

INITIAL STUDY

Downtown Specific Plan (DTSP)

City of San Dimas

Prepared for:

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1. INTRODUCTION

This Initial Study (IS) evaluates potential environmental effects associated with the proposed San Dimas Downtown Specific Plan (DTSP) (“the Project”).

The Project is subject to the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14, California Code of Regulations, Section 15000 et seq.) as implemented by the City of San Dimas (City) as the Lead Agency.

CEQA was enacted with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project’s approval even if significant environmental effects are anticipated.

An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise, the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration. Based on the analysis provided within this IS, the City has concluded that the Project may result in significant impacts on the environment that must be further evaluated in an Environmental Impact Report (EIR).

2. PROJECT DESCRIPTION

PROJECT LOCATION

The Downtown Specific Plan Project Area (“Project Area”) is located in the City of San Dimas, which is situated along the foothills of the San Gabriel Valley in the County of Los Angeles. The City lies approximately 28 miles east/northeast of Downtown Los Angeles and is surrounded by the City of Glendora to the northwest, the City of Pomona to the south, the City of La Verne to the northeast, and the City of Covina to the west as well as unincorporated areas of Los Angeles County. The City is crossed by the 210 (Foothill), 57 (Orange), and 10 (San Bernadino) freeways, as shown in **Figure 1: Regional Location Map**.

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

EXISTING CONDITIONS

The Project Area consists of portions of the existing downtown area of San Dimas and expands on that area. Most properties within the Study Area have been previously developed, with uses including commercial, multi-family, and public facilities. Between the 57 freeway and North Eucla Avenue, existing development uses can be characterized as highway-oriented commercial, including a hotel, auto-oriented commercial strips, and several big-box retailers. Between North Eucla Avenue and South Cataract Avenue, there are multiple vacant properties, a restaurant, a bowling alley, and a small number of professional offices. East of South Cataract Avenue, existing development along Bonita Avenue primarily includes both auto-oriented and street-facing commercial properties, parking lots, and, east of South Walnut Avenue, a small number of multi-family residential properties. A complex of public facilities, including the San Dimas City Hall, the San Dimas Library, and Civic Center Park, is located at the corner of Bonita and South Walnut Avenues.

The historic commercial downtown district along Bonita Avenue between Cataract and Walnut Avenues contains a fine-grained urban form with smaller parcels and buildings close to the street. The gridded street pattern and street network in the central area of the Downtown Specific Plan area facilitates pedestrian connectivity and movement in the area and an inviting and pleasant streetscape.

In contrast to the historic downtown area, the eastern and western portions of the Project Area predominantly feature larger parcels on irregular blocks of varying shapes and sizes. Most buildings west of Eucla Avenue and east of Walnut Avenue along Bonita Avenue do not directly face the street and have

large surface parking lots and are more conducive to automobiles than pedestrians. The irregular pattern and siting of buildings, along with vacant and underutilized lots particularly west of Cataract Avenue, result in gaps in development, which in turn, diminishes the public realm.

At the southern edge of the Project Area, industrial buildings along Arrow Highway are typically set back from the street with loading docks, service areas and parking in the front. They are one to two stories in height and have few, if any, windows and architectural articulation.

PROJECT DESCRIPTION

The Proposed Downtown Specific Plan would establish a planning and zoning framework for encouraging transit-oriented development in the greater downtown area while preserving the character of the historic commercial district. The Downtown Specific Plan (DTSP) will encourage compact development near the new Metro Gold Line transit station to decrease automobile dependency, reduce both local and regional traffic congestion and related greenhouse gas emissions, and provide additional guidance and plans to increase multimodal access to and from the historic Downtown area. The DTSP Project Area includes several opportunity sites within walking distance of the transit station that provide significant potential for infill development and adaptive reuse of existing underutilized downtown properties. The purposes of the Project are:

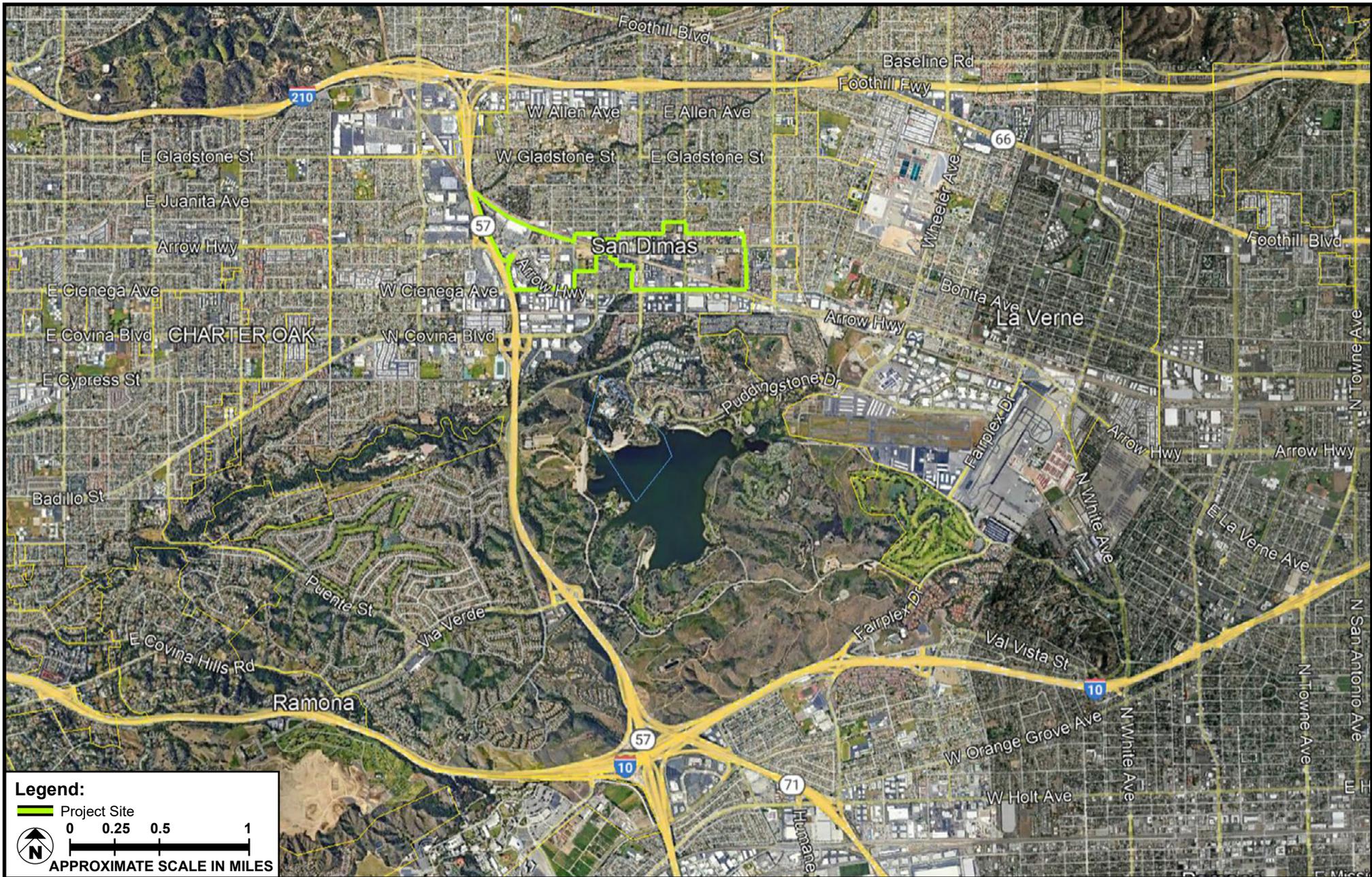
- A community-supported vision and guiding principles that encourage a vibrant and pedestrian-friendly downtown.
- Goals and policies to guide decision-makers in achieving the community's vision for the downtown area.
- Actions to be taken by the City to develop projects and partnerships that implement the goals and policies.
- Phased catalytic projects to spur new economic investment and residential and commercial development in downtown.
- New objective design and development standards to provide clear guidance for property owners, developers, and City staff.
- Streetscape improvements to activate the public realm, providing an inviting and engaging pedestrian-friendly environment.
- Fulfillment of the goals, policies, and actions of San Dimas' General Plan by promoting orderly growth, and efficiently utilizing existing infrastructure and services.

