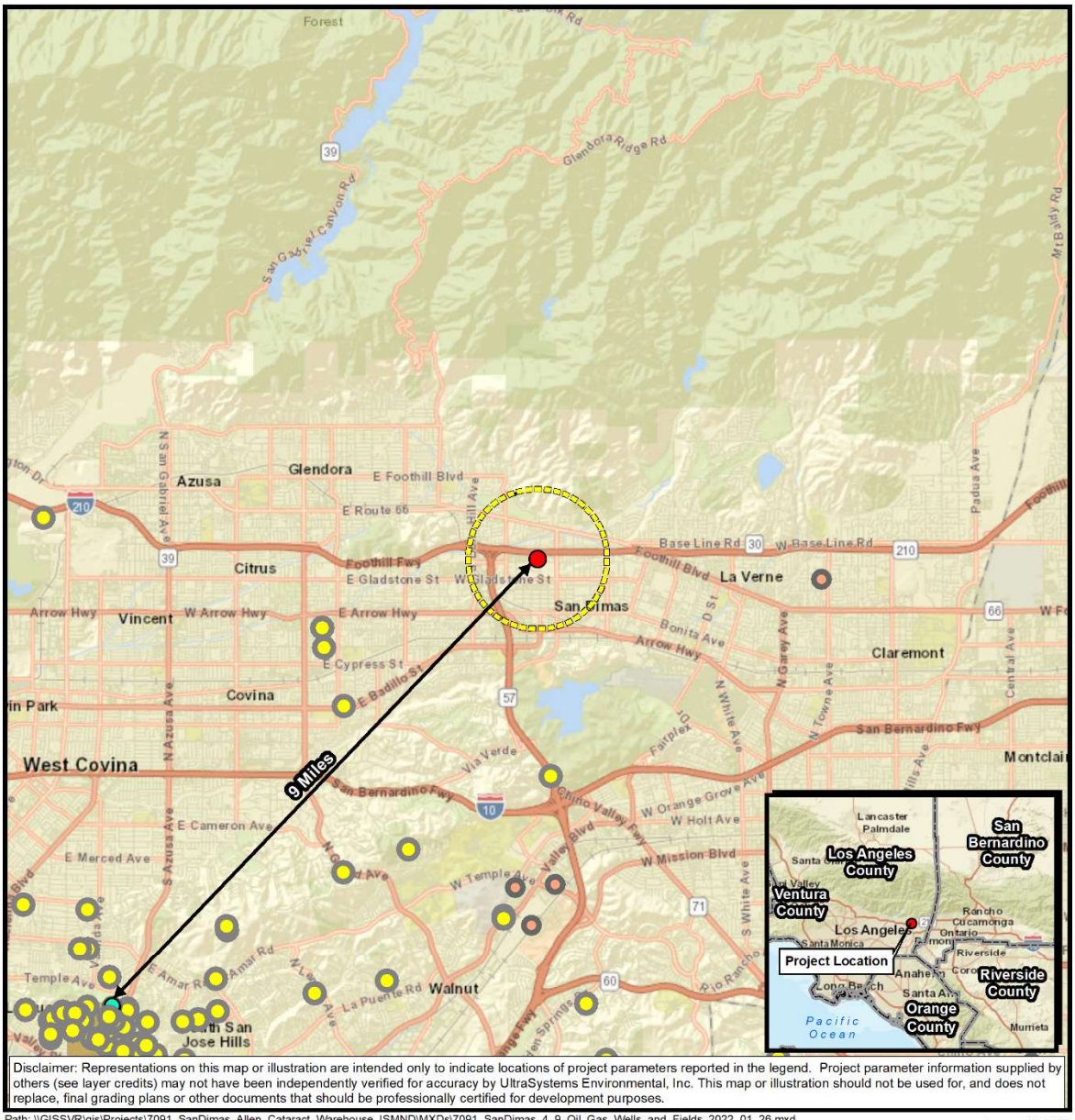
i) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan?

Less Than Significant Impact

The proposed project site is mostly located within Mineral Resource Zone (MRZ)-2, but slightly within MRZ-3, which is an area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood of their presence exists (DOC, 2019b). However, according to the Land Use and Zoning sections of the City of San Dimas General Plan, the City does not include mining in any of its zoning categories. Also, it is unlikely that anyone would propose establishing new surface mining operations within the city since it is not allowed within the city. According to the California Geologic Energy Management Division's Well Finder online tool, as shown in **Figure 4.12-1**, the project site is not located near (within one mile of) any oil or gas wells (DOC, 2020b). **Figure 4.12-2** shows that there are no geothermal wells in the vicinity of the project.

Although this project is located within MRZ-2 and MRZ-3, where significant amounts of deposits might be present, the project cannot and will not interfere with the availability of these resources since they cannot be accessed due to the requirements of the City of San Dimas' General Plan, that does not allow active mining within the city limits. Therefore, the project site is not an important local mineral resource recovery site and the project would have less than significant impact on the availability of known mineral and oil-based resources of value to the region or state residents and on any locally important mineral resource recovery sites.

Figure 4.12-1
OIL AND GAS WELLS AND FIELDS



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\GISSVR\gis\Projects\7091_SanDimas_Allen_Cataract_Warehouse_ISMND\MXDs\7091_SanDimas_4_9_Oil_Gas_Wells_and_Fields_2022_01_26.mxd
January 26, 2022
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; CA Dept. of Conservation, December, 2017; UltraSystems Environmental, Inc., 2022

Scale: 1:126,760

N

0 1 2 Miles

0 1 2 Kilometers

Legend

Project Location

1-Mile Radius

Oil and Gas Field Boundary

Well Status

Active

Idle

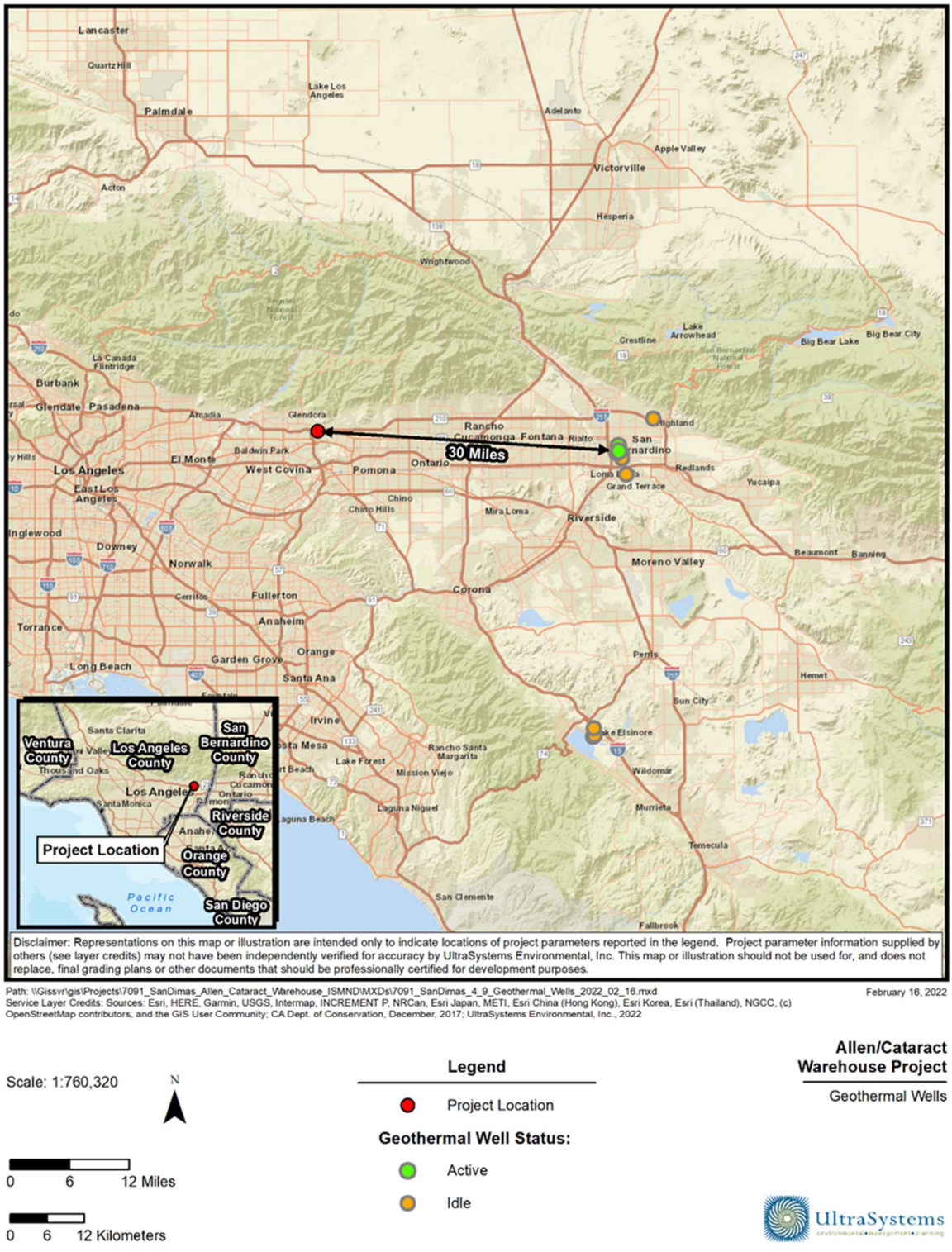
Plugged

Allen & Cataract Avenue Warehouse Project

Oil & Gas Wells and Fields

UltraSystems environmental • management • planning

Figure 4.12-2
GEOTHERMAL WEL



4.13 Noise

Would the project result in:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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?		**X**		
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	
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?				**X**

4.13.1 Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The decibel (dB) scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals (zero dBA). The scale ranges from zero (for the average least perceptible sound) to about 130 (for the average human pain level).

4.13.2 Noise Measurement Scales

Several rating scales have been developed to analyze adverse effects of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people depends largely upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq}, the equivalent noise level, is an average of sound level over a defined time period (such as 1 minute, 15 minutes, 1 hour or 24 hours). Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure.

- L_{90} is a noise level that is exceeded 90 percent of the time at a given location; it is often used as a measure of "background" noise.
- L_{max} is the root mean square (RMS) maximum noise level during the measurement interval. This measurement is calculated by taking the RMS of all peak noise levels within the sampling interval. Lmax is distinct from the peak noise level, which only includes the single highest measurement within a measurement interval.
- CNEL, the Community Noise Equivalent Level, is a 24-hour average Leq with a 4.77-dBA "penalty" added to noise during the hours of 7:00 p.m. to 10:00 p.m., and a 10-dBA penalty added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime (Caltrans, 2013). The logarithmic effect of these additions is that a 60-dBA 24-hour L_{eq} would result in a calculation of 66.7 dBA CNEL.
- L_{dn}, the day-night average noise, is a 24-hour average Leq with an additional 10-dBA "penalty" added to noise that occurs between 10 p.m. and 7 a.m. The L_{dn} metric yields values within 1 dBA of the CNEL metric. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

4.13.3 Sensitive Land Uses

The City of San Dimas Defines 'Noise Sensitive Areas' as "quiet zones of the city which contain activities more sensitive to noise than most activities. Existing quiet zones shall be considered noise sensitive areas until otherwise designated".

Sensitive receivers for short-term exposures are defined as schools, libraries, places of worship, and passive recreation uses. The principal sensitive receivers in the project vicinity are the single-family residences are along West Allen Avenue and Chaparral High School east of the project boundary. **Figure 4.13-1** shows the locations of the sensitive receivers. **Table 4.13-1** identifies sensitive receivers in the project vicinity.

Figure 4.13-1
SENSITIVE RECEIVERS NEAR PROJECT SITE

Table 4-13-1
SENSITIVE RECEIVERS IN PROJECT AREA

ID	Name	Type	Address	Feet From Site[a]
1	Single-family Residence	Residential	402 W Allen Ave.	414
2	Single-family Residence	Residential	336 W Allen Ave.	160
3	Single-family residence	Residential	308 W Allen Ave.	57
4	Single-family residence	Residential	234 W Allen.	272
5	Chaparral High School	Institutional	W Allen & Monte Vista Ave.	720

[a]These distances are from the sensitive receiver to the nearest point on the project boundary. They were not used in the noise exposue calculations.

4.13.4 Existing Noise

The project site is located in a predominantly industrial and residential area. The main source of ambient noise is traffic on Allen Avenue and Cataract Avenue, industrial operations, and noise from the I-210 freeway.

4.13.5 Ambient Noise Levels

UltraSystems Environmental Inc. conducted ambient noise sampling at five locations near the project site, as shown in **Figure 4.13-2** and described in **Table 4.13-1.** Details of the ambient sampling methods and results are provided in **Appendix I**. The equipment used for obtaining these measurements is a Quest SoundPro DL-1-1/3.

Ten 15-minute samples (two per site) were taken between 8:39 a.m. and 4:02 p.m. on January 7, 2022. The 15-minute L_{eq} values ranged from 62.4 to 66.9 dBA. The lowest of these values was measured at Point 3, which is located in front of a single-family residence along West Allen Avenue, and south of the project site. The maximum ambient noise level was located at Point 1, which is located in front of a single-family residence along West Allen Avenue, and west of the project site.

Table 4.13-1
AMBIENT NOISE MEASUREMENT RESULTS

Point	Sampling Location	Measurement Results (dBA)		
		15-Minute L_{eq}	L_{max}	L_{90}
1	402 West Allen Avenue, southwest of the project area in a residential neighborhood	66.6	77.3	55.0
1a		65.7	80.3	53.2
2	336 West Allen Avenue, southwest of the project area in a residential neighborhood	63.6	79.9	50.3
2a		66.9	83.8	53.6
3	308 West Allen Avenue, just south of the project area.	62.4	79.6	48.5
3a		65.3	78.6	54.5
4		63.2	81.0	50.3

Point	Sampling Location	Measurement Results (dBA)		
		15-Minute L_{eq}	L_{max}	L_{90}
4a	234 West Allen Avenue, southeast of the project area	66.7	80.7	54.6
5	West Allen Avenue & Monte Vista Avenue, east of the project site	63.5	86.2	52.4
5a		64.2	84.9	53.3

Source: UltraSystems, with Google Earth, 2022.

Figure 4.13-2
AMBIENT SAMPLING POINTS

4.13.6 Regulatory Setting

State of California

The most current guidelines prepared by the state noise officer are contained in Appendix D of the General Plan Guidelines issued by the Governor's Office of Planning and Research (OPR) in 2017 (OPR, 2017). These guidelines establish four categories for judging the severity of noise intrusion on specified land uses:

- **Normally Acceptable**: Is generally acceptable, with no mitigation necessary.
- **Conditionally Acceptable**: May require some mitigation, as established through a noise study.
- **Normally Unacceptable**: Requires substantial mitigation.
- **Clearly unacceptable**: Probably cannot be mitigated to a less-than-significant level.

The OPR noise compatibility guidelines assign ranges of CNEL values to each of these categories. The ranges differ for different types of sensitive receivers, and are shown in **Table 4.13-3**.

City of San Dimas General Plan Noise Element

The City of San Dimas adopted its update to the General Plan in September 1991. The City of San Dimas General Plan Noise Element has the following goals, policies and actions that apply to the proposed project:

Goals Statement N-1A: *To protect those existing regions of the City for which the noise environment is deemed acceptable and those locations throughout the City which are deemed "Noise-Sensitive."*

Objective 1.1: *Future projects within the City regarding the reduction of unnecessary noise near noise-sensitive areas…*

Policy 1.1.4: Close attention should be paid to the noise evaluation in environmental impact statements

City of San Dimas Municipal Code (Title 8, Chapter 8.36)

The City of San Dimas Municipal Code specifies that the allowable noise level in a low-density residential zone shall be the higher of either the actual measured ambient level or the following sound level (A-weighted) decibels: 50 (7 a.m. to 6 p.m.); 45 (6 p.m. to 10 p.m.); 40 (night).

