

City of Glendora 2021-2029 Housing Element Initial Study/Negative Declaration



November 2021

Community Development Department
116 East Foothill Boulevard
Glendora, CA 91741

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I. INTRODUCTION

A. INTRODUCTION AND REGULATORY GUIDANCE

An Initial Study (IS) is conducted by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063[a]). If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064(a). However, if the lead agency determines the impacts are, or can be reduced to, less than significant, a Mitigated Negative Declaration (MND) or Negative Declaration (ND) may be prepared instead of an EIR (CEQA Guidelines Section 15070[b]). Pursuant to CEQA Guidelines Section 15070, a MND or ND is appropriate when the project's Initial Study identifies potentially significant effects, but:

- a. Revisions to the project plan were made that would avoid or reduce the effects to a point where clearly no significant effects would occur; and
- b. There is no substantial evidence that the project, as revised, may have a significant effect on the environment.

This IS prepared by the City of Glendora (including an attached Environmental Checklist form) determined that the proposed project will not have a significant environmental effect, and the preparation of an EIR is not required. No mitigation measures are required; therefore, an ND can be prepared. This IS/ND has been prepared in accordance with Section 15070 of the State California Environmental Quality Act (CEQA) Guidelines.

B. LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers." The project would be approved and carried out by the City of Glendora. Therefore, based on the criteria described above, the City of Glendora, Community Development Department is the lead agency for the proposed project.

C. PURPOSE AND DOCUMENT ORGANIZATION

The City is proposing to implement the Housing Element 2021-2029 Update (project). The purpose of this IS/ND is to evaluate the potential environmental effects and the document is divided into the following sections:

I. INTRODUCTION

This section provides an introduction and describes the purpose and organization of this document.

II. INITIAL STUDY CHECKLIST

This section includes the project background and a detailed description of the project. This section describes the environmental setting for each of the environmental subject areas; evaluates a range of impacts classified as “no impact,” “less than significant impact,” “less than significant impact with mitigation incorporated,” or “potentially significant impact” in response to the environmental checklist and provides an environmental determination for the project.

III. REFERENCES

This section identifies resources used in the preparation of the IS/ND.

II. INITIAL STUDY CHECKLIST

A. PROJECT DESCRIPTION

1. Project Title:

City of Glendora Housing Element 2021-2029

2. Lead Agency Name and Address:

City of Glendora
Community Development Department
116 East Foothill Boulevard
Glendora, CA 91741

3. Lead Agency Contact Person and Phone Number:

Jeff Kugel
Community Development Director
jkugel@cityofglendora.org
(626) 914-8215

4. Project Location:

Glendora, California
County of Los Angeles

The City of Glendora Housing Element 2021-2029 would apply to the entire geographic area located within the boundaries of the City of Glendora (City), located at the base of the San Gabriel Mountains in the eastern San Gabriel Valley, within Los Angeles County. **Figure 1, Regional Location Map** shows the boundaries of the City within the region.

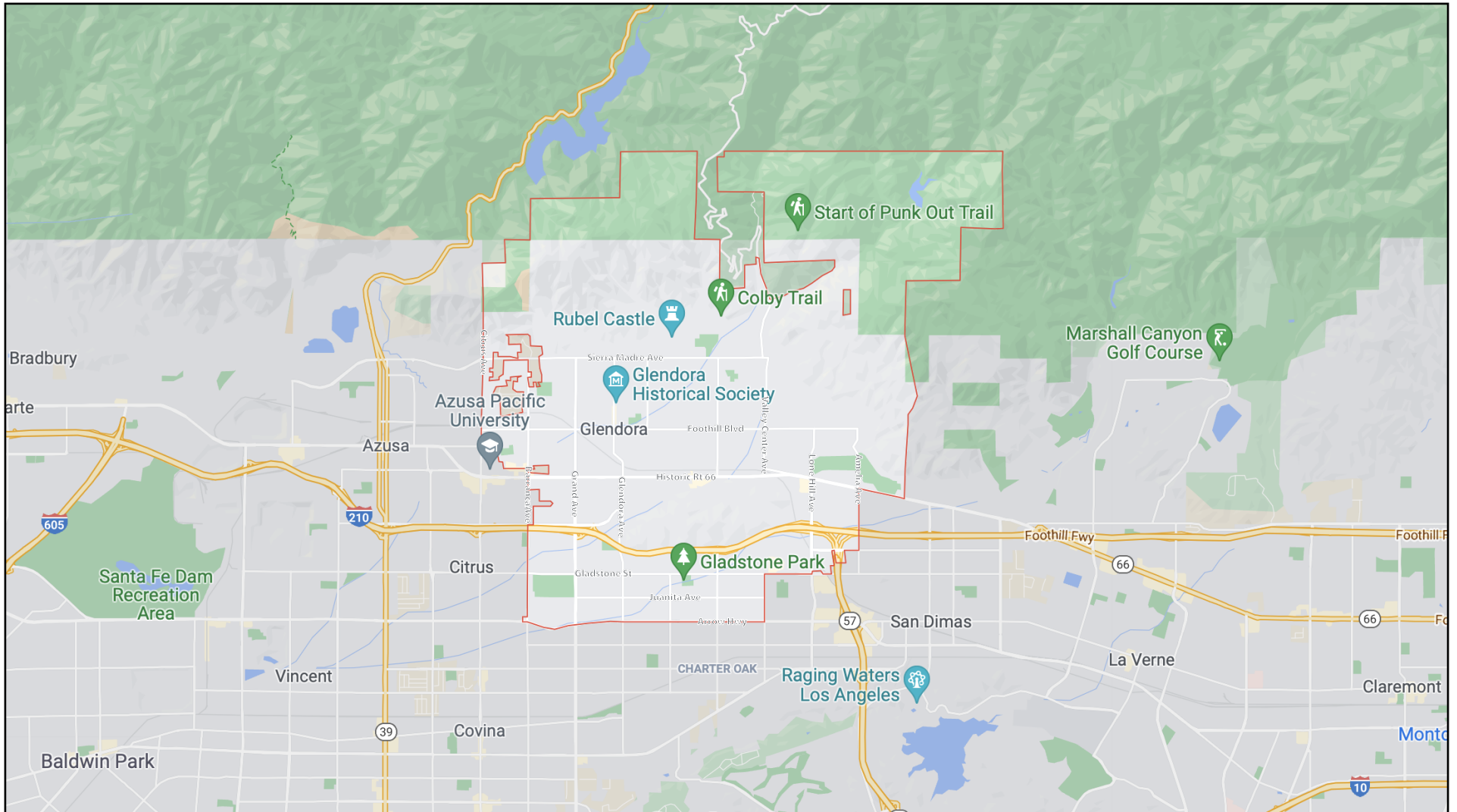
5. Applicant's Name and Address:

City of Glendora
Community Development Department
116 East Foothill Boulevard
Glendora, CA 91741

6. General Plan Land Use Designation:

Various, Citywide

The Glendora General Plan provides for a range of land use designations/zones in the City that can accommodate residential units. Multiple residential and specific plan General Plan land use designations within the City provide opportunities for development of housing projects, including: Hillside Very Low Residential, Low Density Residential, Low/Medium Density Residential, Medium Density Residential, Medium/High Density Residential, High Density Residential, Village Mixed Use, Route 66 Corridor Specific Plan (Town Center Mixed Use, Barranca Gateway, Route 66 Residential Land Use Sub-Districts), Civic Center Area Plan, and Arrow Highway Specific Plan. The Housing Element 2021-2029 Update does not propose to change any particular parcel's General Plan land use designation.



Source: Google Maps, 2021

 City of Glendora Boundary

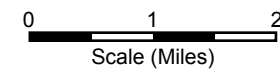


Figure 1
Regional Location Map

7. Zoning Designation:

Various, Citywide

Multiple residential and specific plan land use designations within the City provide opportunities for development of housing projects at various densities. Residential uses are permitted in the following zones: R-1 (Single Family Residential); RHR (Rural Hillside Residential); E-3 through -7(Single Family Estate); R-2 (Restricted Multiple-Family Residential); R-3 (Multiple-Family Residential); LGA (Limited Garden Apartment); GA (Garden Apartment); PR (Planned Redevelopment); and Grand-Foothill multifamily residential overlay zone.

Residential uses are allowed in the Route 66 Specific Plan in the Town Center Mixed Use (TCMU), Barranca Gateway (BG), and Route 66 Residential (CRR) zoning designations. Residential uses are allowed in the Civic Center Area Plan T-4 Village Edge, T-5 Village Core, and T-5A Village Transition zoning designations. Residential uses are also allowed in the Arrow Highway Specific Plan in the Arrow Highway Specific Plan AHSP C-HR Corridor High Density Residential, AHSP CR-3 Corridor Medium High Density Residential, AHSP CR-BR Corridor Buffer Residential, AHSP C-R2 Corridor Medium High Density, AHSP MU-T Transition Mixed-Use, AHSP MU-CC Commercial Core Mixed Use, and AHSP MU-NC Neighborhood Commercial Mixed-Use zoning designations. Lastly, residential uses are allowed in the Arboreta Specific Plan, Civic Center Area Plan, Monrovia Nursery Specific Plan, and Village on the Green Specific Plan.

The Housing Element 2021-2029 proposes restoring the permitted density in the BG Zoning District of the Route 66 Specific Plan from 20 dwelling units per acre and two stories, to 30 dwelling units per acre and increasing the height limit to three stories. In addition, the City would increase allowable density in the Arrow Highway Specific Plan from 25 dwelling units per acre and 2-3 stories, to 30 dwelling units per acre and three stories.