Within the Downtown Specific Plan Project Area, districts are proposed to facilitate future development that is context-specific and that serves the Plan's goals as detailed above. A map of the DTSP Land Use Concept Plan is shown as **Figure 2**. These districts are:

- **Gateway Village West**, where redevelopment is encouraged to bring more activity and vibrancy to the western gateway area of downtown. Building forms may be traditional mixed-use styles in design but are more likely to be a mix of uses allowing for different building types and forms. This would also offer flexibility and creativity in integrating residential and commercial uses within projects. Commercial and open space amenities may be required in new residential developments to serve the future residents and the community at large.
- **Gateway Village East**, the eastern entrance into the downtown area. A transitional zone that spans from the eastern boundary of downtown towards the civic uses concentrated at the intersection of Bonita and Walnut Avenues, the Gateway Village East zone contains both established uses, undeveloped land, and underutilized sites which present valuable development and redevelopment opportunities. As this zone abuts established residential uses to the north and east, thoughtful and anticipatory development standards and design guidelines will be developed to ensure that new development is compatible with existing surrounding uses.
- **Transit Village**, a special zone focused on station-adjacent parcels and blocks. The area should build upon the success of the existing Grove Station project by incorporating similar site design, building form and architectural elements. Development standards would allow for a higher density than the Town Core to capitalize on the proximity to the station. A variety of uses will be allowed, including residential, commercial, retail, restaurant, and service uses.
- **Town Core**, the traditional historic downtown segment of the Downtown Specific Plan area. New development and redevelopment projects will be required to retain and reflect the historic feel and scale of the buildings along Bonita Avenue in the historic heart of downtown, generally from Cataract Avenue to San Dimas Avenue. Preservation, rehabilitation, and adaptive re-use of historic buildings would be strongly encouraged. Pedestrian-oriented uses will be required on ground floor street frontages. Building form and site design shall match the historic town core.
- **Public/Semi-Public**, distinguishing properties designated for public and semi-public uses for the growth and general welfare of the city as a whole.
- **Open Space**, designated sites that promote, protect, and preserve open space for outdoor recreation and education, and for public health and safety.

DEVELOPMENT POTENTIAL

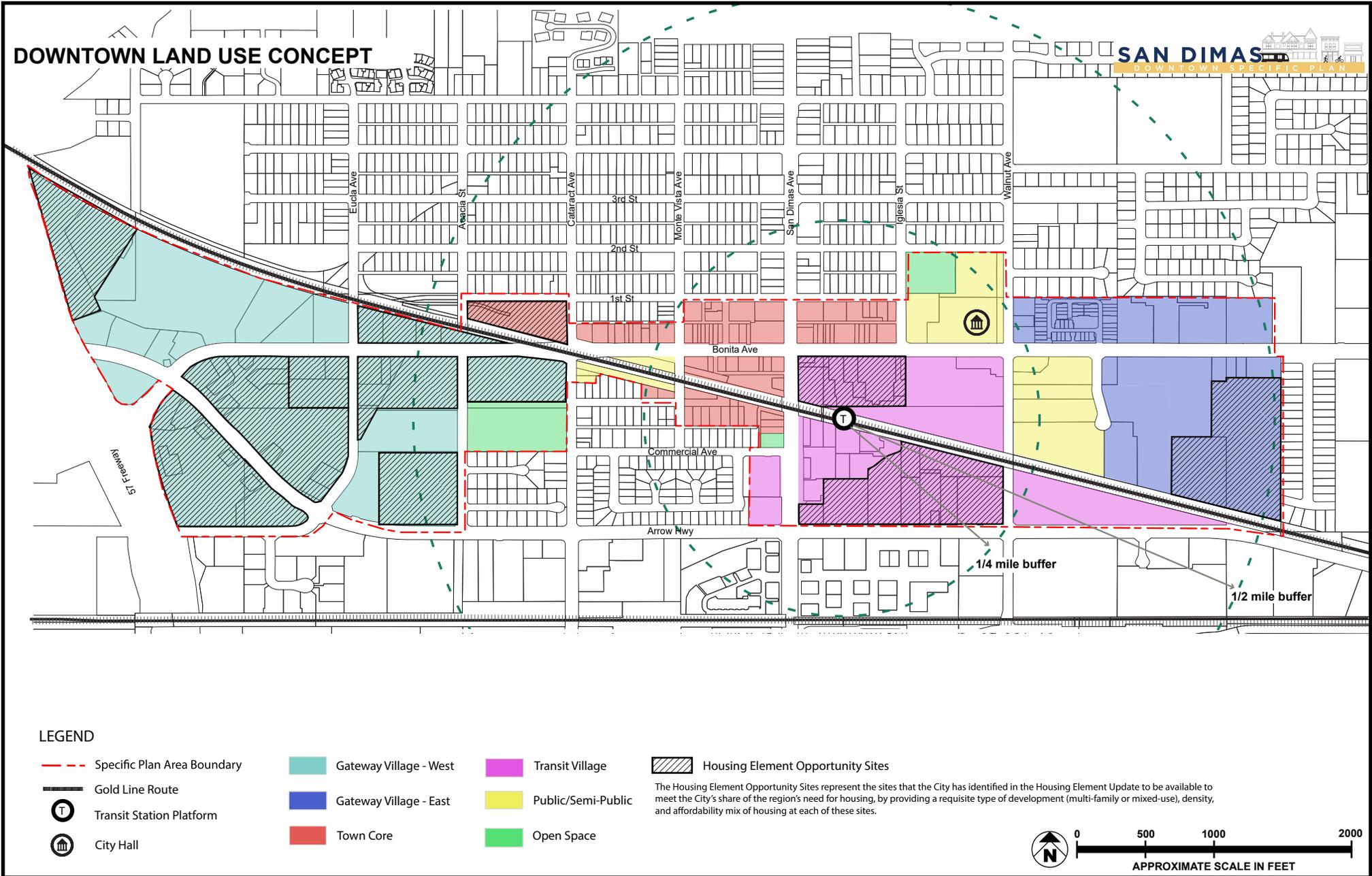
The Project would enable future development that would increase the development potential for downtown San Dimas in compliance with the vision of the City. As shown in **Figure 2**, the Project Area includes 14 of the housing opportunity sites identified in the 2021–2029 Housing Element Update. The scale and timing of potential development will be described and evaluated in the EIR.