8.36.030 Fixed and mobile noise sources.

On or after the effective date of the ordinance codified in this chapter, unless a permit has been granted by the development plan review board, it is unlawful for any person to operate or cause to be operated, any single or combination fixed source or mobile source type of equipment or machinery, that individually or collectively constitute an identifiable noise source in such a manner as to cause the sound level at any point on the property line of any property to exceed the noise level

limits set forth in Section 8.36.040 of this chapter, however, that if all provisions of Section 8.36.110[11] are complied with, this section shall not apply to construction equipment used in connection with construction operations. (Ord. 868 § 1, 1987).

8.36.040 Noise level limit.

The allowable noise level or sound level referred to in Section 8.36.030 shall be the higher of the following:

A. Actual measured ambient level; or

B. That noise level limit as determined from the following table:

Zone	Time	Sound level (A-weighted) decibels
Residential - Low and medium density	7 a.m. to 6 p.m. 6 p.m. to 10 p.m. Night	50 45 40
Residential - High density	7 a.m. to 6 p.m. 6 p.m. to 10 p.m. Night	60 55 50
Commercial	7 a.m. to 6 p.m. 6 p.m. to 10 p.m. Night	60 55 50
Industrial	7 a.m. to 6 p.m. 6 p.m. to 10 p.m. Night	70 60 55

If the measurement location is on a boundary between two different zones, the noise level limit applicable to the lower noise zone shall apply. (Ord. 868 § 1, 1987).

8.36.060 Maximum Permissible Sound Levels by Receiving Land Uses.

A. The noise standards for the various categories of land use identified in Section 8.36.040, shall, unless otherwise specifically indicated, apply to all property within a designated zone.

B. Except as otherwise permitted by this chapter no person shall operate or cause to be operated any source of sound at any location which causes the noise level when measured at any point on any other property, to exceed the limits set forth in Section 8.36.040 of this chapter.

C. If the measurement location is on a boundary between two different zones, the noise level limit applicable to the lower noise zone shall apply. (Ord. 868 § 1 (part) 1987)

8.36.100 Construction.

A. 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 eight p.m. of one day and

11 We believe that there is an error in § 8.36.030: it should refer to § 8.36.100.

seven a.m. of the next day, at any time on Sunday, or at any time on any public holiday in such a manner that a reasonable person of normal sensitivity residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained in accordance with the provisions of subsection B of this section. No permit shall be required to perform emergency work. "Public holiday," as used in this section, means the day upon which each of the following holidays is recognized and celebrated as a holiday by the employees of the city: Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving, Christmas Eve, Christmas, New Year's Eve, New Year's, Washington's Birthday, Memorial Day or any other holiday recognized as such by the city council.

B. A permit may be issued authorizing the work prohibited by this section whenever it is found that the public interest will be served thereby. An application for such a permit shall be in writing, shall be accompanied by an application fee in the amount of fifty dollars, or as from time to time an amount set by a resolution of the city council, and shall set forth in detail facts showing that the public interests will be served by the issuance of such permit. Such application shall be made to the building and safety division of the department of community development. The building official shall be responsible for the administration and enforcement of the provisions of this section and shall have the authority to issue such permits. He shall coordinate the processing of each application for a permit with such departments as he deems will be affected by the issuance of the permit. (Ord. 868 § 1, 1987)

Table 4.13-3
CALIFORNIA LAND USE COMPATIBILITY FOR COMMUNITY NOISE SOURCES

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Residential – Low-Density Single-Family, Duplex, Mobile Homes							
Residential – Multiple Family							
Transient Lodging – Motel, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							

Land Use Category	Noise Exposure (dBA, CNEL)						
	55	60	65	70	75	80	
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Governor's Office of Planning and Research, 2017.

4.13.7 Significance Thresholds

The City of San Dimas has not published explicit thresholds for use in determining significance of noise impacts under CEQA. In keeping with standard practice, two criteria were used for judging noise impacts. First, noise levels generated by the proposed project must comply with all relevant federal, state, and local standards and regulations. Noise impacts on the surrounding community are limited by local noise ordinances, which are implemented through investigations in response to nuisance complaints. It is assumed that all existing applicable regulations for the construction and operation of the proposed project would be enforced. In addition, the proposed project should not produce noise levels that are incompatible with adjacent noise-sensitive land uses.

The second measure of impact used in this analysis is a significant increase in noise levels above existing ambient noise levels as a result of the introduction of a new noise source. An increase in noise level due to a new noise source has a potential to adversely impact people. The proposed project would have a significant noise impact if it would do any of the following:

- Expose persons to or generate noise levels in excess of standards recommended in the City of San Dimas General Plan Noise Element.
- Include construction activities in or within 500 feet of residential areas between 8:00 p.m. of one day and 7:00 a.m. of the next day, without a permit.
- Increase short-term noise exposures at sensitive receivers during construction by 5 dBA L_{eq} or more.

- Contribute, with other local construction projects, to a significant cumulative noise impact.

- Increase operational exposures at sensitive receivers (mainly because of an increase in traffic flow) by 5 dBA L_{eq} or more.

4.13.8 Impact Analysis

a) Would the project result in 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?

Less than Significant Impact with Mitigation Incorporated

Construction activities, especially with heavy equipment operation, would create noise effects on and adjacent to the construction site. Long-term noise impacts include project-generated onsite and offsite operational noise sources. Onsite noise sources from the operation of the warehouse facility would include the use of mechanical equipment such as air conditioners and landscaping and building maintenance activities. Offsite noise would be attributable to project-induced traffic, which would cause an incremental increase in noise levels within and near the project vicinity. Each is described below.

This section also evaluates potential groundborne vibration that would be generated from the construction or operation of the proposed project.

Short-Term Construction Noise

Noise impacts from construction activities are a function of the noise generated by the operation of construction equipment and onroad delivery and worker commuter vehicles, the location of equipment, and the timing and duration of the noise-generating activities. Using calculation methods published by the Federal Transit Administration (FTA, 2006), UltraSystems estimated the average hourly exposures at the single-family residence nearest ambient noise measurement location 3. As will be discussed below, the blocking of the noise travel path by one or more intervening buildings was taken into account where applicable. The distances used for the calculation were measured from the residence to the approximate center of activity of each construction phase, since that would be the average location of construction equipment most of the time. For the purpose of this analysis, it was estimated that the construction of the proposed project would begin in May-June 2023 and end in March 2024.

The types and numbers of pieces of equipment anticipated in each phase of construction and development were estimated by running the California Emissions Estimator Model (CalEEMod), Version 2016.3.2 (BREEZE Software, 2017b), and having the model generate land use-based default values. The CalEEMod equipment default values are based on a construction survey performed by the SCAQMD (BREEZE Software, 2017a). **Table 4.13-4** lists the equipment expected to be used. For each equipment type, the table shows an average noise emission level (in dB at 50 feet, unless otherwise specified) and a "usage factor," which is an estimated percentage of operating time that

the equipment would be producing noise at the stated level.[12,13] Equipment use was matched to phases of the construction schedule.

During each construction phase the line of sight between some sensitive receivers and construction noise sources will be substantially blocked by existing buildings. The effects of the shielding were taken into account according to Caltrans guidance (Caltrans, 2013, p. 2-35). The noise attenuation from intervening buildings ranged from none to 5 dBA.

Table 4.13-4
CONSTRUCTION EQUIPMENT NOISE CHARACTERISTICS

Construction Phase	Equipment Type	No. of Pieces	Combined Sound Level @ 50 feet (dBA L_{eq})	Usage Factor
Demolition	Tractors/Loaders/Backhoes	1	80.68	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	80.68	0.37
Grading	Excavators	1	84.76	0.38
	Graders	1		0.41
	Off-Highway Trucks	1		0.38
	Tractors/Loaders/Backhoes	1		0.37
Building Construction	Cement and Mortar Mixers	4	87.53	0.56
	Cranes	1		0.29
	Forklifts	2		0.2
Utility Trenching and Installation	Tractors/Loaders/Backhoes	1	80.68	0.37
Landscaping	Tractors/Loaders/Backhoes	1	80.68	0.37
Paving	Cement and Mortar Mixers	1	84.56	0.56
	Plate Compactors	1		0.43
	Rollers	1		0.38
	Tractors/Loaders/Backhoes	1		0.37
Architectural Coating	Aerial Lifts	1	68.01	0.31

Results of the construction noise calculations are presented in **Table 4.13-5**. The most noise generating construction phase would be building construction for Unit 1, which would result in a maximum hourly L_{eq} of 77.4 dBA (ambient plus contribution from construction) across West Allen Avenue from the project site. The City of San Dimas Municipal Code does not contain standards with which to compare these results.

12 Equipment noise emissions and usage factors are from Knauer, H. et al., 2006. *FHWA Highway Construction Noise Handbook*. U.S. Department of Transportation, Research and Innovative Technology, Administration, Cambridge, Massachusetts, FHWA-HEP-06-015 (August 2006), except where otherwise noted.

13 Scraper, crane, and cement and mortar mixer, and roller noise emissions data from County of Ventura, Construction Noise Threshold Criteria and Control Plan. Amended July 2010. This document was also source of usage factors for cranes, cement and mortar mixers, pavers, paving equipment and rollers. Rubber tired dozer noise emissions data from measurements made by Anderson (2007, p. 47) at construction sites.

Table 4.13-5
ESTIMATED MAXIMUM INCREASES IN NOISE EXPOSURE AT NEAREST SENSITIVE RECEIVERS

Receiver	Ambient dBA L_{eq}	Construction dBA L_{eq}	New Total dBA L_{eq}[a]	Increase dBA L_{eq}
1 – 402 West Allen Avenue	66.2	66.1	69.2	3.0
2 – 336 West Allen Avenue	65.6	66.9	69.3	3.7
3 – 308 West Allen Avenue	64.1	77.2	77.4	**13.3**
4 – 234 West Allen Avenue	65.3	69.4	70.8	**5.5**
5 – 121 West Allen Avenue	63.9	63.1	66.5	2.6
6 – 337 West Allen Avenue	65.6	70.9	72.0	**6.4**

[a]Noise attenuation from intervening buildings taken into account where applicable.

The increase due to project construction at 308 West Allen Avenue would be 13.3 dBA L_{eq}, which would be greater than 5 dBA. Increase at two other sensitive receivers would also exceed 5 dBA L_{eq}. Therefore, short term unmitigated impacts would be significant. However, with implementation of mitigation measures **N-1** and **N-2**, impacts would be reduced to a less than significant level.

Mitigation Measures

MM N-1 The construction contractor will use the following **source controls** when working within 600 feet of occupied residential buildings:

- Use of noise-producing equipment will be limited to the interval from 7:00 a.m. to 6:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, with no construction on Sundays.
- For all noise-producing equipment, use types and models that have the lowest horsepower and the lowest noise generating potential practical for their intended use.
- The construction contractor will ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and lubricated, and that mufflers are working adequately.
- Have only necessary equipment onsite.
- Use manually-adjustable or ambient-sensitive backup alarms.

MM N-2 When working near adjacent residential uses, the construction contractor will also use the following path controls, except where not physically feasible, when needed:

- Install portable noise barriers, including solid structures and noise blankets, between the active noise sources and the nearest noise receivers.
- Temporarily enclose localized and stationary noise sources.
- Store and maintain equipment, building materials, and waste materials as far as practical from as many sensitive receivers as practical.

Operational Noise

Onsite

Onsite noise sources from the proposed warehouse facility would include operation of rooftop mechanical equipment such as air conditioners, parking lot activities, and truck deliveries. Noise levels from these sources are generally lower than from the traffic on streets bordering the project site. Finally, most of the noise from onsite truck traffic, engine idling, and loading and unloading will be within a recess in the west side of the proposed warehouse; the structure will block the line of sight to sensitive receivers on the south.[14] The operational noise levels would be within both the City's daytime and nighttime residential noise standards of 70 dBA and 65 dBA, respectively. Therefore, operational noise would be less than significant.

For due diligence, the analysis included calculating noise from trucks entering and leaving the facility. The transportation assessment memorandum for this project (Núñez et al., 2022, Table 1) estimates that the maximum daily traffic (on a weekday)[15] would be 109 vehicles, of which 22 would be trucks. Assuming uniform hourly traffic, the average hourly onsite traffic would be 1.83 trucks.[16] The average hourly noise exposure for a given number of individual arrivals is (FTA, 2018, p. 44):

$$L_{eq} = SEL + 10 \log(V) + C_S \log(S/50) - 35.6$$

where

SEL = sound exposure level of one vehicle[17]

V = number of vehicles per hour

C_S = speed constant (assumed to be 15 for diesel trucks)

S = average vehicle speed, miles per hour (assumed to be 5 miles per hour onsite)

No information on SEL values for diesel trucks was publicly available. A typical noise exposure level for a heavy-duty diesel truck at 50 feet and moving at 50 miles per hour is about 82 dBA (FHWA, 2019, p. 69). This is the same as the SEL for a diesel bus (FTA, 2018, p. 78). It is reasonable, for the purpose of this analysis, to use 82 dBA for the trucks. Therefore, for 1.83 vehicles per hour, L_{eq} would be 34.0 dBA at 50 feet. Increases in L_{eq} at the closest residence would essentially be undetectable. Noise impacts from onsite truck activity would be less than significant.

14 No sensitive receivers are west of the project site.
15 Warehouse plus office building.
16 In the absence of specific information we are assuming 12 hours per day of operation.
17 The sound exposure level (SEL) is equivalent to the total sound energy experienced during a measurement period, as if it had all occurred in one second.

Mobile Sources

The principal noise source in the project area is traffic on local roadways and the I-210 freeway. The project may contribute to a permanent increase in ambient noise levels in the project vicinity due to project-generated vehicle traffic on nearby roadways, freeways and at major intersections.

As noted above, the proposed project would generate an estimated 109 new daily vehicle trips (ADT). Existing roadway segment average daily traffic (ADT) data were obtained from the City of San Dimas 24 hours Traffic Count 2017. ADT along West Allen Avenue, which is where the single-family residence sensitive noise receivers nearest the project are, is 7,841 trips per day (City of San Dimas Traffic Count, 2017). The project would increase traffic by about 1.4%. Given the logarithmic nature of the decibel, traffic volume needs to be doubled in order for the noise level to increase by 3 dBA (ICF Jones & Stokes, 2009), the minimum level perceived by the average human ear. A doubling is equivalent to a 100% increase. Since the maximum increase in traffic in this road segment would be far below 100%, the increase in roadway noise experienced at sensitive receivers would not be perceptible to the human ear. Therefore, roadway noise associated with project operation would not expose a land use to noise levels that are considered incompatible with or in excess of adopted standards, and impacts would be less than significant.

b) Would the project generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) that causes the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root-mean-square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response (FTA, 2018, pp. 110-111).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA, 2018, p. 120).

Construction Vibration

Construction activities for the project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration

at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

The construction vibration analysis used formulas published by the Federal Transit Administration (FTA) (FTA, 2018, p. 185). For a standard reference distance of 25 feet, peak particle velocity is found from:

$$PPV = PPV_{ref} \times (25/D)^{1.5}$$

where

PPV_{ref} = Reference source vibration at 25 feet
D = Distance from source to receiver

The vibration level (VdB) for a standard reference distance of 25 feet is found from:

$$VdB = L_{vref} - 30 \log(D/25)$$

where

L_{vref} = Reference source vibration level at 25 feet
D = Distance from source to receiver

The FTA has published standard vibration levels for construction equipment operations, at a distance of 25 feet (FTA, 2006, p. 12-12). The smallest distance from project construction activity to a residential receiver would be about 105 feet. The calculated vibration levels expressed in VdB and PPV for selected types of construction equipment at distances of 25 and 105 feet are listed in **Table 4.13-6**.

As shown in **Table 4.13-6**, the vibration level of construction equipment at the nearest sensitive receiver is at most 0.0184 inch per second, which is less than the FTA damage threshold of 0.12 inch per second PPV for fragile historic buildings, and 68 VdB, which is less than the FTA threshold for human annoyance of 80 VdB. Vibration impacts would therefore be less than significant.

Table 4.13-6
VIBRATION LEVELS OF CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (in/sec)	Vibration Decibels at 25 feet (VdB)	PPV at 105 feet (in/sec)	Vibration Decibels at 105 feet (VdB)
Loaded trucks	0.076	86	0.0157	67
Small bulldozer	0.003	58	0.000619	39
Large bulldozer	0.089	87	0.0184	68

Sources: Data at 25 feet from (FTA, 2006, p. 12-12); calculations by UltraSystems.