SOURCE: Google Earth - 2022

FIGURE 1

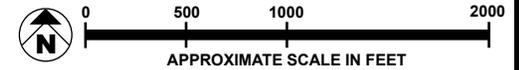
DOWNTOWN LAND USE CONCEPT



LEGEND

- - - Specific Plan Area Boundary
- Gateway Village - West
- Transit Village
- Housing Element Opportunity Sites
- Gold Line Route
- Gateway Village - East
- Public/Semi-Public
- Town Core
- Open Space
- T Transit Station Platform
- Ⓜ City Hall

The Housing Element Opportunity Sites represent the sites that the City has identified in the Housing Element Update to be available to meet the City's share of the region's need for housing, by providing a requisite type of development (multi-family or mixed-use), density, and affordability mix of housing at each of these sites.



SOURCE: City of San Dimas - Downtown Land Use Concept; 10-21-22

FIGURE 2

3. ENVIRONMENTAL IMPACT ANALYSIS

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

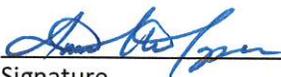
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" [as indicated by the checklist on the following pages.

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

DETERMINATION (TO BE COMPLETED BY 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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find 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 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

Anne Nguyen

Printed Name

October 27, 2022

Date

Associate Planner

Title

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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, 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 a mitigation measure has reduced an effect from "Potentially Significant Impact" to "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 (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are 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 which 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.
- 7) Supporting Information Sources: A sources 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 whichever 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 significance.

I. AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed project—a Downtown Specific Plan—comprises a programmatic, policy-level planning document. The Specific Plan is intended to guide the orderly development and redevelopment of the downtown infrastructure, businesses, and housing, but does not propose any specific development at this time. Development standards that address site relationships and views are identified within the Downtown Specific Plan. Future development within the Project Area must be consistent with the policies of the Downtown Specific Plan. Therefore, a less than significant impact would occur.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state designated scenic highway?

No Impact. According to the Caltrans Scenic Highway Systems Map,¹ there is no officially designated scenic highway within the Project Area.

The City of San Dimas adopted a Scenic Highway Overlay Zone Ordinance in 1992 for the purpose of designating appropriate highways and streets as scenic corridors pursuant to the goals, objectives, and provisions of the Land Use, Open Space, and Conservation Elements of the City’s General Plan.² Wherever a scenic highway overlay designation is applied, the properties adjacent to the designated highway are

1 Caltrans, “California State Scenic Highway System Map.”

2 City of San Dimas Municipal Code, Chapter 18.108, Scenic Highway Overlay Zone.

subject to the provisions of the scenic highway zone in addition to the provisions of the underlying zone of the property. All uses permitted or conditionally permitted in the underlying zone to which the scenic overlay zone is applied are permitted; the scenic highway zone is not intended to prohibit uses which are otherwise permitted or conditionally permitted in the underlying zone.

The City's official Zoning Map identifies Foothill Boulevard, and the City's Municipal Code additionally identifies Via Verde and Puente Street, as subject to the scenic highway overlay zone. None of the identified streets or highways lies within or intersects with the Downtown Specific Plan area, and thus will not be impacted by the proposed Project.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. As a policy and regulatory document, the Specific Plan would provide policy direction, guidelines, development standards, and implementation actions intended to preserve and enhance the unique character of the downtown San Dimas study area. Therefore, a less than significant impact would occur.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. As a policy and regulatory document, the Specific Plan would provide policy, guidelines, development standards, and implementation actions intended to preserve and enhance the unique character of downtown San Dimas. As such, future development that complied with the Project would not generate excessive light or glare. Impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant 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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project is located within a developed and urbanized area of the City. No farmland or agricultural activity exists on or near the Project Area. No portion of the Project Area is designated as

Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance.³ As such, no impacts would occur.

b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. According to the City Zoning Designation, the City does contain land zoned for agricultural use, however none are located in the Project Area.⁴ The Project would not affect any properties that are zoned for agricultural use or currently under a Williamson Act contract. No impacts would occur.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The City and the Project Area of the City are located in an urban setting and do not contain any land zoned or managed as forest land or timberland.⁴ The Project would not cause the rezoning of forest land, timberland, or any related forest land or timberland use. Therefore, no significant impacts would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Area does not contain any land zoned or managed as forest land or timberland. The City and the Project Area of the City are located in an urban setting and do not contain any land zoned for forest land or timberland. There would be no loss of forest land or conservation of forest land. Therefore, no impacts would occur.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. There are currently no agricultural operations being conducted within the Project Area. The City does contain land zoned for agricultural use; however, none are located in the Project Area. Additionally, the Project Area does not contain any land zoned for forest land or timberland. As such, no farmland or forest land would be converted to other uses under the proposed Project. Therefore, no impacts would occur.

3 California Department of Conservation, Farmland Mapping and Monitoring Program, "California Important Farmland Finder," accessed December 16, 2021. <https://maps.conservation.ca.gov/dlrp/ciff/>.

4 City of San Dimas, Community Development Department, Planning Division, "San Dimas Zoning Map (2011)," accessed December 16, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/Zoning-Map.pdf.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than ten microns in size [PM10], and particulate matter less than 2.5 microns in size [PM2.5]). The SCAQMD’s 2016 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. With regard to future growth, SCAG has prepared the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS)*, which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the *2020–2045 RTP/SCS* are based on growth projections in local general plans for jurisdictions in SCAG’s planning area.

Construction and operation of the development that would be enabled by the Project could result in an increase in stationary and mobile source air emissions. As a result, Project development could conflict with, or obstruct implementation of, the AQMP. Additional analysis is required to determine whether the Project would conflict with or obstruct implementation of the AQMP. As such, this issue shall be evaluated in the EIR.

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?

Potentially Significant Impact. Buildout of the development intensity that would be permitted by implementation of the Project would result in the emission of air pollutants in the Basin, which is currently in nonattainment of both federal and State air quality standards for ozone and PM_{2.5}, as well as nonattainment for State air quality standards for PM₁₀. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with other existing and future emissions sources in the area. Additional analysis is required to determine the whether the Project would result in a cumulatively considerable net increase of PM_{2.5} or PM₁₀. As such, this issue shall be evaluated in the EIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are locations where uses or activities result in increased exposure of persons more sensitive to the unhealthful effects of emissions (such as children and the elderly). Examples of land uses that can be classified as sensitive receptors include residences, schools, daycare centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. Sensitive receptors within the Downtown Specific Plan area include existing and proposed residential areas. Future development pursuant to implementation of the proposed Specific Plan Project may expose these existing and/or new sensitive receptors to substantial pollutant concentrations. As such, the EIR will evaluate the potential for construction and operation of the future developments in the Downtown Specific Plan area to expose sensitive receptors to substantial pollutant concentrations.