Operational Vibration

Groundborne vibrations at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g. freight trucks) on the nearby local roadways, and the project would not result in a substantial increase of these heavy-duty vehicles on the public roadways. Therefore, vibration impacts associated with operation of the project would be less than significant.

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?

No Impact

The closest public airport is the Brackett Field Airport, located in La Verne, approximately two miles southeast of the project site. It is owned and managed by the County of Los Angeles. At the current level of activity, the impact of Brackett Airport flight operations is not considered significant in existing residential areas in San Dimas (City of San Dimas, General Plan Noise Element, 1991, p. VIII-13). Therefore, the project would not expose people residing or working in the project area to excessive noise levels and no impact would occur.

4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

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

Less than Significant Impact

Existing and forecasted demographic data for the City of San Dimas for 2021 and 2045 are shown below in **Table 4.14-1**. The population of the cCty of San Dimas is forecast to increase by approximately 1,000, or 3%, between 2021 and 2045, and employment in the city is forecast to increase by 1,400, or 12 percent between 2016 and 2045. The number of households in the city is expected to remain approximately even over the 2021-2045 period.

Note that the SCAG 2020 housing and population forecasts for the City of San Dimas are obsolete. The Regional Housing Needs Assessment (RHNA) allocation for the City of San Dimas issued by the California Department of Housing and Community Development for the 2021-2029 period is for 1,248 units (SCAG, 2021). The average household size in the City of San Dimas in 2021 was 2.77 persons. The estimated number of households, and population, in the city in 2029—assuming the city achieves its RHNA allocation—are shown below in **Table 4.14-2**.

Table 4.14-1
CITY OF SAN DIMAS DEMOGRAPHIC FORECAST

	2021	2045	Difference (2045 – 2021)	Percent Difference (2045 – 2021)
Population	34,064	35,000	997	2.9%
Households	12,100	12,300	200	1.7%
Employment	11,500	12,900	1,400	12.2%

Sources: CDF, 2021; SCAG, 2020; US Census, 2022

Table 4.14-2
CITY OF SAN DIMAS DEMOGRAPHIC ESTIMATES

Assuming achievement of Regional Housing Needs Assessment allocation, 2021-2029

	2021	2029	Difference, 2029 - 2021	Percent Difference, 2029 - 2021
Population	34,003	37,460	3,457	10.2%
Households	12,289	13,537	1,248	10.2%

Sources: CDF, 2021; SCAG, 2020; US Census, 2022

The project proposes the development of a warehouse and does not propose the construction of any residential uses, or extension of existing infrastructure. Project development would not cause direct population growth impacts.

Project development would involve the demolition of the nine (9) residential units on site. The units are currently vacant; thus, demolition would not require the construction of replacement housing to house the current residents of those units. However, the demolition could still have a small adverse impact on the housing supply in the City of San Dimas. In 2021 an estimated 525 housing units in the city were vacant, for a vacancy rate of 4.1% (CDF, 2021). Project impacts on housing in San Dimas would be less than significant.

Project operation is estimated to generate 65 jobs, and project construction would generate a small number of temporary jobs. Project employment generation would be within the estimated 1,200 employment growth in the city between 2016 and 2045. The unemployment rate in Los Angeles County in July 2022 was 4.9 percent (EDD, 2022); therefore, it is expected that project-generated employment would be absorbed from the regional labor force and would not attract workers from outside of the region. Thus, indirect population growth impacts related to new jobs created by the project would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact

The project proposes a warehouse facility on an approximately 2.58-acre site and does not propose the construction of any residential uses, nor does it include an extension of existing infrastructure. Project development would not cause direct population growth impacts. Project development would involve the demolition of the nine (9) residential units on site. The units are vacant; thus, demolition would not require the construction of replacement housing to house the current residents of those units. However, the demolition could still be a small adverse impact on the housing supply in the City of San Dimas. In 2021 an estimated 525 housing units in the city were vacant, for a vacancy rate of 4.1 percent (CDF, 2021). The regional projection shown above in **Table 4.14-1** is that approximately 200 households will be added to the city between 2021 and 2045. However, the City of San Dimas Draft 2021-2029 Housing Element sets forth the Regional Housing Needs Assessment for the city of 1,248 units, including 604 units for households with incomes below 80% of the area median family income (City of San Dimas, 2022, p. 4-2). Therefore, project impacts on housing in San Dimas would be less than significant.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
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:				
a) Fire protection?			**X**	
b) Police protection?			**X**	
c) Schools?				**X**
d) Parks?			**X**	
e) Other public facilities?				**X**

a) Fire Protection?

Less than Significant Impact

Fire prevention, fire protection, and emergency response services for the City of San Dimas are provided by Los Angeles County Fire Department (LACFD). There are two fire stations in San Dimas, serving a population of 34,334 people in an area of 16 square miles, which calculates to one fire station per 17,167 people, and one fire station per seven square miles. The County of Los Angeles Fire Department as a whole is serving a population of 9,829,544 people in an area of 4,029 square miles, which calculates to an average of one fire station per 56,189 people in an average area of 23 square miles (US Census, 2022).

Station 64, Battalion 2 Headquarters, is located at 164 S. Walnut Avenue, and Station 141 is located at 1124 W Puente Street. Fire Station#64 is located approximately 1.4 miles southwest of the project site. LACFD provides fire protection and emergency response services to the San Dimas community with a mission to prevent the loss of life and property. In addition to responding to calls for fire suppression, LACFD responds to medical emergencies, incidents involving hazardous materials, rescue calls, and motor vehicle or other accidents (LACFD, 2022).

The project proposes a two-unit warehouse building totaling 63,749 square feet on two levels. Travel time to the project site from Station 64 is approximately five minutes. Therefore, the response time for the closest fire station to the project site would be within the LACFD goal of having a six-minute response time.

The project site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE, 2008, and CAL FIRE, 2020). The project would comply with applicable portions of the City of San Dimas Municipal Code. The project would also be consistent with the 2016 edition of the California Residential Code (CRC), Section 237; and the 2018 edition of the International Fire Code (IFC), as adopted and amended by the Fire District.

Furthermore, the adequacy of existing water pressure and water availability in the project area would be verified by the LACFD during the proposed project's plan check review process. Compliance with the above-mentioned codes and standards is mandatory and routinely conditioned upon projects. The project, once operational, would be inspected periodically by the LACFD.

Development of the project site would be consistent with the land use goals and strategic policy map included in the City of San Dimas's General Plan and has therefore been planned for, from the standpoint of long-term infrastructure needs (San Dimas, 2022).

The project's demands on fire protection services would have a less than significant impact.

b) Police Protection?

Less than Significant Impact

Police protection and law enforcement services (San Dimas Sheriff's Department, SDSD) in the City of San Dimas are provided by the Los Angeles County Sheriff's Office. The nearest police station to the project site is located at 270 S Walnut Ave, approximately one mile southeast of the project site. The San Dimas Station is the central location for 18 Patrol Deputies, one Motorcycle Reserve Deputy, three CAT Team Leaders, three Special Assignment Officers (CAT Team), one Team Sergeant, two Community Service Assistants, one Law Enforcement Technician (Crime Prevention Officer), and one School Resource Officer. Given the estimated population of 34,064 in 2021 (US Census, 2022), San Dimas has an approximate service-to-population ratio of one sworn officer per 1,144 residents (1.14 sworn officers per 1,000 residents). This is slightly higher than the Los Angeles County average of 0.9 sworn officers per 1,000 residents (LASD, 2022).

The residential population is not expected to increase as a result of the proposed project. While the project would create limited employment opportunities (both during the construction and operational phases), it is anticipated that employees from the local workforce would be hired during both phases. The project is not of the scope or scale to induce people to move from out of the project area to work on the proposed project. Therefore, the ratio of sworn officers to residents is not expected to change.

Moreover, the development of the project site is consistent with the overall growth anticipated by the General Plan at buildout and has therefore been planned for from the standpoint of long-term infrastructure needs. The project would not result in a substantial increase in the population and housing in the surrounding area, nor is it expected to significantly affect the existing service capacity of the San Dimas Police Department. Therefore, less than significant impacts on police protection services would occur.

c) Schools?

No Impact

The project site is located within the Bonita Unified School District (BUSD). BUSD provides public education for approximately 10,000 students and includes eight Grade K-5 schools, two Grade 6-8 schools, three Grade 9-12 schools, one Grade K-12 school, and one Adult Education school, (NCES, 2022). The demand for schools is generally triggered by an increase in population or new residential uses. The project does not propose any new residential uses. Therefore, no impact on schools would occur.

d) Parks?

Less than Significant Impact

Recreational services in the City of San Dimas are managed by the Landscape Maintenance Divisions of the City's Parks and Recreation Department, which maintains 14 City-operated recreational facilities, including 12 parks, a Swim and Racquet Club, and the Sportsplex (City of San Dimas, 2022).

The parks nearest to the project include Merchant Park, located approximately 0.75 miles southeast of the project site, and Civic Center Park, approximately 0.75 miles south of the project site as shown in **Figure 4.16-1**. It is possible that employees at the project site may visit these parks; however, the potential impact of these visits on parks would be less than significant.

The project does not propose residential land uses and is not anticipated to add new residents to the city. It is possible that employees at the project site may visit nearby parks, but the potential impact of these visits on parks would be less than significant.

e) Other Public Facilities?

No Impact

The San Dimas Library is part of the Los Angeles County Library System, which is comprised of 72 branch libraries. The San Dimas Library is the only library within the City of San Dimas located at 145 Walnut Avenue. The project is not of the scope or scale to induce any population growth. Therefore, the project would have no impact on libraries or other public facilities.

4.16 Recreation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact

Recreational services in the City of San Dimas are managed by the Landscape Maintenance Division of the City's Parks and Recreation Department, which maintains fourteen City-operated recreational facilities, which include twelve parks, a Swim and Racquet Club, and the Sportsplex (City of San Dimas, 2022). The City's Park acreage standard is 2.0 acres of land per 1,000 population for neighborhood parks and 3.5 acres of land per 1,000 population for community parks. The City currently has approximately 137.5 acres total in parks for public use.

The project proposes a two-unit warehouse building totaling 63,749 square feet on two levels. The residential population is not expected to increase as a result of the proposed project. While the project would create limited employment opportunities (both during the construction and operational phases), it is anticipated that employees from the local workforce would be hired during both phases. Moreover, the land uses nearest to the project site are primarily light manufacturing.

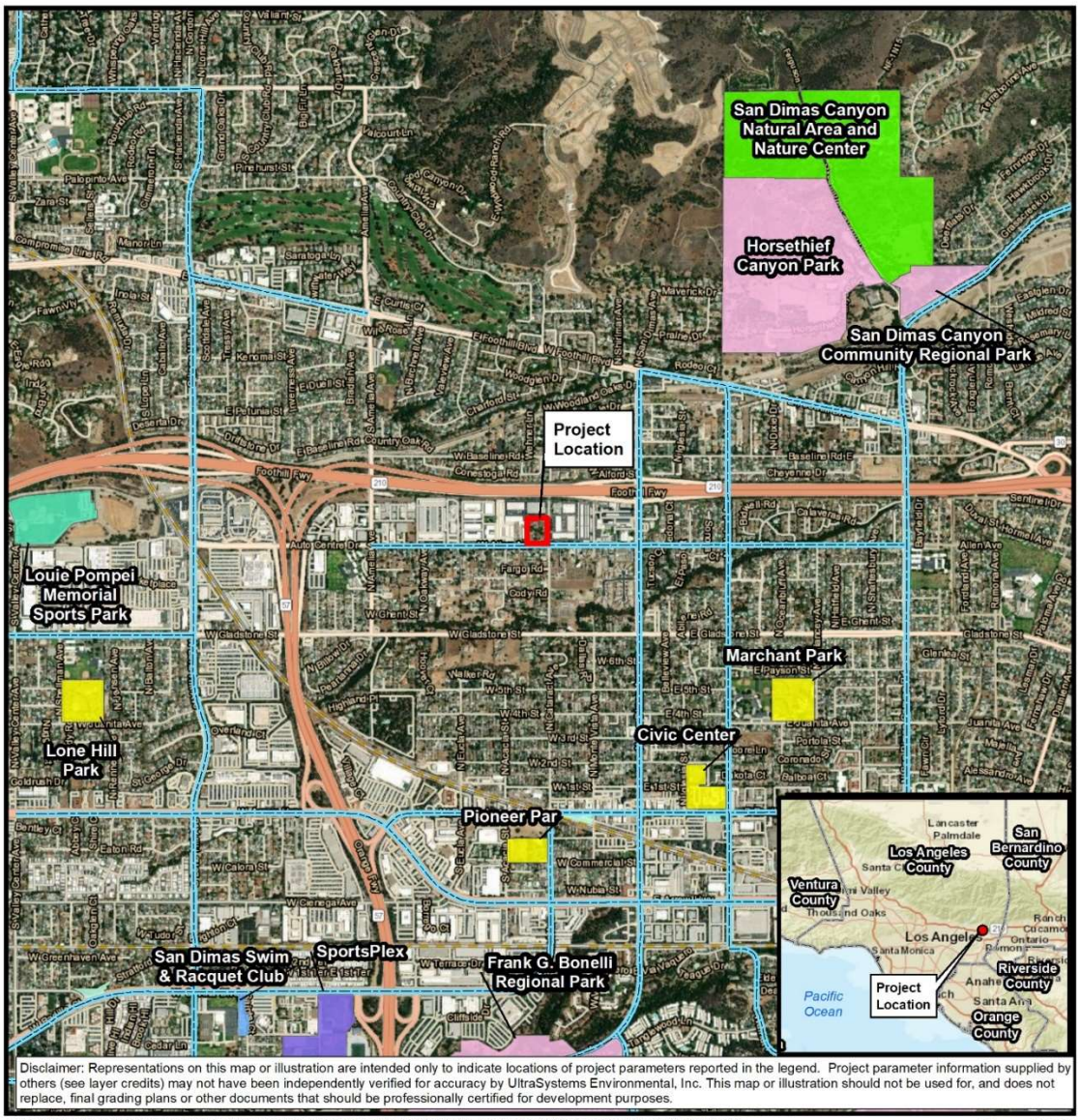
The parks nearest to the project include Merchant Park, located approximately 0.75 miles southeast of the project site, and Civic Center Park also located approximately 0.75 miles south of the project site as shown in **Figure 4.16-1**. It is possible that employees at the project site may visit these parks; however, the potential impact of these visits on parks would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact

As described above, the project does not propose new or expanded recreational facilities that would have potential adverse effects on the environment. Therefore, no impact would occur.

Figure 4.16-1
PARKS AND RECREATION



4.17 Transportation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				**X**
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	
d) Result in inadequate emergency access?			**X**	

The analysis below is based on the Transportation Assessment Memorandum for the Allen/Cataract Warehouse Project that was conducted by Fehr & Peers (refer to **Appendix G**). The trip generation assessment estimated trip generation using trip generation rates for the fully built project. An existing use credit was taken for the entire site using the ITE trip generation rate for the nine vacant single-family homes (ITE Code 210). Accounting for the conversion of estimated truck trips into passenger car equivalent (PCE) rates, the Project is expected to generate an estimated net new 64 daily trips, including 10 trips during the AM peak hour and eight trips during the PM peak hour. (Fehr & Peers)

a) Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

No Impact

The following City and County plan ordinances and policies would apply to the project;

San Dimas General Plan Circulation Element

Goal 1 is to provide a street network to move people and goods safely and efficiently throughout the City of San Dimas.

The project proposes an industrial land use in the form of a warehouse and will not remove sidewalks along the frontage of the project site. The project will support this goal by reducing the number of driveways from nine existing access points to two. This would reduce the number of conflict points between transportation modes on project site frontages. Sidewalks currently do not exist on the west side of Cataract Avenue, and the project would install new sidewalks along its frontage. The project

also does not preclude the City of San Dimas from implementing a safer and more efficient street network.

Goal 2 is to promote a public transportation system that is safe, convenient, efficient and meets the identified needs of the City of San Dimas.

There are no fixed-route transit services along Allen Avenue and Cataract Avenue and the project does not preclude the implementation of this goal or the expansion of transit service in the vicinity of the project site.

Goal 3 is to promote safe alternatives to motorized transportation that meet the needs of all City residents.

The project will not remove sidewalks along the frontage of the project site but will reduce the number of driveways along Allen Avenue and Cataract Avenue, which should improve the safety of pedestrians using the sidewalks on the project site frontages by reducing the number of driveways where vehicle/pedestrian conflicts could occur. There are no sidewalks currently existing along the west side of Cataract Avenue and the project proposes to install new sidewalks along this frontage. The project will also provide four short-term bicycle parking spaces.

The project will not conflict with a program plan, ordinance, or policy addressing the circulation system, and thus no impacts are anticipated.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact

Section 15064.3, Determining the Significance of Transportation Impacts, of the CEQA Guidelines describes specific considerations for evaluating a project's transportation impacts. Section 15064.3(b) includes criteria for analyzing transportation impacts. Vehicle miles traveled (VMT) which focuses on the overall miles traveled by vehicles within a region, is the new metric for transportation analysis and replaces automobile delay (Level of Service -LOS), which is no longer used as a criterion for determining a significant environmental effect under CEQA. For land-use projects, "Vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact." (CEQA Guidelines § 15064.3).

In anticipation of the change to VMT, the San Gabriel Valley Council of Governments (SGVCOG) undertook the SGVCOG SB 743 Implementation Study to assist with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis in its member agencies. The study includes the following main components.

1. *Analysis Methodologies Memorandum* – Identification of potential thresholds that can be considered when establishing thresholds of significance for VMT assessment and recommendations of analysis methodologies for VMT impact screening and analysis
2. *Mitigation Memorandum* – Types of mitigation that can be considered for VMT mitigation
3. *VMT Assessment Tool* – A web-based tool that can be used for VMT screening and mitigation recommendation

The City of San Dimas utilized the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA compliance, as noted in CEQA Guidelines Section 15064.7(b). The City has produced the Transportation Study Guidelines to outline the specific steps for complying with the new CEQA expectations for VMT analysis and the applicable general plan consistency requirements related to the Level of Service (LOS). The City of San Dimas City Council adopted the City's VMT approach on October 27, 2020. (City of San Dimas Transportation Study Guidelines, May 2021)

Consistent with the Governor's Office of Planning and Research Technical Advisory[18], the City of San Dimas adopted guidance that applies three screening criteria to identify if a proposed project is presumed to cause a less-than-significant VMT impact:

1. Project accessibility to transit: The proposed project does not meet this criterion because there are no fixed-route transit services within 0.5 miles of the project site that meet the requirements for applying transit screening.

2. Project location in a low VMT area: The proposed project does not meet this criterion per analysis using the SGVCOG VMT Evaluation Tool. As described in the City's Transportation Study Guidelines, this tool is used to verify the applicability of this screening and the analysis result has shown it is not located in a low VMT area.

3. Project Type and projects that generate fewer than 110 net new daily trips: The Project does meet Criteria 3, as it will only generate 64 net new daily trips. Therefore, according to the City of San Dimas Transportation Study Guidelines and OPR guidance, the project can be considered to have a less-than-significant impact on VMT due to its estimated trip generation, and no further VMT analysis is required.

Therefore, the project would not conflict with CEQA Guidelines section 15064.3, subdivision (b) and project impacts related to VMT would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact

The Project will not remove sidewalks along the frontage of the project site but will reduce the number of driveways along Allen Avenue and Cataract Avenue, which should improve the safety of pedestrians using the sidewalks on the project site frontages by reducing the number of driveways where vehicle/pedestrian conflicts could occur. There are no sidewalks currently existing along the west side of Cataract Avenue and the project proposes to install new sidewalks along this frontage. The project will also provide four short-term bicycle parking spaces.

Commercial and business vehicles would access the facility via the driveways along Cataract Avenue and Allen Avenue. An approximately 30-foot wide fire lane is provided along the northern and western sides of the proposed building. A protected pedestrian path of travel from the public right-of-way to the building will be provided via the walkways along Cataract Avenue on the northeast and

[18] The Governor's Office of Planning and Research Technical Advisory, CEQA Exemptions Outside of the CEQA Statue, https://opr.ca.gov/ceqa/docs/20180606-Tech_Advisory_CEQA_Exemptions.pdf

Allen Avenue on the southwest. All onsite access and sight-distance setbacks would be in accordance with the City of San Dimas and Caltrans design requirements. The project would not substantially alter or impact roads, sightlines or offsite land uses. The proposed project would not house or utilize farm equipment, construction equipment, or other unusually slow vehicles that would present a traffic hazard. Therefore, the project would not increase hazards due to a geometric design feature, and traffic hazard impacts would be less than significant.

d) Would the project result in inadequate emergency access?

Less than Significant Impact

Construction

During the project construction phase, lanes and sidewalks may be temporarily closed off. To ensure that circulation and emergency access during construction are adequate, the City requires the application for and approval of a Public Works Encroachment Permit for all projects that require construction in the public right-of-way. The Engineering Division reviews and inspects development proposals and compliance with city policies, procedures, codes, standards, and other governmental requirements relating to public improvement within the city right-of-way and transportation matters. Based on the approval of the Public Works Encroachment Permit, during construction, the project will have less than significant impact on emergency access.

Operation

The project would comply with applicable City regulations, such as the requirement to comply with the City's Fire Code concerning providing adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of San Dimas would review project site plans, including the location of all buildings, fences, access driveways, and other features that may affect emergency access. Fire lanes would be provided for adequate emergency access. The site design for the proposed project includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with the City's and Caltrans design requirements. The City's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided at the project site at all times. Therefore, the proposed project would not result in inadequate emergency access and there would be no impacts in this regard.

4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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:				
i) 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)?				**X**
ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		**X**		

4.18.1 Methods

Information from the Phase I Cultural Resources Inventory Report, dated January 22, 2023 (see **Appendix D1**), prepared by UltraSystems for the Allen / Cataract Warehouse Project has been used to prepare the analysis in this section.

The cultural resources report describes the research for and analysis of potential cultural resources data conducted for the project. This research included cultural resources record search at the SCCIC, a SLF record search by the NAHC, and a pedestrian survey assessment (see **Section 4.5**). No prehistoric archaeological resources were observed during the field survey. The cultural resources record search at the SCCIC indicated no prehistoric resources recorded within the project boundary. Previous prehistoric cultural resources surveys within the 0.5-mile radius resulted in no prehistoric archaeological sites or isolates being recorded. The cultural resource study findings at the SCCIC suggest that there is a low potential for finding prehistoric resources.

One potential resource (as defined by Public Resources Code § 21074) has been noted (refer to **"NAHC Sacred Land File Records Search"** in **Appendix D1** of this IS/MND). A Traditional Cultural Resource (TCR) site was documented within a 0.5-mile radius of the project site in the NAHC's SLF search, though its location and description were not provided.

As discussed in **Section 4.5**, the NAHC recommended contacting the Gabrielino Band of Mission Indians – Kizh Nation to learn further information about the SLF site. Therefore, UltraSystems sent a letter to the Gabrielino-Kizh Nation, along with the other ten tribal contacts provided by the NAHC. However, neither the Gabrielino – Kizh Nation nor any of the other local tribal organizations responded with information regarding this SLF resource.

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:

i) 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)?

No Impact

The Cultural Resources investigation determined that there are no TCRs listed or eligible for listing in the CRHR or local historical registers as defined in Public Resources Code section 5020.1(k) within the project site or within a 0.5-mile radius surrounding the project site. Therefore, no impact would occur.

ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes regarding potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (California Natural Resources Agency [CNRA], 2007).

As part of the AB 52 process, Native American tribes must submit a written request to a lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties

agree to mitigation measures (MMs) to avoid a significant effect on a TCR, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

In compliance with AB 52, letters were sent by the City of San Dimas' Community Development Department (City) to all applicable Native American Tribes. Anne Nguyen, Associate Planner with the Community Development Department, has taken the lead for this process. The letters were sent July 21, 2022 by certified mail to the following tribes:

- Gabrieleno Band of Mission Indians – Kizh Nation,
- Gabrieleno/Tongva San Gabriel Band of Mission Indians,
- Torres-Martinez Desert Cahuilla Indians
- Soboba Band of Luiseño Indians

The City received a reply from the Gabrieleno – Kizh Nation on July 25, 2022 by email with an attached letter requesting consultation. Ms. Nguyen responded to the Gabrieleno – Kizh Nation requesting an available date and time for consultation. A consultation teleconference call between the City and the Gabrieleno – Kizh Nation was conducted August 18, 2022. The Kizh Nation provided a letter and suggested mitigation measures on September 12, 2022. Ms. Nguyen provided revisions to the Gabrieleno – Kizh Nation suggested mitigation measures. The City received a reply by the Gabrieleno – Kizh Nation on October 26, 2022 by email with an attached letter requesting the suggested mitigation measures provided on September 12, 2022 be incorporated as is without any changes. An additional consultation teleconference call between the City and the Gabrieleno – Kizh Nation was conducted on November 9, 2022. Ms. Nguyen eliminated some of the changes that were made to the Gabrieleno – Kizh Nation suggested mitigation measures. Following review by Ms. Nguyen and the San Dimas City's attorney, it was determined that the Kizh Nation suggested mitigation measures would be incorporated as applies only to the Gabrielino - Kizh Nation if they are chosen as the Native American monitors for the project and, should human remains be discovered and if the NAHC should chose the Kizh Nation to be the Most Likely Descendants (MLD). Following review of the recommended mitigation measure language from the City, the Kizh Nation approved it via email from their Admin Specialist on January 9, 2023 and consultation with the Gabrielino - Kizh Nation was concluded (A. Nguyen, personal communication; January 9, 2023).

The remaining three tribes did not reply to the City within the 30-day response period nor have they to date. With this, AB 52 consultation has been concluded (except the continued discussions with the Gabrielino – Kizh Nation described above) (A. Nguyen, personal communication; September 15, 2022).

A potential resource as defined by Public Resources Code § 21074 has been noted (**Attachment C**: "NAHC Sacred Land File Records Search" in **Appendix D1** to this Initial Study). During UltraSystems' cultural resources study, outreach to the NAHC determined that a traditional cultural site was documented within a half-mile radius of the project site in the NAHC's SLF search, though its location and description were not provided. The NAHC recommended that UltraSystems contact the Gabrielino Band of Mission Indians – Kizh Nation to learn further information about the SLF site. A letter was sent to Gabrielino-Kizh Nation on November 2, 2021 asking about the SLF site (**Appendix D1**). An email was received on November 19, 2021 from Admin Specialist Monica Cano of the Gabrieleno Band of Mission Indians – Kizh Nation, indicating that the project location is within their Ancestral Tribal Territory and that the Tribal Government requests to schedule a consultation with UEI as the lead agency. Mr. O'Neil responded on the same day indicating that our letter was in regards to the cultural resources study to inform you of the project and not AB 52 consultation. Ms. Cano

responded on the same day that this email was being forwarded to "Anne" (No last name provided). There was no further response from the Gabrielino – Kizh Nation to UltraSystems regarding the SLF site.

No prehistoric archaeological resources were observed during the field survey. The previous cultural resources surveys within the 0.5-mile radius resulted in no archaeological sites or isolates being recorded. During the cultural resources record search at the SCCIC, no prehistoric resources were found. The results of the pedestrian assessment indicate it is highly unlikely that prehistoric properties will be adversely affected by construction of the project. The cultural resource study findings at the SCCIC suggest that there is a low potential for finding prehistoric resources.

Mitigation for minimizing impacts on potential TCRs is applicable to the project site because the land at the site was used for agriculture and mid-twentieth century farm homes that caused minimal sub-surface disturbance during construction. Even with the minimal disturbance, the potential for subsurface prehistoric deposits is considered to be low.

However, given local Native American tribal concerns for potential traditional cultural resources present at the project site, mitigation would be implemented to further reduce potential impacts to a less than significant level. See Mitigation Measures **TCR MM-1** through **TCR MM-3** below as they pertain to the Gabrielino - Kizh Nation only. The applicable mitigation measures **TCR MM-4** through **TCR MM-7** concern protection of TCRs and potential human remains as they relate to culturally affiliated Tonga (but non-Gabrielino – Kizh Nation) bands are also provided below.

Mitigation Measure

MM TCR-1: **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities**

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching into native soil and undocumented soils. The monitor(s) will continue their duties until it is determined through consultation with the permittee, City Planning, that monitoring is no longer warranted.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any

discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and the City notified. Construction activities may continue in other areas outside of the designated protection zone, which shall be delineated with cones, flagging, or fencing. The designated Kizh monitor and/or Kizh archaeologist shall evaluate the significance of the find and determine whether the resource uncovered is a TCR. If its determined that the potential resource is a TCR (as defined by PRC, Section 21074), tribes consulting under AB 52 would be provided a reasonable period of time, typically 5 days from the date of a new discovery is made, to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment of any discovered TCRs. The designated tribe monitor/archaeologist shall implement a plan for the treatment and disposition of any discovered TCRs based on the nature of the resource and considering the recommendations of the tribe(s). Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

MM TCR-2: **Unanticipated Discovery of Human Remains and Associated Funerary Objects**

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

MM TCR -3: **Procedures for Burials and Funerary Remains:**

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Construction activities may continue in other areas outside of the designated protection zone, which shall be delineated with cones, flagging, or fencing.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the applicant, the City, the South Central Coastal Information Center, the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

MM TCR-4: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor from a local culturally-affiliated Gabrielino (Tongva) tribe. A copy of the executed contract shall be submitted to the City of San Dimas Planning Division prior to the issuance of any permit necessary to commence a ground-disturbing activity.

MM TCR-5: The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.

MM TCR-6: Upon discovery of a Tribal Cultural Resource, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 60 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor as described in **TCR MM-4**. If the resources are Native American in origin, the monitoring Tribe may retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.

MM TCR-7: If human remains are encountered during excavations associated with this project, all work shall stop within a 60-foot radius of the discovery and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the

NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLDS (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).

Level of Significance After Mitigation

Mitigation measures **TCR-1** through **TCR-3** pertain to the Gabrielino – Kizh Nation if they are chosen to conduct tribal monitoring and if they are chosen to be the MLD by the NAHC, if human remains are discovered. Mitigation measures **TCR-4** through **TCR -7** pertain if a different Gabrielino (Tongva) tribe is chosen to conduct the tribal monitoring and if they are chosen to be the MLD by the NAHC, should human remains be discovered. These **MM**s require monitoring of ground-disturbing activities during project construction by a Native American monitor; halting construction activities if unanticipated discovery of a TCR or historic artifact(s) and their evaluation by the Native American and a qualified archaeologist, describe treatment of human remains if found, and the disposition of TCRs and historic artifacts if found. With implementation of **MMs TCR-1** through **TCR-7,** potential project impacts on TCRs would be less than significant.

4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
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?			X	
d) Generate solid waste in excess of State or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact

Water Treatment: As detailed below, there would be sufficient water supplies to serve the project site. Therefore, the proposed project would not require new or expanded water facilities. The project would have a less than significant impact in this regard.

Wastewater Treatment: Wastewater from San Dimas is conveyed by sewers owned by the City of San Dimas and the Los Angeles County Sanitation Districts (LACSD) to LACSD's San Jose Creek Water Reclamation Plant (SJCWRP) in the Community of Avocado Heights in unincorporated Los Angeles County (Stetson, 2021), approximately 13 miles southwest of the project site. The SJCWRP has a capacity of 100 million gallons per day (mgd). Average effluent flows in 2020 were 48.2 mgd (LACSD, 2021) and the residual capacity is 51.8 mgd. Project operation is estimated to generate 9,562 gallons of wastewater per day, as shown below in **Table 4.19-1**.

Table 4.19-1
ESTIMATED PROJECT WASTEWATER GENERATION

Land Use	Square Feet	Wastewater Generation (gallons)	
		Per square 1,000 sq. ft.[1]	Total
Light Manufacturing	63,749	0.15	9,562.35

[1] **Source**: LACSD, 2021b

The project proposes to install new sanitary sewers to serve the entire development to the specifications of the City Engineer and Los Angeles County Sewer Maintenance. All existing on-site sewer/septic systems shall be abandoned by a method approved by the City Engineer. The new system shall connect the sewer lines from the project site to the existing sewer network on Cataract Avenue. All sewer line sizes and connections are subject to review by the City. The project applicant will work with the City's Public Works Department for necessary approvals and ensure compliance with applicable requirements. No new treatment facilities or expanded entitlements will be required. Therefore, the project would have a less than significant impact on wastewater treatment.