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

Less Than Significant Impact. During construction of future projects allowed under the proposed Specific Plan, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be limited and temporary; and thus, are not expected to affect a substantial number of people. Land uses are associated with objectionable odors agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The Project would not contain any of these uses. Therefore, impacts would be less than significant, and odors will not be evaluated in the EIR.

IV. 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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Less Than Significant Impact. The City of San Dimas General Plan Conservation Element states that no species of plant or wildlife currently designated as rare or threatened has been located or is expected to occur within the city, except for the Big Horn Sheep, which inhabits areas outside of the Downtown Specific Plan area. The Project Area is urbanized. Though it includes some trees, ground cover and undeveloped lots, the Project Area does not include substantial areas of unique habitat. The East San Gabriel Valley Sensitive Ecological Area (SEA) is located south of Arrow Highway close to but outside of the Downtown Specific Plan area. As such, the Project would not have an effect directly or through habitat modification

on the SEA. Therefore, since the proposed Project would not eliminate any native wildlife habitat or sensitive plant communities and would not affect any important habitat linkages that could support sensitive species, the Project would not result in a substantial adverse effect on any candidate, sensitive, or special-status species.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Less Than Significant Impact. The San Dimas General Plan Conservation Element does not identify any sensitive natural communities on or within the vicinity of the Downtown Specific Plan area. The Downtown Specific Plan area is located in an upland area that contains impervious surfaces (i.e., asphalt and cemented streets and parking lots and buildings) and nonnative ornamental trees, shrubs, and ground cover and, therefore, does not contain any riparian habitat or sensitive natural community. The proposed Specific Plan would involve infill development within an already highly disturbed urban environment and would not involve any changes or alterations to any riparian habitat or other sensitive natural community.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact. Wetlands are defined by Section 404 of the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The US Fish and Wildlife Service's National Wetland Inventory shows that the nearest wetland is located south of Arrow Highway between South San Dimas Avenue and South Cataract Avenue, approximately 500 feet from the southern boundary of the Project Area. The Project would not discharge dredged or fill material into the nearest wetland during construction or operation in accordance with Section 404 of the federal Clean Water Act. Any materials removed on site would be hauled to an off-site location for proper disposal and treatment.

d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The Downtown Specific Plan area is located in an already highly disturbed urban environment that contains an appreciable amount of impervious surfaces (i.e., asphalt and cemented streets, parking lots, and buildings) and that does not feature any sensitive natural communities, migratory wildlife corridors, or native wildlife nursery sites. Thus, the proposed Project would have no adverse impact.

e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance

Less Than Significant Impact. The Specific Plan does not propose or entitle any new development projects, and any future development projects initiated pursuant to the Plan will be required to comply with the requirements of the Tree Preservation Ordinance (Ch. 18.162) of the San Dimas Municipal Code as required by the City's Conservation Element. Per the City's Tree Preservation Ordinance, no issuance of any grading or building permits or commencement of work shall be allowed on undeveloped property prior to the approval of a tree removal permit. No mature significant tree which conforms to the standards and definitions established within the Municipal Code shall be removed or relocated without obtaining the written approval of the Director of Development Services. Mature trees may be removed from developed property with the approval of the Director of Development Services or Development Plan Review Board, subject to the procedures outlined in Ch. 18.162 Section 040. Thus, the Specific Plan will not conflict with the City's Tree Preservation Ordinance or Conservation Element.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The proposed Specific Plan does not propose policies or programs that would conflict with the existing policies regarding the protection of biological resources in the General Plan. While impacts to special-status species and habitats have the potential to occur, future development would be required to analyze impacts to biological resources as required by Goal 1 of the San Dimas General Plan Conservation Element that provides objectives for managing and conserving natural resources. Further, compliance with the migratory bird treaty act, wetlands protection, and the endangered species act is required of the property owner independent of the CEQA or entitlement process. Therefore, the proposed Project would not adversely impact biological resources, special-status habitat, wetlands, wildlife movement, local policies protecting biological resources, or conflict with an adopted habitat conservation plan or state habitat conservation plan.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource is to be considered “historically significant” if the resource meets the criteria for listing on the California Register, which automatically includes all properties listed in the National Register of Historic Places and those formally determined to be eligible for listing in the National Register.

The City of San Dimas conducted a historic survey of all pre-1940 buildings in 1991.⁵ The list includes over 300 structures identified as being locally significant, having a state level of significance, or having potential for the national register. Further, the historic downtown, referred to as the “Town Core” is comprised of numerous historic homes, churches, and other buildings.⁶

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

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

While the adoption of the proposed Downtown Specific Plan would not directly approve any development projects, buildout of the development intensity that would be permitted by implementation of the Project may result in substantial adverse changes in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines. Therefore, additional analysis on this issue will be conducted within the EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Section 15064.5?

Potentially Significant Impact. Adoption of the Downtown Specific Plan would enable future development. The City's General Plan Conservation Element states that "there may be some archaeological sites of value within San Dimas" though the identified probable sites are outside of the Project Area. Nonetheless, as the EIR will include evaluation of potential impacts on historic buildings (*Section V.a*) and Tribal Cultural Resources (*Section XVIII*), the potential for impacts on archaeological resources shall also be evaluated in the EIR.

c. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. Excavation activities associated with future development in the Specific Plan may have the potential to disturb subsurface cultural resources. As such, this issue shall be evaluated in the EIR.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. Future development in the Downtown Specific Plan area would involve the use of energy during and associated with construction and operation. Energy use during construction would primarily be in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. Temporary grid power may also be provided to construction trailers or electric construction equipment. In addition, construction activities would also result in short-term fuel consumption from worker trips, operation of diesel-powered equipment, and hauling trips. Long-term operation of development projects would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, as well as heating and cooling systems. In addition, the increase in vehicle trips associated with potential development would increase fuel consumption. This issue shall be evaluated in an EIR.

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

No Impact. In 2003, the California Energy Commission (CEC), the California Power Authority (CPA), and the California Public Utilities Commission (CPUC) jointly adopted an Energy Action Plan (EAP) that listed goals for California’s energy future and set forth a commitment to achieve these goals through specific actions (CEC 2003). In 2005, the CPUC and the CEC jointly prepared the EAP II to identify the further actions necessary to meet California’s future energy needs. Additionally, the CEC prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board (CARB) and in consultation with other State, federal, and local agencies. The alternative fuels plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production (CEC 2007).

The Project is a policy and regulatory document intended to further the goals of the City. Future development enabled by the Project would be expected to comply with local and State energy policies. As such, the proposed Downtown Specific Plan would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant 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, caused in whole or in part by the project’s exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking caused in whole or in part by the project’s exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project’s exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides, caused in whole or in part by the project’s exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project’s exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 caused in whole or in part by the project’s exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The State Mining and Geology Board defines an active fault as one that has had surface displacement within the Holocene Epoch (roughly the last 11,000 years) and defines a potentially active fault as any fault that has been active during the Quaternary Period (approximately the last 1,600,000 years). These definitions are used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazard Zones Act of 1972 and as subsequently revised in 1994 as the Alquist-Priolo Geologic Hazard Zoning Act and Earthquake Fault Zones Act.

The City sits in the eastern portion of the San Gabriel Valley and traversed by several faults. The Sierra Madre Fault is located in the northern portion of the City running east-west, approximately 1.5 miles north of the Project. The Indian Hill Fault runs through the Project Area from east to west. The Walnut Creek Fault runs from the Orange Freeway (SR-57) to the southwest, approximately 1.0 miles southwest of the Project Area. The San Jose Fault runs mostly east-west along the southern boundary of the City at the San Bernardino Freeway (I-10) and Orange Freeway (SR-57) interchange, approximately 2.5 miles south of the Project Area. The City is not located in an Alquist-Priolo Earthquake Fault Zone. Ground rupture could occur along the surface traces of the potentially active Sierra Madre Fault. Additionally, the Project does not approve any physical alteration of land or development. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of known earthquake faults, and impacts would be less than significant.

- ii. *Strong seismic ground shaking, caused in whole or in part by the project's exacerbation of the existing environmental conditions?*

Less Than Significant Impact. Although the City does not contain areas within an Alquist-Priolo Zone, the southern California region in general is seismically active. The City is susceptible to ground shaking during a seismic event.⁷ The adoption of the Downtown Specific Plan would not approve any development projects. As the Project is located in a seismically active region, all future construction projects would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction. As such, the Project would not directly

7 City of San Dimas, *General Plan, "Safety Element,"* accessed December 22, 2021.
https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, and impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to fluid when subjected to high-intensity ground shaking. Liquefaction occurs when there is the presence of shallow groundwater, low-density fine, clean, sandy soils, and high-intensity ground motion. Effects of liquefaction can include sand boils, settlement, and load-bearing capacity failures below foundations.

The City has a low potential for liquefaction, according to the General Plan Safety Element.⁸ There is potential for liquefaction in the northwestern portion of the City, near the Sierra Madre Fault, and to the south of the City in the area of Puddingstone Lake, but not in the Project Area.⁹ Additionally, adoption of the Project does not approve any physical alteration of land or development. Future development in the City would have a less-than-significant impact on liquefaction because developments would be subject to compliance with applicable building codes. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure (including liquefaction), and impacts would be less than significant.

iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. Within the City there is a potential for landslides in the hillside areas as sedimentary bedrock units consisting primarily of siltstones and shales are the least stable major geologic units within San Dimas.¹⁰ The Project Area is located in a highly urbanized area, with the closest hillsides being located one block south of Arrow Highway between Cataract and San Dimas Avenues, outside of the Downtown Specific Plan area.

As the Project is located in a seismically active region, all future construction projects would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction. As such, the Project would not directly or indirectly

8 City of San Dimas, *General Plan*, "Safety Element," accessed December 22, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

9 California Department of Conservation, Geologic Hazards, Maps and Data, "Data Viewer," accessed December 22, 2021. <https://maps.conservation.ca.gov/geologichazards/>.

10 City of San Dimas, *General Plan*, "Safety Element," accessed December 22, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and impacts would be less than significant.

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

Less Than Significant Impact. The proposed Specific Plan is located within a developed urban area, and Project components would be developed within areas that are largely covered with impervious surfaces. Construction activities associated with the Specific Plan, such as roadway, sidewalk, bicycle path, and water line replacement have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, all construction activities involving earthwork must comply with existing erosion control requirements, including grading and dust control measures imposed by the City pursuant to grading permit requirements, and would be subject to review by the San Dimas Engineering Division for compliance with City policies, procedures, codes, standards, and other governmental requirements relating to land subdivisions, grading, and drainage. As such, compliance with City and State regulatory requirements would minimize erosion potential to a less-than-significant level.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. The adoption of the Downtown Specific Plan would not approve any development projects and would not result in structures located on a geologic unit or soil that is unstable. The City of San Dimas General Plan has identified a low potential for liquefaction in the City. The General Plan identifies ground shaking as a potential impact to the Project Area, resulting from the City's location in proximity to the Sierra Madre Fault and other nearby faults of significance, as well as the potential for land sliding in the hillside areas, which lie outside of the Project Area and its immediate vicinity.

As the Project is located in a seismically active region, all future construction projects within the bounds of the Project Area would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction. The Project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and thus would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse caused by the Project's exacerbation of existing environmental conditions.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?

Less Than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. Expansive soils can result in

damage to structures, slabs, pavements, and retaining walls if wetting and drying of the soil does not occur uniformly across the entire area.

The adoption of the Downtown Specific Plan would not approve any development projects and would not result in structures located on a geologic unit or soil that is unstable. As the Project is located in a seismically active region, all future construction projects would be required to conform to all applicable provisions of the California Building Code (CBC) and any other applicable laws and ordinances with respect to new construction including requirements in the San Dimas Building Code for soils engineering reports. Therefore, the Project would not create substantial direct or indirect risks to life or property as a result of its exacerbation of expansive soil conditions, and impacts would be less than significant.

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

No Impact. The Downtown Specific Plan area is served by a sewer system; septic tanks would not be utilized by the proposed Specific Plan. All development associated with the proposed Project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. No impacts would occur as a result of the proposed Project and this issue requires no further analysis in the EIR.

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

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. The City of San Dimas General Plan identifies known paleontological sites outside of the Project Area, including shale and siltstone strata in the Via Verde area and around Bonelli Park. The presence of fossil-bearing rock or geologic formations underlying the Project Area has not been determined. As such, these issues shall be evaluated in the EIR.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are causing global climate change. The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Construction and operation of development permitted by the proposed Specific Plan would generate GHG emissions, both directly and indirectly. Construction activities are short-term and cease to emit GHGs upon completion. Operation emissions associated with the future developments in the Downtown Specific Plan area would include GHG emissions from mobile sources (transportation), energy, water use and treatment, and waste disposal. GHG emissions generated by electricity and natural gas use by future developments are indirect GHG emissions from the energy that is produced off-site. These sources would have the potential to generate GHGs and result in a significant impact on the environment. Therefore, impacts associated with GHG emissions are potentially significant and will be evaluated in the EIR.

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

Potentially Significant Impact. Assembly Bill (AB) 32 directs the State of California to reduce statewide GHG emissions. In accordance with AB 32, CARB developed the Climate Change Scoping Plan (Scoping Plan), which outlines how the State will achieve the necessary GHG emission reductions to achieve this goal (CARB, 2008). The relationship of potential development resulting from the Downtown Specific Plan area to applicable GHG reduction plans and policies shall be evaluated in the EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact. A significant impact would occur if the Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed Downtown Specific Plan includes a range of land use designations, including industrial uses that may potentially routinely transport, use, or disposal of some hazardous materials. As such, this topic shall be evaluated in detail in the EIR.

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

Potentially Significant Impact. A significant impact could occur if the Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The proposed Downtown Specific Plan includes a range of land use designations, including industrial uses that may potentially routinely transport, use, or disposal of some hazardous materials. As such, this topic shall be evaluated in detail in the EIR.

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

Potentially Significant Impact. The proposed Downtown Specific Plan includes a range of land use designations, including industrial uses that may potentially routinely transport, use, or disposal of some hazardous materials. As such, this topic shall be evaluated in detail in the EIR.