Stormwater Drainage:

The California State Water Resources Control Board (SWRCB), Los Angeles Regional Control Board, Region #4 (aka. Los Angeles Region Water Quality Control Board (LARWQCB)) is one of nine Regional Boards statewide. These Boards are part of the California Environmental Protection Agency (CAL/EPA). The LARWQCB has adopted the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4 Permit) (Order No. R4-2012-0175).

The NPDES/MS4 Permit required that the Los Angeles County Flood Control District, the County of Los Angeles, and 84 other municipalities (including San Dimas) within the County of Los Angeles comply with the prescribed elements of the MS4 Permit. San Dimas and a few other member agencies agreed to collaborate on the compliance of certain elements of the MS4 Permit and agreed to a cost-sharing formula based on the land area within the San Gabriel Watershed. The faction is known as the East San Gabriel Valley Watershed Management Group (ESGVWMG). The ESGVWMG consists of the City of La Verne, as the coordinating agency for the Watershed Management Plan and Coordinated Integrated Monitoring Program, and the cities of Claremont, Pomona, and San Dimas. The Program regulates, through Order No. R4-2012-0175, the discharge of pollutants into the Waters of the U.S. through stormwater and urban runoff conveyance systems, including flood control facilities.

The project would be required by the California SWRCB to obtain coverage under a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) (Order 2009-0009-DWQ) as authorized by Section 402 of the Clean Water Act (CWA). The project would be required to obtain an NPDES permit, prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) prior to the commencement of construction activities; additionally, BMPs must be maintained, inspected after each precipitation event, and repaired or replaced as necessary.

Project compliance with regulatory requirements would reduce potential erosion/siltation impacts during the construction phase of the project to a less than significant level. The proposed project would be designed in compliance with applicable City of San Dimas regulations regarding stormwater runoff and the project would be reviewed by the City of San Dimas Public Works Department to ensure that the development would not create or contribute to runoff water that

would exceed the capacity of existing or planned stormwater drainage systems. Refer to **Section 4.10**, *Hydrology and Water Quality,* for additional information.

Electric Power: Electric power for the City of San Dimas is provided by Southern California Edison (SCE). The proposed project is located in a developed area, and the infrastructure for providing electric power to the area is well established. SCE typically utilizes existing utility corridors to reduce environmental impacts and has energy-efficiency programs to reduce energy usage and maintain reliable service throughout the year (SCE, 2020). The project would be constructed in accordance with applicable Title 24 regulations, and would not necessitate the construction or relocation of electric power facilities. Therefore, a less than significant impact would occur.

Natural Gas: The Southern California Gas Company (SoCalGas) is the primary distributor of retail and wholesale natural gas across Southern California, including the City of San Dimas. SoCalGas provides services to residential, commercial, and industrial consumers, and also provides gas for electric generation customers. In its 2018 California Gas Report, SoCalGas analyzed an 18-year demand period, from 2018 to 2035, to determine its ability to meet projected demand (California Gas and Electric Utilities, 2018. p. 63).

SoCalGas expects total gas demand to decline 0.74 percent annually from 2018 to 2035 as a result of energy-efficiency standards and programs, renewable electricity goals, modest economic growth in its service region, and advanced metering infrastructure (California Gas and Electric Utilities, 2018, p. 66). Transportation-related industrial uses account for 2.7% of total industrial gas demand, and the proposed project is not of the size or scope to increase this demand (California Gas and Electric Utilities, 2018, p. 73). Moreover, SoCalGas plans on implementing aggressive energy-efficiency programs that will result in natural gas savings across all sectors that will ensure the longevity of its natural gas supplies and adequate generation rates (California Gas and Electric Utilities, 2018, p. 78). Therefore, the anticipated natural gas supply is adequate to meet demand in the SoCalGas region, and the proposed project is not expected to impact this determination. Thus, no natural gas facilities would have to be constructed or relocated, and a less than significant impact would occur.

Telecommunications Facilities: Telecommunication services, including internet, phone, and television, for the City of San Dimas, are provided by Spectrum and Frontier Communications. The proposed project would not interfere with the operation of these services, and a less than significant impact would occur.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than Significant Impact

As detailed further in **Section 4.10**, the project site lies within the service area of the Golden State Water Company (GSWC). GSWC's 2020 UWMP (or 2020 Plan) was prepared consistent with the CWC and the recommended organization provided in DWR's Final "Urban Water Management Plan Guidebook 2020" (Final 2020 UWMP Guidebook), dated March 2021. GSWC's 2020 Plan was prepared in coordination with planning agencies including the Los Angeles County Department of Regional Planning and the Southern California Association of Governments (SCAG).

GSWC is a sub-agency of Three Valleys Municipal Water District (TVMWD), a wholesale water agency. TVMWD prepared a 2020 Plan which is incorporated in GSWC's 2020 Plan by reference. In addition,

GSWC provided its 2020 Plan to TVMWD which includes water use projections in five-year increments for a normal year, a single dry year, and five consecutive years of drought conditions over the next 25 years (Stetson, 2021, p. 6-3).

GSWC water is a blend of groundwater pumped from the Main San Gabriel Basin and purchased water from the Metropolitan Water District of Southern California and Three Valleys Municipal Water District; treated groundwater and surface water purchased from Covina Irrigating Company; treated water purchased from Walnut Valley Water District; and local surface water from San Dimas Canyon Creek. GSWC's main source of water supply is groundwater pumped from the Main Basin (Stetson, 2021, p. 6-1).

Information regarding the reliability of GSWC's water supplies is based on the historical precipitation data in the San Gabriel Valley. Historical annual precipitation in the San Gabriel Valley is based on data collected from Station 047050 (Pomona Fairplex, California). Furthermore, potential future climate change impacts may increase the average annual precipitation within GSWC's service area, thus indicating the use of historical data is a reasonable and conservative approach. The historical average rainfall in the vicinity of GSWC's service area is 17.2 inches.

During normal and wet years, the GSWC's 2020 UWMP uses the Main Basin water for groundwater recharge. The total freshwater storage capacity of the Main Basin is estimated to be about 9.5 million acre-feet. Of that, about 1.1 million acre-feet have been used historically in Main Basin operations. One foot of elevation change is roughly the equivalent of about 8,000 acre-feet of water storage. The historical high groundwater elevation was recorded at over 329.1 feet in April 1916, at which time Main Basin storage was estimated to be about 8.7 million acre-feet. The historical low was recorded in November 2018 at 169.4 feet, at which time Main Basin storage was estimated to be about 7.4 million acre-feet (Stetson, 2021, p. 6-20).

GSWC has emergency interties (or interconnections) with other water agencies that serve as short-term emergency water supplies. Emergency interconnections are distribution system interconnections between water agencies for use during critical situations where one system or the other is temporarily unable to provide sufficient potable water to meet its water demands and/or fire protection needs. An emergency interconnection will allow a water system to continue serving water during critical situations such as local water supply shortages as a result of earthquakes, fires, prolonged power outages, and droughts (Stetson, 2021, p. 6-49).

Additionally, the GSWC would implement the California Public Utilities Commission (CPUC) Water Conservation and Rationing Plan (CPUC, 2022), which is separated into four stages of water rationing**.** In each of the water rationing levels, different restrictions would limit the use of water use as detailed in **Table 4.19-1**. To determine the reliability of its water supplies, GSVW analyzed anticipated water supply and demand for normal, dry, and multiple dry years. These analyses totaled the amount of water expected from each of its supplies during various types of years, and compared them with anticipated demand, accounting for water conservation policies to be implemented in dry years. As shown in **Tables 4.19-2, 4.19-3,** and **4.19-4** below, water supplies are adequate to meet projected demand in normal, dry, and multiple dry years.

Table 4.19-1
WATER SHORTAGE CONTINGENCY PLANNING LEVELS

Shortage Level	Percent Shortage Range	Shortage Response action (*Narrative description)*
1	Up to 10%	Watering or irrigating is limited to a maximum of 2 days per week. All outdoor irrigation must occur between 9 a.m. or after 5 p.m. GSWC will change the number of watering days and the specific days of watering after notification in accordance with CPUC Rule 14.1.
2	Up to 20%	In addition, to Shortage Level 1, allocations will be based on the 2013 baseline of less than 32 percent. No allocation will be less than 8 Ccf/month or 16 Ccf/bi-monthly billing periods. Users in excess of allocation will be charged a regular rate plus $2.50 per Ccf.
3	Up to 30%	In addition, to Shortage Level 2, GSWC may add actions if conditions warrant including, but not limited to, increasing the number of watering days and the specific days of watering in accordance with CPUC Rule 14.1.
4	Up to 40%	In addition, to Shortage Level 3, users in excess of allocation will be charged a regular rate plus $5.00 per Ccf.
5	Up to 50%	In addition, to Shortage Level 4, GSWC may add actions if conditions warrant including, but not limited to, increasing the number of watering days and the specific days of watering in accordance with CPUC Rule 14.1.
6	Up to 60%	In addition, to Shortage Level 5, users in excess of allocation will be charged a regular rate plus $10.00 per Ccf.

Source: Golden State Water Company- San Dimas System 2020 Urban Water Management Plan, Table 8-1

Table 4.19-2
NORMAL YEAR SUPPLY AND DEMAND COMPARISON

Totals	2025	2030	2035	2040	2045
Supply Totals	10,753	10,796	10,840	10,883	10,927
Demand Totals	10,753	10,796	10,840	10,883	10,927
Difference	0	0	0	0	0

*Volumes are in acre-feet (AF).
Source: Golden State Water Company- San Dimas System 2020 Urban Water Management Plan, Table 7-2

Table 4.19-3
SINGLE DRY YEAR SUPPLY AND DEMAND COMPARISON

Totals	2025	2030	2035	2040	2045
Supply Totals	10,402	10,444	10,485	10,527	10, 569
Demand Totals	10,402	10,444	10,485	10,527	10, 569
Difference	0	0	0	0	0

*Volumes are in acre-feet (AF).
Source: Golden State Water Company- San Dimas System 2020 Urban Water Management Plan, Table 7-3

Table 4.19-4
MULTIPLE DRY YEARS SUPPLY AND DEMAND COMPARISON

Year	Totals	2025	2030	2035	2040	2045
First Year	Supply Totals	33,030	38,530	42,030	45,030	45,030
	Demand Totals	22,879	24,481	26,183	28,041	30,043
	Difference	10,151	14,049	15,847	16,989	14,987
Second Year	Supply Totals	33,030	38,530	42,030	45,030	45,030
	Demand Totals	20,799	22,256	23,802	25,492	27,312
	Difference	12,231	16,274	18,228	19,538	17,718
Third Year	Supply Totals	33,030	38,530	42,030	45,030	45,030
	Demand Totals	18,719	20,030	21,422	22,943	24,580
	Difference	14,311	18,500	20,608	22,087	20,450
Fourth Year	Supply Totals	11,983	12,031	12,079	12,127	12,175
	Demand Totals	11,983	12,031	12,079	12,127	12,175
	Difference	0	0	0	0	0
Fifth Year	Supply Totals	9,359	9,397	9,434	9,472	9,510
	Demand Totals	9,359	9,397	9,434	9,472	9,510
	Difference	0	0	0	0	0

*Volumes are in acre-feet (AF).
Source: Golden State Water Company- San Dimas System 2020 Urban Water Management Plan, Table 7-4

Moreover, although the project would use water during project operation, increased water usage from projects such as the proposed project has been accounted for in the latest UWMP prepared for GSWC. The UWMP found that with its current water supplies, planned future water supplies, and water conservation, GSWC will be able to reliably provide water to its customers. Although a minor increase in the water demand could occur as a result of the project, the increase would not be significant because adequate water supplies and facilities are available to serve the proposed project, and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, less than significant impacts are anticipated.

c) Would the project 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?

Less than Significant Impact

As described above, the volume of wastewater generated by the project represents only a small fraction of the existing daily capacity of the wastewater treatment facility providing service in the area. Therefore, the wastewater anticipated to be generated by the project would be within the existing capacity of the wastewater treatment provider and less than significant impacts would occur.

d) Would the project generate solid waste in excess of State or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact

Solid waste disposal services for San Dimas are provided by Waste Management. The City contracts with Waste Management for curbside and business trash collection and recycling services, including

green waste recycling. Currently, green waste is taken to the Puente Hills Landfill located in Whitter, recyclables are taken to the Allen Company in Baldwin Park, and bulk waste is transferred to El Sobrante Landfill in Corona (WM, 2022).

The current permitted solid waste disposal at the El Sobrante Landfill is 16,054 tons per day (Riverside County, 2022). The Annual Status Report reported 128.6 million tons remaining at the end of 2020. At the current rate, this equates to approximately 35 years of site life remaining (El Sobrante Landfill, 2020).

Project construction and operation would generate solid waste requiring disposal at local landfills. Materials generated during the construction of the project would include paper, cardboard, metal, plastics, glass, concrete, lumber scraps, and other materials. During construction (short-term) and operation (long-term), bulk solid waste, excess building material, fill, and other construction-related solid waste would be disposed of in a manner consistent with the State of California Integrated Waste Management Act of 1989 (CIWMA) and would be removed from the project site. Existing regulations related to recycling during the construction and operation phases of the project require that the project would provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

The project is anticipated to have 65 employees which, using the solid waste generation rate in **Table 4.19-5**, would result in an estimated generation of 78 tons of waste per year. As discussed above, the current permitted solid waste disposal at the El Sobrante Landfill is 16,054 tons per day. Therefore, the project's construction waste would represent a small fraction of the City's landfill capacity.

Table 4.19-5
ESTIMATED PROJECT-GENERATED SOLID WASTE

Land Use	Generation Rate[1]	Waste (tons/year)
Transportation-related light-industrial	1.20 (tons/employee/year)	78

[1] Cal Recycle, 2015. 2014 Generator-Based Characterization of Commercial Sector Disposal and Diversion in California. Accessed online at: https://www2.calrecycle.ca.gov/WasteCharacterization/PubExtracts/2014/GenSummary.pdf on March 24, 2020.

The project's estimated increase of 0.214 tons of waste per day represents a small fraction of the El Sobrante Landfill's daily capacity (0.0013%). Since sufficient permitted landfill capacity exists to support the operation of the proposed project, no adverse impact on either the solid waste collection service or the landfill disposal system would occur. Therefore, project impacts on existing solid waste disposal facilities would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact

In 1989, the California Legislature enacted the California Integrated Waste Management Act (AB 939), to address solid waste problems and capacities in a comprehensive manner. The law required each city and county to divert 50% of its waste from landfills by the year 2000.

The Los Angeles Countywide Integrated Waste Management Plan (LACIWMP) outlines the goals, policies, and programs the County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The LACIWMP outlines programs to reduce, recycle and properly divert solid waste from sanitary landfills.

The solid waste generated by the project would be collected by Waste Management, the designated waste hauler, and transported offsite to transfer facilities and landfills for reuse, recycling, and/or disposal, as appropriate (WM, 2022). Waste Management delivers solid waste to the El Sobrante Landfill, which operates under a permit from the Riverside County Department of Public Health, Solid Waste Management Division and requires regular reporting and monitors compliance.

The proposed project would comply with the LACIWMP and the City's waste reduction procedures and comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, state, and federal solid waste disposal standards, thereby ensuring that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Impacts are considered less than significant.

4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	
b) Due to 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?			**X**	
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 ongoing impacts to the environment?			**X**	
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?			**X**	

A wildfire is an uncontrolled fire that spreads through vegetative fuels, posing danger and threatening life and property. Wildfires can occur in undeveloped areas and spread to urban areas, where development can be heavily concentrated. The City has foothills to the north that have steep terrain and light, flashy fuels, and the predominant weather patterns feature high temperatures and low humidity, as well as seasonal high-speed Santa Ana winds. These factors, together with many homes that are built near or in the interface zone, have created a potential for significant damage due to wildfire. Historically, most of the wildfires in the City have occurred in northwest San Dimas, with occasional fires in the San Gabriel Mountains. The City has established a Fire Hazard Overlay District in open space areas in northern San Dimas to reduce the risk of wildfire.