- 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 create a significant hazard to the public or the environment, caused in whole or in part from the project's exacerbation of existing environmental conditions?*

Potentially Significant Impact. California Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. The California Department of Toxic Substances Control (DTSC) maintains the EnviroStor database, which includes sites on the Cortese List, federal Superfund sites, State response sites, voluntary cleanup sites, school cleanup sites, and sites identified as potentially hazardous where cleanup actions or extensive investigations are planned or have occurred. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. The State Water Resource Control Board (RWQCB) maintains the GeoTracker database, which documents sites that impact, or have the potential to impact, water quality in California. The GeoTracker database includes sites that require cleanup, are under current investigation/remediation, or have been closed with a status not requiring further investigation.

The Downtown Specific Plan area includes one site listed on the DTSC EnviroStor database, located at 334 West Bonita Avenue. The business located at this site, Croppers Plating, was a chrome plating shop (electro-painting) which specialized in repairing and re-chroming automobile bumpers. The site's potential contaminants of concern include chromium III, copper and compounds, and tetraethyl lead, with media

affected being soil on site. The City of San Dimas Redevelopment Agency demolished the facility in 1991, and in 1994 entered into a Voluntary Cleanup Agreement with the DTSC to remediate the site. The site's cleanup status was certified in June 1995. The site remains a vacant lot as of September 2022.

The Downtown Specific Plan area includes nine sites listed in the RWQCB GeoTracker database, all of which are designated as having been remediated. The sites listed in the GeoTracker database include automobile service stations and a machinery equipment company. While there are no known active or in-progress hazardous materials or cleanup sites within the Downtown Specific Plan area, potential impacts resulting from the development or redevelopment of sites on or near previously contaminated sites cannot be determined at this time, and therefore this issue will be studied further in the EIR.

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 have the potential to exacerbate current environmental conditions so as to result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact. The proposed Downtown Specific Plan area is located within the Airport Influence Area identified in the land use plan for Brackett Field Airport, which is located to the east of the Project Area. The entirety of the Project Area falls within Zone E of the airport's Land Use Compatibility Plan, and as such is not subject to restrictions on permissible land uses.

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

Less Than Significant Impact. Existing City development standards would require new development within the Specific Plan to be designed so as not to interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant as a result of the proposed Specific Plan and no further analysis of this criterion is required in the EIR.

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

No Impact. The Downtown Specific Plan area is located within an urban area that does not contain wildlands and is not located in an area classified as a Very High Fire Hazard Severity Zone. The entirety of the Project Area falls within a Local Responsibility Area (LRA). LRA are incorporated cities, urban regions, agriculture lands, and portions of the desert where the local government is responsible for wildfire protection. This is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract. Therefore, impacts related to wildland fires would not occur, and this issue requires no further analysis in the EIR.

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Potential impacts during construction include grading and vegetation removal that could result in soil erosion, and operational impacts may include the use of fertilizers, herbicides, and pesticides as well as motor vehicle operation and maintenance. As required by State law, all new development projects within the city would be subject to Los Angeles County’s National Pollutant Discharge Elimination System (NPDES) Stormwater Permit (No. CAS004001) enforced by the Regional Water Quality Control Board (RWQCB). The NPDES Stormwater Permit requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality or from resulting in conditions that create a nuisance or water quality impairments in receiving waters.

Compliance with the provisions of the NPDES and best management practices (BMPs) would reduce erosion and siltation impacts of future development. New development would be required to implement construction and post-construction BMPs in accordance with the City's Municipal Code Chapter 14.13, Low Impact Development. Compliance with the NPDES and the implementation of BMPs, such as erosion, runoff, and sediment control would ensure that future development pursuant to the proposed Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Because all future development will require compliance with the NPDES, implementation of the proposed Downtown Specific Plan would result in a less-than-significant impact on hydrology and water quality.

b. 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. Development pursuant to the Project would involve the construction of infill buildings with minimal excavation in an area in which the majority of sites has been previously developed. As such, the Project Area is not a substantial recharge area and future development would not substantially alter the potential for recharge. Therefore, a less-than-significant impact would occur.

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 off-site?

Less Than Significant Impact. There are no streams or rivers within the Project Area. To the south of Arrow Highway is the upper portion of Walnut Creek. Though no part of it is within the Project Area, part of the existing storm drain system does outflow into Walnut Creek. The Project would not alter this existing drainage pattern.

Development pursuant to the proposed Specific Plan may require grading, limited excavation to support the building foundations, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to building permit requirements. As referenced above in section 9(a), any Project initiated pursuant to the Specific Plan would further be required to have a stormwater management program, including a Storm Water Pollution Prevention Plan (SWPPP) pursuant to NPDES permit requirements. As part of the SWPPP, BMPs would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. Based on the above and compliance

with regulatory requirements, including the implementation of BMPs, impacts would be less than significant.

- ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

Less Than Significant Impact. Future development enabled by the Project would be subject to the City's Low Impact Development ordinance which is intended to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. Future development enabled by the Project would be subject to the City's Low Impact Development ordinance which is intended to ensure that development and redevelopment projects mitigate runoff in a manner that captures rainwater and removes pollutants while reducing the volume and intensity of stormwater flows. Accordingly, with compliance to the LID ordinance, the Project would not create or contribute to surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

- iv. Impede or redirect flood flows?*

Less Than Significant Impact. Any new development pursuant to the proposed Specific Plan that includes drainage improvements would follow existing drainage patterns on site along with the implementation of drainage features to meet regulatory requirements as discussed previously. Since the Downtown Specific Plan area is not within a flood hazard zone, any occasional on-site ponding and overflows into the street drainage systems would not affect flood flows. Impacts would be less than significant.

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

Less Than Significant Impact. Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption that affect low-lying areas along the coastline. Per the California Department of Conservation's California Tsunami Map, the

Downtown Specific Plan area lies outside of the Tsunami Hazard Area.¹¹ Seiches are large waves generated within enclosed bodies of water. The presence of Puddingstone Reservoir and San Dimas Canyon Reservoir within San Dimas creates a potential hazard for seiches. However, these do not pose substantial risks to downtown San Dimas.¹² As such, impacts would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The construction and operation of future residential development within the City could result in impacts to water quality and discharge standards. Potential impacts during construction include grading and vegetation removal that could result in soil erosion, and operational impacts may include the use of fertilizers, herbicides, and pesticides as well as motor vehicle operation and maintenance. As required by State law, all new residential development projects within the City would be subject to Los Angeles County's National Pollutant Discharge Elimination System (NPDES) Stormwater Permit (No. CAS004001) enforced by the Regional Water Quality Control Board (RWQCB). The NPDES Stormwater Permit requires that the City impose water quality and watershed protection measures for all development projects and prohibits discharges from causing violations of applicable water quality or from resulting in conditions that create a nuisance or water quality impairments in receiving waters.

Compliance with the provisions of the NPDES and best management practices (BMPs) would reduce erosion and siltation impacts of future development. New development would be required to implement construction and post-construction BMPs in accordance with the City's Municipal Code Chapter 14.13, Low Impact Development. Compliance with the NPDES and the implementation of BMPs, such as erosion, runoff, and sediment control would ensure that future development pursuant to the proposed Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Because all future development will require compliance with the NPDES permit and City's LID ordinance, implementation of the proposed Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and thus would result in no impact.

11 California Department of Conservation, "California Tsunami Maps and Data," <https://www.conservation.ca.gov/cgs/tsunami/maps>.

12 See *City of San Dimas General Plan*, "Safety Element," 1991.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Physically divide an established community?

No Impact. Adoption of the Downtown Specific Plan would enable future development. However, redevelopment within the downtown area would not create any physical divide within the community. Therefore, no impacts would occur.

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

Potentially Significant Impact. The Project is a Specific Plan that would conform to and support the City’s General Plan and other land use policy goals. Therefore, impacts to land use and planning could be potentially significant.

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

Less Than Significant Impact. As determined by the California Department of Conservation, Department of Mines and Geology, San Dimas is part of the Claremont-Upland Aggregate Production-Consumption Region and has significant Mineral Resource Zone (MRZ) 2 deposits.¹³ Additionally, there are no significant MRZ-1 resources and not enough evidence to make a finding about MRZ-3 deposits within the City. MRZ-2 deposits within the City are located in across an area of 521 acres of majority urbanized land. The only significant remaining undeveloped land is the 194 acres of MRZ-2 deposits in the San Dimas Wash, north of and not within the Project Area. The MRZ-2 deposits in the San Dimas Wash are owned and managed by the City of San Dimas and the Los Angeles Department of Water and Power (LADWP). There is no active aggregate mining currently within the City.

There are no significant major oil or gas fields within the City based on the State Division of Oil and Gas. Past wells have been drilled, however currently there are no active drilling or wells for oil or gas within the City. Additionally, there is no active geothermal production within the City. The City does not contain any areas classified by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources as a Mineral Resource Area. Therefore, impacts to mineral resources would be less than significant.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Less Than Significant Impact. The City does not contain any areas classified by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources as a Mineral Resource Area. As

13 City of San Dimas, *General Plan*, “Conservation Element,” accessed December 16, 2021. https://sandimasca.gov/departments/community_development/planning_division/general_plan/general_plan_sections.php

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determined by the California Department of Conservation, Department of Mines and Geology, San Dimas has significant Mineral Resource Zone (MRZ) 2 deposits, but these are located outside of the Project Area. No potential impacts to known local, regional, or State mineral resources of value would occur due to adoption of the Downtown Specific Plan. The Project Area would not be located within an area containing significant mineral resources. Therefore, impacts to mineral resources would be less than significant.

XIII. NOISE

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

Potentially Significant Impact. Noise levels generated by construction and operation of future developments within the Downtown Specific Plan area could result in the exposure of persons to or generation of noise levels in excess of standards established in the City of San Dimas’ General Plan Noise Element and the City’s Noise Ordinance. As such, these potential impacts will be assessed in the EIR.

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

Potentially Significant Impact. Construction associated with the Project could produce groundborne vibration or groundborne noise. As such, these potential impacts will be assessed in the EIR.

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?

Less Than Significant Impact. The closest airport to the Downtown Specific Plan area is the Brackett Field Airport located at 1615 McKinley Avenue, La Verne CA. The proposed Downtown Specific Plan area is located within the Airport Influence Area identified in the land use compatibility plan for Brackett Field Airport, which is located to the east of the Project Area. The entirety of the Project Area falls within Zone E of the airport’s Land Use Compatibility Plan, and as such is not subject to restrictions on permissible land uses. The proposed Specific Plan would facilitate infill development and redevelopment within a

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previously inhabited urban area and would not introduce any new land uses or residents into areas not previously evaluated as part of the airport land use compatibility plan.

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant 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 extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Potentially Significant Impact. Adoption of the Downtown Specific Plan would enable future development to occur. The Project is a planning document and as such envisions growth that is planned for. Nonetheless, the Project would enable substantially more development than was expected under the existing zoning. As such, this topic shall be evaluated in detail in the EIR.

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

Less Than Significant Impact. Adoption of the Downtown Specific Plan would enable future development, including substantial new housing. While it is possible that a future development proposal enabled by the adoption of the Project may lead to some temporary loss of housing supply, adoption of the Project enables the increase of housing supply within the City. The adoption of the Downtown Specific Plan would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, impacts to population and housing would be less than significant.

XV. PUBLIC SERVICES

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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

i. Fire protection?

Potentially Significant Impact. San Dimas encompasses approximately 15.43 square miles and is served by Division II of the Los Angeles County Fire Department (LACoFD). LACoFD serves all of the unincorporated area within Los Angeles County, as well as 60 incorporated cities, 59 of which are in Los Angeles County and one in Orange County. LACoFD serves these areas with stations staffed with County personnel or contract staff. In addition, the LACoFD’s area of expertise includes firefighting, emergency medical services, urban search and rescue and hazardous materials, air and wildland, lifeguards, dispatch, prevention, and public education.

LACoFD provides a wide array of fire prevention services focused on improving and maintaining fire and life safety within the community. Fire prevention activities ensure businesses, structures, open spaces, and construction projects are in compliance with adopted fire codes, standards, and ordinances. LACoFD currently enforces the 2019 California Fire, Building, Electrical, City Ordinances, as amended by the Los Angeles County Municipal Code, in addition to National Fire Protection Association standards; Title 19, of the California Public Safety Code; and the California Health and Safety Code.

The Project would facilitate growth in San Dimas that could require additional fire protection facilities to maintain service ratios and response times. As such, this topic shall be evaluated in detail in the EIR.

ii. Police protection?

Potentially Significant Impact. The Los Angeles County Sheriff’s Department (LASD) provides general law enforcement, detention, and court services for the residents, business owners, and visitors of Los Angeles

County. LASD provides law enforcement services to the City of San Dimas by contract and maintains a station in San Dimas. The Project would facilitate growth in San Dimas that could require additional police protection facilities to maintain service ratios and response times. As such, this topic shall be evaluated in detail in the EIR.

iii. Schools?

Less Than Significant Impact with Mitigation. Bonita Unified School District (BUSD) serves the communities of San Dimas, La Verne, and part of Glendora. BUSD is headquartered in San Dimas and has 14 schools, including elementary, middle, and high schools. The Project would facilitate growth in San Dimas that is expected to include additional residents. New residential developments would be subject to an impact fee that is collected by the BUSD at the time of permit issuance. Fees collected by BUSD are used for the provision of additional and reconstructed or modernized school facilities. Pursuant to Government Code Section 65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts; as such, impacts would be less than significant. Nonetheless, the Project would result in a growth in residents and employees within the BUSD. As such, the potential growth in student population associated with the Project shall be described in the EIR.

iv. Parks?

Potentially Significant Impact. The Project would facilitate growth in San Dimas that could require additional park space to maintain the City's goals and policies. As such, this topic shall be evaluated in detail in the EIR.

v. Other public facilities?

Potentially Significant Impact. The Project would facilitate growth in San Dimas that could require additional public facilities to maintain the City's goals and policies. As such, this topic shall be evaluated in detail in the EIR.

XVI. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?