The project is located generally in the northern part of the City of San Dimas. The project site is not located in a Fire Hazard Severity Zone for either a Local Responsibility Area or State Responsibility Area (refer to **Figures 4.20-1** and **4.20-2**), (CAL FIRE, 2020). The City of San Dimas does contain areas classified as very high fire hazard severity zones (VHFHSZs) in local responsibility areas (LRAs) (CAL FIRE, 2008). There is a VHFHSZ in a local responsibility area that is approximately 0.5 miles to the north.

Figure 4.20-1
FIRE HAZARD SEVERITY ZONE – LOCAL RESPONSIBILITY AREA

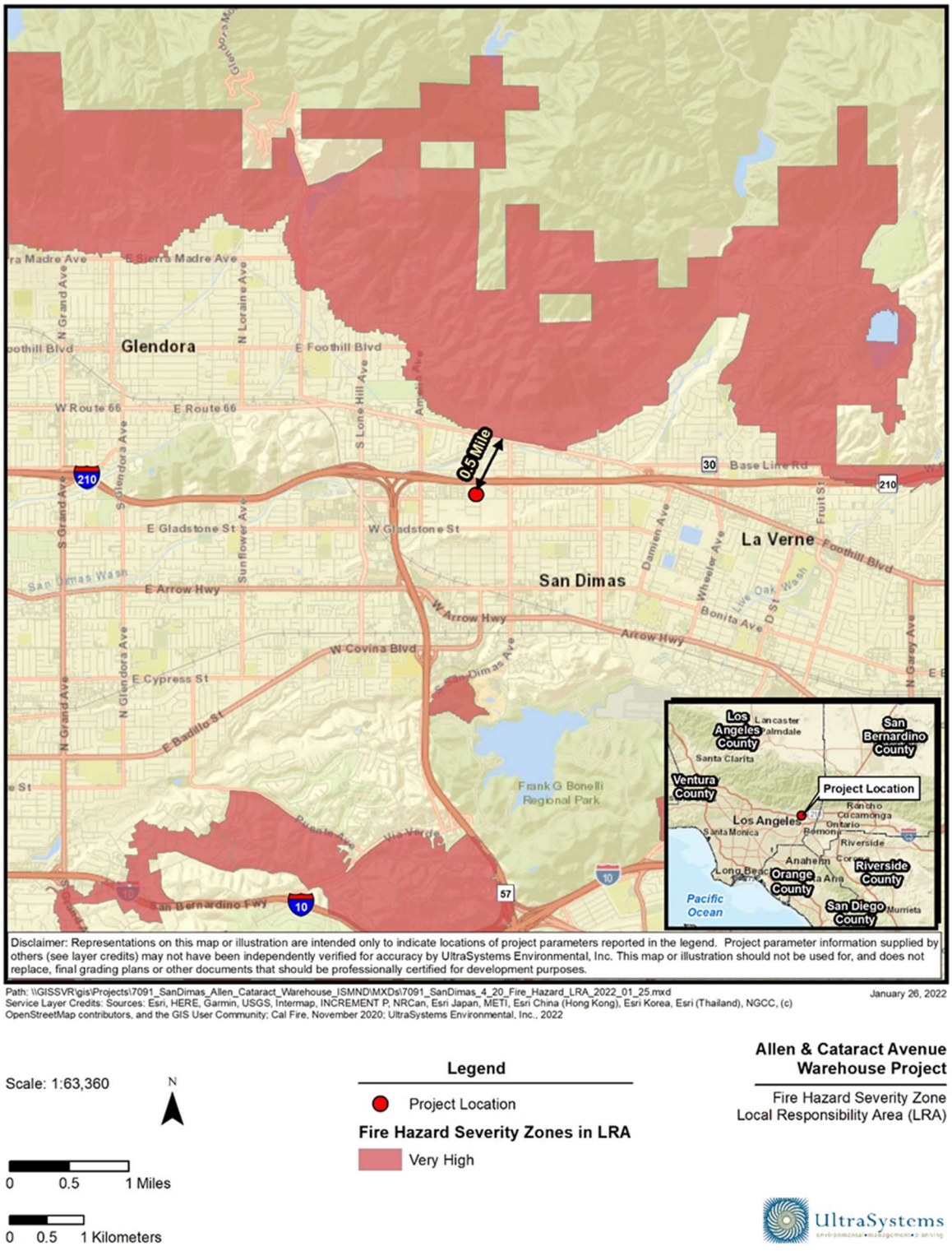
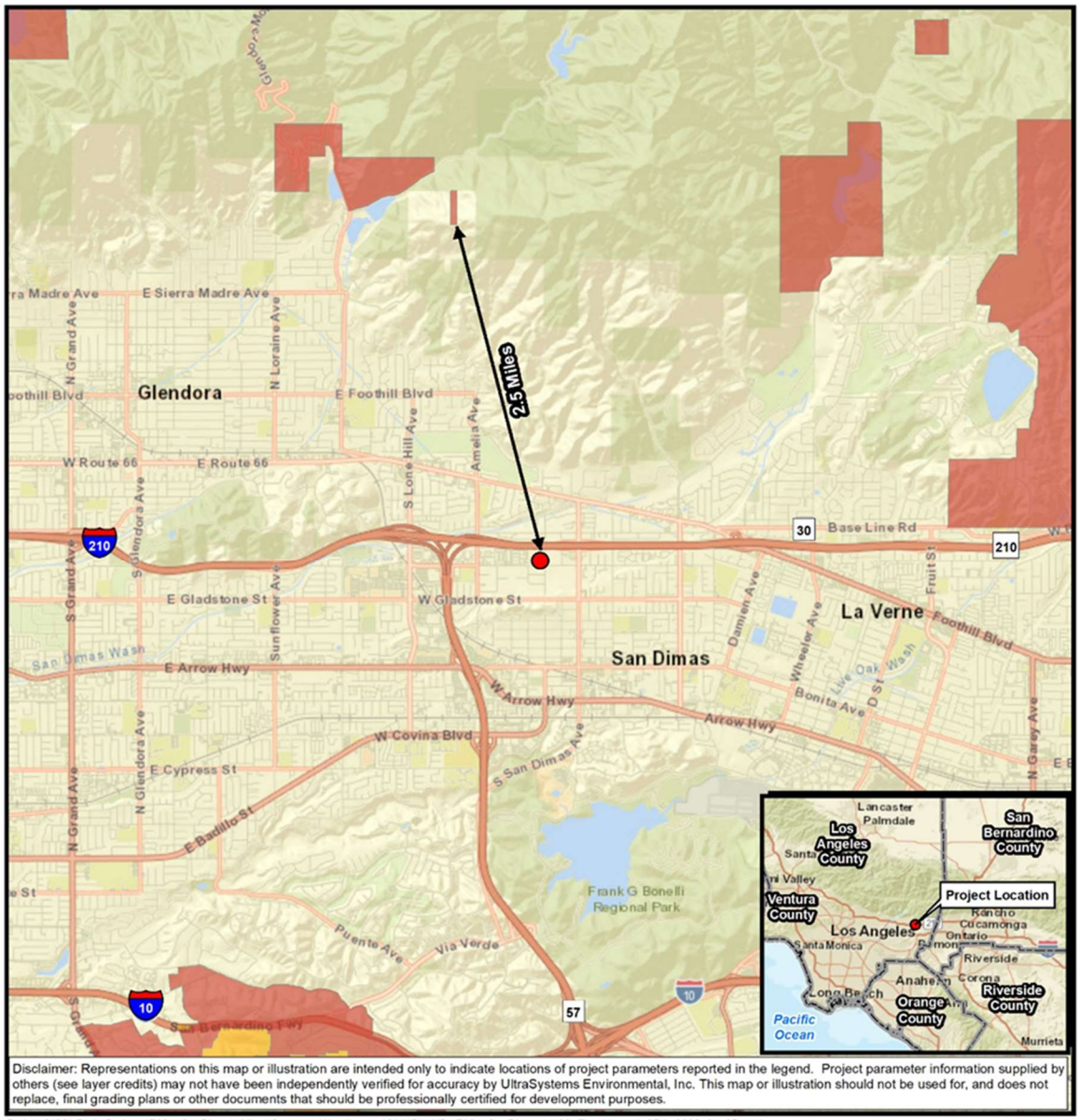


Figure 4.20-2
FIRE HAZARD SEVERITY ZONE – STATE RESPONSIBILITY AREA



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\GISSVR\gis\Projects\7091_SanDimas_Allen_Cataract_Warehouse_ISMND\MXDs\7091_SanDimas_4_20_Fire_Hazard_SRA_2022_01_25.mxd
January 26, 2022
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community; Cal Fire, November 2020; UltraSystems Environmental, Inc., 2022

Scale: 1:63,360

N

0 0.5 1 Miles

0 0.6 1.2 Kilometers

Legend

- Project Location

Fire Hazard Severity Zones in SRA

- Moderate
- High
- Very High

Allen & Cataract Avenue Warehouse Project

Fire Hazard Severity Zone
State Responsibility Area (SRA)

UltraSystems

a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact

As detailed above, the project site is not located in areas or lands classified as VHFHSZs. However, as shown in **Figure 4.20-1**, the project site is located 0.5 miles south of a VHFHSZ LRA. The City's Local Hazard Mitigation Plan (LHMP) anticipates that all interstate freeways would serve as evacuation routes, and Interstate 210 is adjacent to the site, accessible from an on-ramp 0.25 mile east of the site at San Dimas Avenue. The City has accommodated continued growth and development in VHFHSZs and the proposed project would not affect the efficacy of established fire-safety plans. Since the project is not located in an SRA or LRA and development near LRAs and VHFHSZs has been accounted for in the City's safety plans, the project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur.

b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to 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?

Less than Significant Impact

As detailed above, the project site is not located in areas or lands classified as VHFHSZs. However, the project site is near a VHFHSZ LRA to the north. No slopes are located on the project site which could exacerbate wildfire risks. Historically, northern San Dimas has faced the majority of wildfires in the city due to slopes and Santa Ana winds blowing down from San Gabriel Mountains through San Dimas Canyon. The most damaging was the Williams Fire in September 2002, which destroyed 62 structures and burned 38,984 acres. Fires have historically been contained to this area (LAAlmanac, 2022). Therefore, the project would not expose project occupants (i.e., those working at the project site during project operations) to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. A less than significant impact would occur.

c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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 ongoing impacts to the environment?

Less than Significant Impact

As detailed above, the project site is not located in areas or lands classified as VHFHSZs but is near VHFHSZs located to the north. However, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. As demonstrated in this document, neither construction nor operation of the project would result in significant temporary or ongoing impacts on the environment. It would be constructed in compliance with applicable building and fire codes. Therefore, the proposed project would have a less than significant impact in this regard.

d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?

Less than Significant Impact

As detailed above, the project site is not located in or near areas or lands classified as VHFHSZs but is near a VHFHSZ to the north. However, the proposed project would not 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. The City of San Dimas has historically experienced landslides; most recently in February 2010 along the transition road to the northbound Orange (SR-57) Freeway from the San Bernardino (I-10) Freeway (CALPoly Pomona, 2022). However, there are no steep slopes or hills on the project site; the nearest hills are the San Gabriel Mountains, the foothills of which begin approximately 0.5 miles north of the project site. Project development would not exacerbate landslide hazards. Therefore, the proposed project would have a less than significant impact in this regard.

4.21 Mandatory Findings of Significance

Does the project have:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
a) The potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		
b) Impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			**X**	
c) Environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact with Mitigation Incorporated

Section 4.4 of this document addresses impacts on biological resources. The project site is located in an urbanized setting and is approximately 350 feet south of Interstate 210 (I-210). The site is surrounded by commercial properties on the west, north, and east; south of the site is a largely residential neighborhood. Although the site is less than two miles south of the Angeles National Forest, the project area and BSA provide low habitat value for special-status plant and wildlife species (including species listed by state or federal agencies as “candidate” or “sensitive” species). The reconnaissance-level biological survey conducted on January 7, 2022, determined that approximately 2.19 acres of the project site are urban developed/ornamental or non-native

grassland, both with relatively low diversity of species. The project site is surrounded by developed lands and heavily modified, non-natural landscapes. With the implementation of mitigation measures **BIO-1** and **BIO-2**, the project would have a less than significant impact on nesting bird species as well as special-status plant and wildlife species.

Section 4.5 of this document addresses potential impacts on Cultural Resources. The project would be built on vacant land that has been previously graded Based on the cultural resource records search, it was determined that no historic cultural resources or prehistoric archeological sites have been previously recorded within the project site boundary. Within the 0.5-mile buffer zone, there is one recorded historic era cultural resource but no prehistoric archaeological sites. The result of the pedestrian survey was negative for both prehistoric sites and isolates on the project site. Based on the results of the records search and the onsite field survey, it is unlikely that cultural resources or tribal resources would be adversely affected by construction of the project. However, grading activities associated with development of the project would cause new subsurface disturbance and may result in the unanticipated discovery of unique historic and/or prehistoric archeological resources. In the event of an unanticipated discovery, implementation of mitigation measures **CUL-1** and **CUL-2** would ensure that impacts on archeological resources would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact

The proposed project would be consistent with regional plans and programs that address environmental factors such as air quality, water quality, and other applicable regulations that have been adopted by public agencies with jurisdiction over the project to avoid or mitigate environmental effects.

Sections 4.3 and **4.13** of this Initial Study address potential impacts related to Air Quality and Noise, respectively. As detailed in **Section 4.3**, air quality impacts associated with project construction and operation would be less than significant and do not warrant mitigation. As detailed in **Section 4.13,** construction and operational noise impacts associated with the project site were found to be less than significant and do not warrant mitigation.

The project would create employment opportunities (both during the construction and operational phases); employees from the local workforce would be hired during both the construction and operational phases of the project. The project is not of the scope or scale to induce people to move from outside of the project area to work on the proposed project. The project does not include a housing component or otherwise support an increase in the resident population of the City and would utilize existing infrastructure for its operation. Therefore, impact related to indirect population growth resulting solely from the project is expected to be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact with Mitigation Incorporated

The Phase I ESA report prepared for the project states that there was no Recognized Environmental Concerns (REC) were identified on the project site. However, the future tenant is unknown at this time and the use of specific hazardous materials is unknown. With the implementation of mitigation measures **HAZ-1** and **HAZ-2,** potential impacts associated with the handling of hazardous materials would be less than significant.

As discussed in **Sections 4.1** through **4.20** of this document potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly. Therefore, less than significant impacts would occur.

5.0 REFERENCES

ARB (California Air Resources Board). 2016. Changes to California's Commercial Vehicle Idling Regulation. Accessed online at https://ww2.arb.ca.gov/sites/default/files/2020-12/commercial_vehicle_idling_requirements_July%202016.pdf, accessed on September 28, 2022.

ARB, 2022. EMFAC (Emission Factor 2021 v1.0.2 webtool). California Air Resources Board. Accessed online at: https://arb.ca.gov/emfac/emissions-inventory/9c58d8e2272c09ba5e63b138e60b1bddee9e5f51, on September 9, 2022.

ARB, 2022a. Maps of State and Federal Area Designations. Accessed online at https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations, on November 17, 2022.

Baker, R. O, & Timm, R. M. 1998. Management of conflicts between urban coyotes and humans in Southern California. Proceedings of the Vertebrate Pest Conference, 18. http://dx.doi.org/10.5070/V418110164. Retrieved from https://escholarship.org/uc/item/5064c0n7.

Bolster, B.C., 1998. Terrestrial Mammal Species of Special Concern in California.

CAPCOA, 2021. CalEEMod Version 2020.4.0. Accessed online at http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/01_user-39-s-guide2020-4-0.pdf?sfvrsn=6, on August 16, 2022.

Calflora, 2022. Information on California plants for education, research and conservation. Observation Search. Available at https://www.calflora.org/entry/observ.html. Accessed on January 28, 2022

California Code of Regulations, Title 24, Part 11. Accessed online at: https://www.dgs.ca.gov/BSC/Codes, on November 23, 2022.

Cal-IPC (California Invasive Plant Council). 2006. The California Invasive Plant Inventory. Cal-IPC Publication 2006-02. California Invasive Plant Council. Berkeley, California. Available at https://www.cal-ipc.org/plants/inventory/about-the-inventory/. Accessed on December 10, 2021.

CalPoly Pomona, 2022. San Dimas Landslide. Accessed online at https://polycentric.cpp.edu/2010/02/san_dimas_landslide on November 23, 2022.

CDFW (California Department of Fish and Wildlife) 2021a. BIOS Habitat Connectivity Viewer. Accessed at ftp://ftp.dfg.ca.gov/BDB/GIS/BIOS/Habitat_Connectivity/. Accessed on April 20, 2022.

CDFW. 2022b. California Wildlife Habitat Relationships Life History Accounts and Range Maps. Retrieved from https://wildlife.ca.gov/Data/CWHR/Life-History-and-Range. Retrieved on January 20, 2022.

CDFW. 2022c. California Natural Community List. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline. Accessed on January 11, 2022.

CEC (California Energy Commission) 2021. The 100 percent clean energy act of 2018 (Senate Bill 100). Accessed online at: https://www.energy.ca.gov/news/2021-03/california-releases-report-charting-path-100-percent-clean-electricity on November 23, 2022.

City of San Dimas, 1991. San Dimas, California, Municipal Code Title 18, Zoning, Chapter 18.128 Industrial Zones. Available at http://file.lacounty.gov/SDSInter/acwm/216023_SanDimasMC.pdf. Accessed on January 7, 2022.

City of San Dimas. 2006. San Dimas Municipal Code. Title 18: Zoning. Chapter 18.162: Tree Preservation. Available at http://file.lacounty.gov/SDSInter/acwm/216023_SanDimasMC.pdf on November 23, 2022.

City of San Dimas, 2017. 24-Hour Average Daily Traffic Counts, 2017. Accessed online at: https://files.sandimasca.gov/Document_Center/Department/Public%20Works/Traffic%20Services/Traffic-Counts-24-Hr-2017-Table.pdf, on November 17, 2022.

City of San Dimas, 2022. Housing Element 2021-2029 Update, adopted September 27, 2022. Accessed online at https://files.sandimasca.gov/Document_Center/Department/Community%20development/Planning%20division/Housing%20Element/San%20Dimas%20HEU_HCDFinalAdopted_2022-LM_LT%20revised.pdf. Accessed on December 30, 2022.

CNDDB (California Natural Diversity Database), 2022a. RareFind 5 (internet) California Department of Fish and Wildlife (5.2.14). Available at https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed on January 5, 2022.

CNDDB (California Natural Diversity Database), 2022b. Natural Diversity Database. July 2022. Special Animals List. California Department of Fish and Wildlife. Sacramento, CA. Available at. Last accessed on July 28, 2022.

CNPS (California Native Plant Society), 2022a. Rare Plant Program. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Available at http://www.rareplants.cnps.org. Accessed on January 5, 2022.

CNPS. 2022b. A Manual of California Vegetation, Online Edition. California Native Plant Society, CA. 1300 pp. Retrieved from: http://www.cnps.org/cnps/vegetation/. Accessed on January 4, 2022.

Cornell Lab of Ornithology. 2022. All About Birds. Cornell Lab of Ornithology, Ithaca, New York. Available at https://www.allaboutbirds.org. Accessed on June 20, 2022

CPCU (California Public Utilities Commission), 2022. Standard Practices. Accessed at https://www.cpuc.ca.gov/industries-and-topics/water/standard-practices, on November 23, 2022.

CTG Energetics, Inc. 2010. City of San Dimas Greenhouse Gas Inventory and Technical Supporting Data. Prepared for City of San Dimas, January 1. Available at https://files.sandimasca.gov/Document_Center/Department/Community%20development/Projects%20&%20Programs/Energy%20Programs/San-Dimas-City-wide-Greenhouse-Gas-Inventory.pdf. Accessed on November 18, 2022.

Dibblee, T.W., and Minch, J.A. 2002. Geologic map of the San Dimas and Ontario quadrangles, Los Angeles and San Bernardino Counties, California. Accessed online via the US Geological Survey National Geologic Map Database at: https://ngmdb.usgs.gov/Prodesc/proddesc_71723.htm, on March 15, 2022.

eBird. 2022. Cornell Lab of Ornithology. All About Birds. Cornell Lab of Ornithology, Ithaca, New York. Available at https://www.allaboutbirds.org. Accessed on January 11, 2022.

Edison International. 2021. 2021 Sustainability Report. Accessed online at: https://www.edison.com/content/dam/eix/documents/sustainability/eix-2021-sustainability-report.pdf, on November 23, 2022.

eFlora. 2022. Jepson Flora Project (eds.) Available at http://ucjeps.berkeley.edu/eflora/. Accessed on January 12, 2022

El Sobrante, 2020. El Sobrante Landfill Annual Monitoring Report. Accessed online at https://www.rcwaste.org/Portals/0/Files/ElSobrante/2021/Final%202020%20Annual%20Report-%20El%20Sobrante%20Landfill.pdf, on November 23, 2022.

FEMA (Federal Emergency Management Agency), 2021. FEMA Flood Map Service Center. Accessed online at: https://msc.fema.gov/portal/search?AddressQuery=la%20mirada%2C%20CA, on November 23, 2022.

FRAP (Federal and Resource Assessment Program), 2021. Priority Landscapes, Accessed online at https://www.arcgis.com/apps/MapSeries/index.html?appid=f767d3f842fd47f4b35d8557f10387a7, accessed on April 6, 2022.

FTA (Federal Transit Administration), 2018. Transit Noise and Vibration Impact Assessment Manual., Office of Planning and Environment, Washington, DC, FTA Report No. 0123. September. Internet: 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.

Google Earth V. 7.3.3.7786 (1985-2020). City of San Dimas, Los Angeles County, California. 34.°07'05.34" N 117°48'43.49". Eye altitude 4,247 feet. Google, 2022. Accessed at https://www.google.com/earth, on November 23, 2022.

Google Earth V 7.3.3.7721. 2021. San Dimas, Los Angeles County, California, U.S.A. 34 07'05.34", 117°48.43.49", eye alt 4,052 feet. Available at https://www.google.com/earth/. Accessed on January 4, 2022.

Grubbs, Shannon E., and Paul R. Krausman. 2009. Use of urban landscape by coyotes. The Southwestern Naturalist 54(1):1-12. March 2009.

Holland, R.F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. State of California, The Resources Agency, Nongame Heritage Program, California Department of Fish & Game, Sacramento, Calif. 156 pp.

Holland, V. L. and David J. Keil. 1995. California Vegetation. Kendall/Hunt Publishing Company. Dubuque, Iowa.

Howell, D. J. 1980. Adaptive variation in diets of desert bats has implications for evolution of feeding strategies. J. Mammal. 61:730-733.

Jameson E.W. Jr and Peeters H.J. 1988. California Mammals. Berkley (CA): University of California Press

Jepson Flora Project (eds.), 2021. Jepson eFlora, Available at http://ucjeps.berkeley.edu/eflora/. Accessed on December 6, 2021.

LA Almanac, 2022. City of San Dimas. Accessed online at https://www.laalmanac.com/cities/ci69.php, on November 23, 2022.

LACSD (Los Angeles County Sheriff's Department), 2022. Accessed online at https://lasd.org/sheriff-discusses-underfunding-understaffing, on November 23, 2022.

LACFD (Los Angeles County Fire Department), 2022. Accessed online at https://locator.lacounty.gov/lac/Location/3069625/los-angeles-county-fire-department---station-64-battalion-2-headquarters, on November 23, 2022.

Meyer, S.E., Callaham, M.A., Stewart, J.E., Warren, S.D. 2021. Invasive Species Response to Natural and Anthropogenic Disturbance. In: Poland, T.M., Patel-Weynand, T., Finch, D.M., Miniat, C.F., Hayes, D.C., Lopez, V.M. (eds) Invasive Species in Forests and Rangelands of the United States. Springer, Cham. https://doi.org/10.1007/978-3-030-45367-1_5

NatureServe. 2022. Bromus diandrus ruderal grassland. Available at: https://explorer.natureserve.org/Taxon/ELEMENT_GLOBAL.2.788777/Bromus_diandrus_-_Avena_spp_Ruderal_Grassland.

NCES (National Center for Educational Statistics), 2022. Bonita Unified School District. Accessed online at https://nces.ed.gov/ccd/districtsearch/district_detail.asp?Search=2&details=1&ID2=0605610&DistrictID=0605610, on November 23, 2022.

Ng, Sandra J., Jim W. Dole, Raymond M. Sauvajot, Seth P.D. Riley, and Thomas J. Valone. 2003. Use of highway undercrossing by wildlife in southern California. Biological Conservation 115 (2004) 499–507.

Núñez, M., Liu, R. and Murray, A. 2022. Transportation Assessment Memorandum for the Allen/Cataract Warehouse. Prepared by Fehr & Peers for UltraSystems Environmental Inc., September 12.

OPR (Office of Planning and Research). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. Accessed online at https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, on July 7, 2022.

Riverside County, 2021. Riverside County Department of Waste Resources El Sobrante Landfill, accessed on November 23, 2022.

RWQCB (Los Angeles Regional Water Quality Control Board), 2014. Water Quality Control Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. Accessed online at https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.html, accessed on November 23, 2022.

Sawyer et al., J.O., T. Keeler-Wolf, J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society Press. Sacramento, CA. 1300 pp.

SCAQMD, 1993. CEQA Air Quality Handbook. South Coast Air Quality Management District, Diamond Bar, CA. Accessed on August 25, 2022.

SCAQMD, 2006. Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds. South Coast Air Quality Management District. October 2006. Accessed online at http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/pm-2-5-significance-thresholds-and-calculation-methodology, accessed on August 25, 2022.

SCAQMD, 2022. Site Survey Site Report for Glendora (Laurel Avenue). Updated May 19, 2022. Accessed at http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmnp-glendora.pdf?sfvrsn=16, on August 25, 2022.

SCEDC (Southern California Earthquake Data Center), 2021. Significant Earthquakes and Faults: Whittier Narrows Earthquake. Accessed online at https://scedc.caltech.edu/significant/whittier1987.html, on November 23, 2022.

Seaboard, 2022. Seaboard Engineering Company Low Impact Development Plan. Dated on May 18, 2022.

Senate Bill 100 Joint Agency Report. 2021. Accessed online at https://www.energy.ca.gov/publications/2021/2021-sb-100-joint-agency-report-achieving-100-percent-clean-electricity, on November 23, 2022.

Shuford, W. D., and Gardali, T., editors. 2008. California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Game, Sacramento.

Sibley, David. A. 2000. The Sibley Guide to Birds. Alfred K Knopf. New York, New York. 544 pp.

Soil Survey Staff, 2022. Natural Resources Conservation Service, United States Department of Agriculture, Web Soil Survey: Custom Soil Resource Report, California. Available at https://websoilsurvey.sc.egov.usda.gov/. Downloaded on January 4, 2022.

SWRCB (State Water Resources Control Board), 2017. Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Accessed online at https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/#impaired, on November 23, 2022.

USEPA, 2022a. 8-Hour Ozone (2015) Nonattainment Area State/Area/County Report: Green Book. U.S. Environmental Protection Agency. Current Data as of June 30, 2022. [https://www3.epa.gov/airquality/greenbook/jncs.html#CA]. Accessed August 4, 2022.

USEPA, 2022b. PM-10 (1987) Maintenance Area (Redesignated from Nonattainment) State/Area/County Report: Green Book. U.S. Environmental Protection Agency Current [https://www3.epa.gov/airquality/greenbook/pmcs.html#CA]. Data as of June 30, 2022. Accessed on August 4, 2022.

USEPA, 2022c. PM-2.5 (2012) Designated Area State/Area/County Report: Green Book. U.S. Environmental Protection Agency. Current Data as of June 30, 2022. [https://www3.epa.gov/airquality/greenbook/kbcs.html#CA]. Accessed on August 4, 2022.

USEPA, 2022d. Carbon Monoxide (1971) Maintenance Area (Redesignated from Nonattainment) State/Area/County Report: Green Book. U.S. Environmental Protection Agency Current [https://www3.epa.gov/airquality/greenbook/cmcs.html#CA]. Data as of June 30, 2022. Accessed on 19 July 2020.

USEPA, 2022e. Nitrogen Dioxide (1971) Maintenance Area (Redesignated from Nonattainment) State/Area/County Report.: Green Book. U.S. Environmental Protection Agency Current [https://www3.epa.gov/airquality/greenbook/nmcs.html]. Data as of June 30, 2022. Accessed on August 4, 2022.

USEPA, 2022f. Nitrogen Dioxide (NO2) Pollution Accessed online at https://www.epa.gov/no2-pollution/basic-information-about-no2. Accessed on August 12, 2022.

USEPA, 2022g. Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution. Accessed online at https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution. Accessed on August 12, 2022.

USEPA, 2022h. Particulate Matter (PM) Basics. Accessed online at https://www.epa.gov/pm-pollution/particulate-matter-pm-basics. Accessed on August 12, 2022.

USEPA, 2022i. What is Ozone? Accessed online at https://www.epa.gov/ozone-pollution-and-your-patients-health/what-ozone. Accessed on August 12, 2022.

USEPA (U.S. Environmental Protection Agency). 2022. WATERS GeoViewer. Available at https://www.epa.gov/waterdata/waters-geoviewer. Accessed on January 29, 2022.

USFWS (United States Fish and Wildlife Service). 2021a. Information for Planning, and Consultation (IPaC), IPaC Resource List. January 5, 2022. Retrieved from http://ecos.fws.gov/ipac/ Accessed on January 5, 2022.

USFWS. 2022b. Carlsbad Fish and Wildlife Office. Official Species List: Consultation Code: 083CAR00-2022-SLI-0369. Carlsbad, California. Retrieved from http://ecos.fws.gov/ipac/. Accessed on January 22, 2022.

USFWS. 2022c.. National Wetlands Inventory (NWI) website, U.S. Department of the Interior, Fish and Wildlife Service, Washington, D.C. Retrieved from https://www.fws.gov/wetlands/. Accessed on January 29, 2022.

USFWS . 2021d. Critical Habitat Portal. Available at http://ecos.fws.gov/crithab/. Accessed on December 21, 2021.

USFWS. 2022e. USFWS ECOS: Environmental Conservation Online System Species Reports. Available at https://ecos.fws.gov/ecp/species-reports. Accessed on January 29, 2022.

USGS (U.S. Geological Survey), 2018. San Dimas, California 7.5-Minute Series Quadrangle [map]. Prepared for The National Map. Scale 1:24,000. Available at https://ngmdb.usgs.gov/topoview/. Downloaded on December 15, 2021.

USGS (U.S. Geological Survey). 2021a. National Hydrography Dataset (ver. USGS National Hydrography Dataset Best Resolution (NHD) for Hydrologic Unit (HU) 8. Available at https://www.usgs.gov/core-science-systems/ngp/national-hydrography/access-national-hydrography-products.

USGS, 2022. Areas of Land Subsidence in California. Accessed online at https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html, on March 15, 2022.

WBWG (Western Bat Working Group). 2005. WBWG News: Volume 1, Issue 1. Accessed at http://wbwg.org/wp-content/uploads/2015/03/December-2005.pdf, on January 14, 2022.

WM (Waste Management Solutions), 2022. Accessed online at https://www.wm.com/us/en/location/ca/san-dimas/trash-pickup-san-dimas-ca, on November 23, 2022.

WRCC, 2022a. Meteorological station location information from National Oceanographic and Atmospheric Administration, San Dimas Fire FC 95 California meteorological station (#047749). Accessed online at https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7749, on August 16, 2022.

WRCC, 2022b. Meteorological station location information from National Oceanographic and Atmospheric Administration, Pomona Fairplex, California meteorological station (#047050). Accessed online at https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7050, on August 16, 2022

Zeiner, D.C., W.F. Laudenslayer, Jr., K.E. Mayer, and M. White, eds. 1988-1990. California's Wildlife. Vol. I-III. California Depart of Fish and Game, Sacramento, California.