Potentially Significant Impact. San Dimas offers a wide variety of recreational opportunities such as parks and trails, recreation centers and classes, and sports programs. The City manages 13 parks, including Briggs Point Park, Civic Center Park, Freedom Park, Horsethief Canyon Park and its dog park, Kiwanis Korner, Ladera Serra Park, Loma Vista Park, Lone Hill Park, Marchant Park, Pioneer Park, Rhoads Park, and Via Verde Park. San Dimas Canyon Community Regional Park and Frank G. Bonelli Regional Park are managed by Los Angeles County. San Dimas also has an aquatics/recreation center and sports fields. Recreational classes offered by the City include art, computer, dance, music, guitar, specialty, and sports/fitness classes for both youths and adults.

The Project would facilitate growth in San Dimas that place greater demand on existing parks and recreational facilities. As such, this topic shall be evaluated in detail in the EIR.

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?

Less Than Significant Impact. The Project would not include recreational facilities beyond those that may be provided as typical amenities within residential development that would be facilitated by the Project. These types of amenities would not, in themselves, have adverse physical effects on the community. As such, impacts would be less than significant.

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Adoption of the Downtown Specific Plan would not approve any development projects. However, the Downtown Specific Plan commits the City to redesignate and rezone certain areas for future development. The Project would encourage compact development near the new Metro Gold Line transit station to decrease automobile dependency, reduce both local and regional traffic congestion and related greenhouse gas emissions, and provide additional guidance and plans to increase multimodal access to and from the historic Downtown area. Components of the final plan would address mobility and infrastructure. The EIR will evaluate the relationship between the plan and applicable policies addressing the circulation system.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. CEQA Guidelines Section 15064.3 established criteria for evaluating transportation impacts. The City adopted established thresholds of significance and guidelines for analysis to implement section 15064.3. The EIR will evaluate the potential development of the Project in relationship to CEQA Guidelines Section 15064.3 and the City’s guidelines.

c. 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. Future development within the specific plan would be required to comply with Specific Plan and General Plan policies and City Standards and Specifications related to traffic and circulation, as well as City development standards for roadway improvements and driveway design. Compliance with these requirements is verified at the time of development permit approval. The Project

would not alter the roadway patterns or intersection configurations. As such, the Project would have less-than-significant impacts related to hazards due to design features and incompatible uses.

d. Result in inadequate emergency access?

Less Than Significant Impact. Adoption of the Downtown Specific Plan provides for specific development or design proposals such as emergency access, site design, or parking. Future development would be required to comply with General Plan policies and City Standards and Specifications related to traffic and circulation, as well as City development standards for roadway improvements and driveway design. Compliance with these requirements is verified at the time of development permit approval (i.e., grading, building) and would remain unaffected by the Project. Therefore, the proposed Project would not result in inadequate emergency access within the City.

XVIII. TRIBAL CULTURAL RESOURCES

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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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: 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 Project Site does not contain any known Tribal Cultural Resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. Therefore, no impact would occur to listed resources.

b. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A 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?

Potentially Significant Impact. PRC Section 21080.3.1 establishes a formal process for lead agencies to consult with California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in PRC Section 21074. San Dimas was historically inhabited by Native American

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tribes. The City will conduct the consultation process as defined in PRC Section 21080.3.1 and this issue shall be evaluated in the EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant 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 storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. The Project would enable an increase in development within the City’s downtown area. The potential impact of this growth on utility services and systems will be evaluated in the EIR.

b. Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. The Project would enable an increase in development within the City’s downtown area. The potential impact of this growth on water supplies will be evaluated in the EIR.

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?

Potentially Significant Impact. The Project would enable an increase in development within the City's downtown area. The potential impact of this growth on wastewater capacity will be evaluated in the EIR.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. The Project would enable an increase in development within the City's downtown area. The potential impact of this growth on solid waste capacity will be evaluated in the EIR.

e. Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Any future development within the specific plan would remain subject to review for compliance with established City rules and regulations, for compatibility with the City's General Plan, and would be required to comply with State and federal law related to solid waste. As such, no adverse impacts would occur.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations form a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project is not located in or near State Responsibility Areas (SRA) or lands classified as Very High Fire Hazard Zones.¹⁴ The Project Area is located within an urbanized area of the City and does not include wildlands or high-fire-hazard terrain. The Project is a half-mile north of a Very High Fire Hazard Severity Zone that is designated as an area of Local Responsibility Area (LRA).¹⁵ As a built-out community in an urbanized area, the Downtown Specific Plan is not subject to substantial wildfire risk.

Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.¹⁶ The potential impacts related to wildland fire for any specific future

14 City of San Dimas, *General Plan*, “Safety Element,” accessed December 20, 2021. https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

15 California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program (FRAP), “Fire Hazard Severity Zones Maps,” accessed December 20, 2021. <https://egis.fire.ca.gov/FHSZ/>.

16 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. <http://qcode.us/codes/sandimas/>.

developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

b. Due to the slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The Project Area is located within an urbanized area of the City and does not include wildlands or Very High Fire Hazard Severity Zones.¹⁷ However, the Project is a half-mile north of a Very High Fire Hazard Severity Zone that is designated as an area of Local Responsibility Area (LRA).¹⁸ Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.¹⁹ The potential impacts related to wildland fire for any specific future developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or on going impacts to the environment?

Less Than Significant Impact. There are no wildlands located within the Project Area. Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.²⁰ The potential impacts related to wildland fire for any specific future developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

17 City of San Dimas, *General Plan*, "Safety Element," accessed December 20, 2021.

https://cms8.revize.com/revize/sandimasca/Document_Center/Department/Community%20development/Planning%20division/General%20plan/General%20Plan%20Sections/general-plan-safety.pdf.

18 California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program (FRAP), "Fire Hazard Severity Zones Maps," accessed December 20, 2021. <https://egis.fire.ca.gov/FHSZ/>.

19 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. <http://qcode.us/codes/sandimas/>.

20 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021. <http://qcode.us/codes/sandimas/>.

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?

Less Than Significant Impact. There are no appreciable slopes within the Project Area, nor would the adoption of the Downtown Specific Plan result in any physical alterations or approval of any development projects. Additionally, there are no wildlands located within the Project Area. Future development would be reviewed for consistency with fire protection development standards and hazard abatement. Specifically, individual projects would be required to comply with existing policies and regulations to offset fire risks by incorporating project features such as building and fire code compliance, adequate emergency vehicle access, use of noncombustible building materials, and adequate water pressure to ensure fire safety.²¹ The potential impacts related to wildland fire for any specific future developments would be assessed at the time the developments are proposed. Therefore, impacts related to wildfire would be less than significant.

21 City of San Dimas, Municipal Code, Chapter 15.51 Fire Code, accessed December 20, 2021.
<http://qcode.us/codes/sandimas/>.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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. The Project is a policy document that would enable future development within the downtown area. As described previously in this document, the Project would not have a significant effect on the habitat of fish or wildlife species, nor impact rare or endangered species, nor eliminate important examples of California history. As such, impacts 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)?

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development in the surrounding area to result in impacts that are greater than the impacts of the Project alone. Given that, as indicated earlier in

this document, several impacts categories could have potentially significant impacts and will therefore be evaluated in the EIR; the potential for cumulative impacts would also be evaluated in the EIR.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As indicated by the analyses provided in this document, the Specific Plan could produce potentially significant impacts. As a result, these potential effects would be analyzed in the EIR.