6.0 LIST OF PREPARERS

6.1 Lead Agency (CEQA)

Anne Nguyen, Associate Planner
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773
909.394.6255
anguyen@sandimasca.gov

6.2 Project Applicant

Ignacio Crespo
7901 Crossway Drive
Pico Rivera, CA 90660

6.3 UltraSystems Environmental, Inc.

6.3.1 Environmental Planning Team

Betsy Lindsay, M.A., MURP, ENV SP, Project Director
Robert Reicher, MBA, Senior Project Manager
Hina Gupta, MURP, LEED AP, Senior Project Manager

6.3.2 Technical Team

Michael Milroy, M.S., Project Manager
Billye Breckenridge, B.A., Deputy Project Manager
Victor Paitimusa, B.A., Assistant Project Manager
Steve Borjeson, B.A., Senior Planner
Michelle Tollett, B.A., Senior Biologist
Allison Carver, B.S./B.A., Senior Biologist
Matthew Sutton, Staff Biologist
Michael Rogozen, D. Env, Senior Principal Engineer
Isha Shah, M.S., Staff Engineer
Amir Ayati, B.S., Staff Scientist
Swarna Kumaresan, M.S., Environmental Engineer
Stephen O'Neil, M.A., RPA, Cultural Resources Manager
Megan Black Doukakis, M.A., Archaeological Technician
Gulben Kaplan, GIS Analyst
Andrew Soto, B.A., Word Processing/Technical Editing
David Luhrsen, B.S., Word Processing/Administrative Assistant

6.3.3 Other Firms

Fehr & Peers – Traffic Impact Analysis
Ryan Liu, EIT, Senior Transportation Engineer

7.0 MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the California Environmental Quality Act (CEQA) Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). The MMRP ensures the implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

It is the intent of the MMRP to (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting, and (4) ensure compliance with those mitigation measures that are within the responsibility of the lead agency and/or project applicant to implement.

The following subjects require mitigation:
Biological Resources
Cultural Resources
Geology and Soils
Hazards and Hazardous Materials
Noise
Tribal Cultural Resources
Mandatory Findings of Significance

The following subjects do not require mitigation:
Aesthetics
Agriculture and Forestry
Air Quality
Energy
Greenhouse Gas Emissions
Hydrology and Water Quality
Land Use and Planning
Mineral Resources
Population and Housing
Public Services
Recreation
Transportation
Utilities and Services
Wildfire

Table 7.0-1 lists impacts, mitigation measures, and project improvement measures adopted by the City of San Dimas in connection with the approval of the proposed project, the level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented. Only those environmental topics for which mitigation is required are listed in this Mitigation, Monitoring, and Reporting Program.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.4 Biological Resources				
Threshold 4.4a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**MM BIO-1: Pre-Construction Breeding Bird Survey** If construction is anticipated to commence during the nesting season (between January 1 and August 31 of any given year, or as determined by a local CDFW office), a qualified avian biologist shall conduct a preconstruction nesting bird survey no earlier than one week prior to construction. To be in compliance with the MBTA and Fish and Game Code, and to avoid impacts or take of migratory non-game breeding birds, their nests, young, and eggs, the following measures will be implemented. The measures below will help to reduce direct and indirect impacts caused by construction on migratory non-game breeding birds to less than significant levels. • Project activities that will remove or disturb potential nest sites, such as open ground, trees, shrubs, grasses, and burrows, during the breeding season would be a potentially significant impact if migratory non-game breeding birds are present. Project activities that will remove or disturb potential nest sites will be scheduled outside the breeding bird season to avoid potential direct impacts on migratory non-game breeding birds protected by the MBTA and Fish and Game Code. The breeding bird nesting season is typically from February	Project Applicant	Field Verification	1. City of San Dimas 2. City of San Dimas 3. Prior to the Start of Project Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	15 through September 15 but can vary slightly from year to year, usually depending on weather conditions. Removing all physical features that could potentially serve as nest sites will also help to prevent birds from nesting within the project site during the breeding season and during construction activities. • If project activities cannot be avoided from February 15 through September 15, a qualified biologist will conduct a pre-construction breeding bird survey for breeding birds and active nests or potential nesting sites within the limits of project disturbance. The survey will be conducted at least seven days prior to the onset of scheduled activities, such as mobilization and staging. It will end no more than three days prior to vegetation, substrate, and structure removal and/or disturbance. • If no breeding birds or active nests are observed during the pre-construction survey or they are observed and will not be impacted, project activities may begin and no further mitigation will be required. • If a breeding bird territory or an active bird nest is located during the pre-construction survey and will potentially be impacted, the site will be mapped on engineering drawings, and a no-activity buffer zone will be marked (fencing, stakes, flagging, orange snow fencing, etc.) a minimum of 100 feet in all directions or 500 feet in all directions for listed bird species and all raptors. The biologist will determine the appropriate buffer size based on the type of activities planned near the nest and the type of bird that created the nest. Some			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	bird species are more tolerant than others of noise and activities occurring near their nest. The buffer zone will not be disturbed by construction or other activity until a qualified biologist has determined that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. Once the nesting cycle has finished, project activities may begin within the buffer zone. • If listed bird species are observed within the project site during the pre-construction survey, the biologist will immediately map the area and notify the appropriate resource agency to determine suitable protection measures and/or mitigation measures and to determine if additional surveys or focused protocol surveys are necessary. Project activities may begin within the area only when concurrence is received from the appropriate resource agency. • Birds or their active nests will not be disturbed, captured, handled, or moved. Active nests cannot be removed or disturbed; however, nests can be removed or disturbed if determined inactive by a qualified biologist.			
Threshold 4.4e) Conflict with any local policies or ordinances protecting biological	**MM BIO-2: Mature Significant Tree Replacement Measure**	Project Applicant	Field Verification	1. City of San Dimas 2. City of San Dimas 3. During

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
resources, such as a tree preservation policy or ordinance?	There are 19 trees on the project site that are designated as mature significant trees as per the City's tree preservation ordinance (City of San Dimas, 2006), 17 of which are proposed for removal. The following species and number per species of mature significant trees are proposed for removal: one bishop pine, eleven pepper trees, three white ash, one Mexican fan palm, and one carrotwood. Section 18.162.060 *Conditions Imposed* of the tree preservation ordinance state that mature significant trees must be replaced using a two-to-one ratio with trees that are 15-gallon box trees, or other replacement of equivalent value and size, or as the City deems appropriate. It further states that the replacement trees will be planted within the project site unless the City approves offsite planting. Thus, to replace the 17 mature significant trees that will be removed during the construction of the project, the project proponent will plant 34 fifteen-gallon box trees on the project site. All replacement trees need to be maintained by the project proponent for two years and all other monitoring and maintenance requirements of this section of the tree preservation ordinance must be followed. Furthermore, granting of the tree removal permit is contingent upon meeting the conditions of Section 18.162. 070 *Required Findings*, of the tree preservation ordinance.			Construction and two-years post Project Construction
4.5 Cultural Resources				
Threshold 4.5a) Would the project cause a substantial adverse	**MM CUL-1:** Prior to the commencement of grading or excavation, workers conducting construction activities and their foremen will receive Worker Environmental Awareness Program (WEAP) training from a qualified	Project Applicant	Field Verification	1. City of San Dimas 2. City of San

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
change in the significance of a historical resource pursuant to § 15064.5?	archaeologist regarding the potential for sensitive archaeological and paleontological resources to be unearthed during grading activities. The workers will be directed to report any unusual specimens of bone, stone, ceramics, or other archaeological artifacts or features observed during grading and/or other construction activities to their foremen and to cease grading activities in the immediate vicinity of the discovery until a qualified archaeologist or Native American cultural monitor is notified of the discovery by the Superintendent of the project site and can assess their significance. The WEAP shall be implemented to educate all construction personnel on the area's environmental conditions and the environmental protection measures that must be adhered to by all workers throughout the duration of project construction. Training materials shall be language-appropriate for all construction personnel. Upon completion of the WEAP, workers shall sign a form stating that they attend the program, understand all protection measures, and shall abide by all the rules of the WEAP. A record of all trained personnel shall be kept with the construction foreman at the project field construction office and shall be made available to any resource agency personnel. If new construction personnel is added to the project later, the construction foreman shall ensure that new personnel receives training before they start working. The archaeologist shall provide hard copies of the WEAP presentation to the construction foreman.			Dimas 3. Prior to Project Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	MM CUL-2: If historical or unique archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the City. An on-call qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s). The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afford the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the site while the evaluation and treatment of historical or unique archaeological resources take place.	Project Applicant	Field Verification	1. City of San Dimas 2. City of San Dimas 3. During Project Construction
Threshold 4.5b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Refer to mitigation measures **CUL-1** and **CUL-2** above.	Refer to mitigation measures **CUL-1** and **CUL-2** above.	Refer to mitigation measures **CUL-1** and **CUL-2** above.	Refer to mitigation measures **CUL-1** and **CUL-2** above.

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
Threshold 4.5c) Would the project disturb any human remains, including those interred outside of formal cemeteries?	**MM CUL-3**: If human remains are encountered during excavations associated with this project, all work shall stop within a 30-foot radius of the discovery, and the San Bernardino County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	Project Applicant	Field Verification	1. City of San Dimas 2. City of San Dimas 3. During Project Construction
4.7 Geology and Soils				
Threshold 4.7f) Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**MM GEO-1**: The project applicant shall retain a qualified paleontologist, prior to the issuance of building/grading permit, to remain on-call during project ground-disturbing activities. If paleontological resources are uncovered during project construction, the contractor shall halt construction activities within 50 feet of the find and notify the City. The on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). The paleontologist shall curate the find(s) at an accredited repository for paleontological resources such as	Project Applicant	Field Verification	1. City of San Dimas 2. City of San Dimas 3. Prior to the issuance of building permits and during Project

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	the Western Science Center near Hemet or the San Bernardino County Museum. Subsequently, the monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that are found during construction on the project site.			Construction
4.9 Hazards and Hazardous Materials				
Threshold 4.9a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM HAZ-1:** In the event that the future tenant will handle hazardous materials above the reportable quantity threshold, the lease agreement with the future tenant shall require the tenant to submit a Hazardous Materials Business Plan which would include an inventory of all hazardous materials used, stored, or otherwise managed onsite to the Los Angeles County Fire Department – Health Hazardous Materials Division. The recommendations of the Hazardous Materials Business Plan would be included in the lease agreement (signed by the tenant) as mandatory measures required to be implemented by the tenant.	Future Tenant	Review and Approval of Hazardous Materials Business Plan	1. Los Angeles County Fire Department – Health Hazardous Materials Division 2. City of San Dimas 3. Post-Construction
	MM HAZ-2: In the event that the future tenant will handle hazardous materials above the reportable quantity threshold, the lease agreement with the future tenant shall require the tenant, in coordination with the City of San Dimas, to identify routes along which hazardous materials may routinely be transported. If essential facilities such as schools, hospitals, child care centers, or other facilities with special evacuation needs are located along these routes, the future tenant shall develop an emergency response plan that can be implemented in the event of an unauthorized release of hazardous materials. The recommendations of the Emergency Response Plan would be included in the	Future Tenant	Review and Approval of Emergency Response Plan	1. Los Angeles County Fire Department – Health Hazardous Materials Division 2. City of San Dimas 3. Post-

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	lease agreement (signed by the future tenant) as mandatory measures required to be implemented by the future tenant.			Construction
Threshold 4.9b): Would the project 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?	Refer to mitigation measures **HAZ-1** and **HAZ-2** above.	Refer to mitigation measures **HAZ-1** and **HAZ-2** above.	Refer to mitigation measures **HAZ-1** and **HAZ-2** above.	Refer to mitigation measures **HAZ-1** and **HAZ-2** above.
4.13 Noise				
Threshold 4.13a): Would the project result in 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?	**MM N-1:** The construction contractor will use the following **source controls** when working within 600 feet of occupied residential buildings: • Use of noise-producing equipment will be limited to the interval from 7:00 a.m. to 6:00 p.m. on weekdays, 8:00 a.m. to 5:00 p.m. on Saturdays, with no construction on Sundays. • For all noise-producing equipment, use types and models that have the lowest horsepower and the lowest noise generating potential practical for their intended use. • The construction contractor will ensure that all construction equipment, fixed or mobile, is properly	Project Applicant and Construction Contractor	Field Verification	1. City of San Dimas 2. City of San Dimas 3. During Project Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	operating (tuned-up) and lubricated, and that mufflers are working adequately. • Have only necessary equipment onsite. • Use manually-adjustable or ambient-sensitive backup alarms.			
	MM N-2: When working near adjacent residential uses, the construction contractor will also use the following path controls, except where not physically feasible, when needed: • Install portable noise barriers, including solid structures and noise blankets, between the active noise sources and the nearest noise receivers. • Temporarily enclose localized and stationary noise sources. • Store and maintain equipment, building materials, and waste materials as far as practical from as many sensitive receivers as practical.	Project Applicant and Construction Contractor	Field Verification	1. City of San Dimas 2. City of San Dimas 3. During Project Construction
4.18 Tribal Cultural Resources				
Threshold 4.18a): Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site,	MM TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management Plan	1. Native American Tribes and the City of San Dimas 2. City of San Dimas 3. During

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
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: **(ii)** 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching into native soil and undocumented soils. The monitor(s) will continue their duties until it is determined through consultation with the permittee, City Planning, that monitoring is no longer warranted. B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor			Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	logs will be provided to the project applicant/lead agency upon written request to the Tribe. D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and the City notified. Construction activities may continue in other areas outside of the designated protection zone, which shall be delineated with cones, flagging, or fencing. The designated Kizh monitor and/or Kizh archaeologist shall evaluate the significance of the find and determine whether the resource uncovered is a TCR. If its determined that the potential resource is a TCR (as defined by PRC, Section 21074), tribes consulting under AB 52 would be provided a reasonable period of time, typically 5 days from the date of a new discovery is made, to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment of any			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	discovered TCRs. The designated tribe monitor/archaeologist shall implement a plan for the treatment and disposition of any discovered TCRs based on the nature of the resource and considering the recommendations of the tribe(s). Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose, the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	MM TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management Plan	1. Native American Tribes and the City of San Dimas 2. City of San Dimas 3. During Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).) E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			
	MM TCR -3: **Procedures for Burials and Funerary Remains:** A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management	1. Native American Tribes and the City of San Dimas 2. City of San Dimas

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If		Plan	3. During Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	the project cannot be diverted, it may be determined that burials will be removed. E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. Construction activities may continue in other areas outside of the designated protection zone, which shall be delineated with cones, flagging, or fencing. F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be			

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the applicant, the City, the South Central Coastal Information Center, the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.			
	MM TCR-4: Prior to the commencement of any ground-disturbing activity at the project site, the project applicant shall retain a Native American Monitor from a local culturally-affiliated Gabrielino (Tongva) tribe. A copy of the executed contract shall be submitted to the City of San Dimas Planning Division prior to the issuance of any permit necessary to commence a ground-disturbing activity.	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management Plan	1. Native American Tribes and the City of San Dimas 2. City of San Dimas 3. During Construction
	MM TCR-5: The Tribal monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management Plan	1. Native American Tribes and the City of San Dimas 2. City of San Dimas 3. During Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	activities at the Project Site have little to no potential for impacting Tribal Cultural Resources.			
	MM TCR-6: Upon discovery of a Tribal Cultural Resource, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 60 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor as described in **MM TCR-4**. If the resources are Native American in origin, the monitoring Tribe may retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes.	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management Plan	1. Native American Tribes and the City of San Dimas 2. City of San Dimas 3. During Construction
	MM TCR-7: If human remains are encountered during excavations associated with this project, all work shall stop within a 60-foot radius of the discovery, and the Los Angeles County Coroner will be notified (§ 5097.98 of the Public Resources Code). The Coroner will determine whether the remains are of recent human origin or older Native American ancestry. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLDS (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and	Project Applicant	Field Verification, Review, and Approval of Cultural Resources Management Plan	1. Native American Tribes and the City of San Dimas 2. City of San Dimas 3. During Construction

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE / MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
	items associated with Native American burials (§ 7050.5 of the Health and Safety Code).			