8. Description of Project:

The project is the adoption and implementation of the Glendora Housing Element 2021-2029 (project). The Glendora Housing Element consists of the following major components:

- Introduction: An overview of the purpose and contents of the Housing Element (Section 1);
- Housing Needs Assessment: An analysis of the demographic and housing characteristics and trends (Section 2);
- Housing Constraints: A review of potential market, governmental, and environmental constraints to meeting the identified housing needs (Section 3);
- Housing Resources: An evaluation of resources available to address housing goals (Section 4);
- Housing Plan: A statement of the Housing Plan to address the identified housing needs, including housing goals, policies and programs (Section 5).

Background

The City of Glendora completed an update of its General Plan (called the Glendora Community Plan 2025) in 2006. The City's adopted General Plan is currently comprised of the following seven required elements: (1) Land Use Element; (2) Circulation Element; (3) Conservation Element; (4) Open Space/Recreation Element; (5) Safety Element; (6) Noise Element; and (7) Housing Element.

The Housing Element is concerned with specifically identifying ways in which the housing needs of the existing and future resident population can be met. This Housing Element covers the planning period of October 15, 2021 through October 15, 2029, and identifies strategies and programs that focus on:

- Conserving and improving existing affordable housing;
- Providing adequate housing sites;
- Assisting in the development of affordable housing;
- Removing governmental and other constraints to housing development; and
- Promoting equal housing opportunities.

Regional Housing Needs Allocation (RHNA)

State Housing Element law requires that a local jurisdiction accommodate a share of the region’s projected housing needs for the planning period. This share, called the Regional Housing Needs Allocation (RHNA), is important because State law mandates that jurisdictions provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community. Compliance with this requirement is measured by the jurisdiction’s ability in providing adequate land to accommodate the RHNA. The Southern California Association of Governments (SCAG), as the regional planning agency, is responsible for allocating the RHNA to individual jurisdictions within the region.

The RHNA is distributed by income category. For the 2021 Housing Element update, the City of Glendora is allocated a RHNA of 2,276 units. These units are distributed by income category as shown **Table 1, Glendora Housing Needs for 2021-2029 Housing Element**. The RHNA includes a fair share adjustment which allocates future (construction) need by each income category in a way that meets the State mandate to reduce the over-concentration of lower income households in one community or areas within the region.

**Table 1
Glendora Housing Needs for 2021-2029 Housing Element**

Income Category (% of County AMI)	Number of Units	Percent
Extremely Low (30% or less) ¹	368	16%
Very Low (31 to 50%) ¹	367	16%
Low (51 to 80%)	368	17%
Moderate (81 to 120%)	388	17%
Above Moderate (Over 120%)	767	34%
Total	2,276	100%
¹ The Regional Housing Needs Allocation (RHNA) does not include the extremely low income category. However, State law requires that the jurisdiction project the housing needs for extremely low income households. Two approaches for estimating that future need are offered under State law – an even split of the very low income RHNA into extremely low and very low incomes; or a proportional split based on data on income distribution in the City. Source: City of Glendora, 2021-2029 Housing Element, July 2021.		

This income distribution includes an “impaction correction” factor to allocate a higher proportion of lower income households to Glendora than the regional average to balance the income distribution across the region. The City must ensure the availability of residential sites at adequate densities and appropriate development standards to accommodate these units.

It is important to note that local government are not required to build housing or financially subsidize the development of new housing. However, cities are responsible to ensure that adequate sites are available during the planning period that are adequate to accommodate housing at the designated affordability levels.

Anticipated Accessory Dwelling Units (ADUs)

New State laws passed since 2017 have substantially relaxed the development standards and procedures for the construction of Accessory Dwelling Units (ADUs). As a result, the City has seen an increase in ADU activities in the community, increasing from 8 units in 2018, 15 units in 2019, and 27 units permitted in 2020. Based on this upward trend, the City has permitted 18 ADUs in 2021 as of July 2021. In 2020, the City updated its Accessory Dwelling Unit (ADU) Ordinance, resulting in significantly increased ADU interests. This Housing Element also includes a program to facilitate the development ADUs. For the purpose of RHNA credits, the City assumes 20 ADUs annually for a total of 160 ADUs over the eight-year planning period of the Housing Element. This Housing Element also includes a program to facilitate and monitor the development of ADUs to ensure the City is meeting its anticipated goal.

Following the SCAG Regional Accessory Dwelling Unit Affordability Analysis, the City assumed the following affordability distribution for ADUs:

- 108 Lower Income
- 3 Moderate Income
- 49 Above Moderate

Pending Projects

The City currently has 84 units that either have been approved or are in the entitlement process. These units are credited towards the City's above moderate income RHNA. The following projects have been identified:

- 531 and 555 E. Arrow Highway – Currently in review for entitlement and will provide 33 above moderate income units
- 905 E. Arrow Highway – Approved project with 16 above moderate income units
- 1121 and 1123 E. Arrow Highway – Currently in review for entitlement and will provide 19 above moderate income units
- 501 Route 66 – Approved with 8 above moderate residential townhomes
- 1620 South Glendora Blvd – Approved with 8 above moderate multi-family rental units

Credits and Remaining RHNA

For 6th cycle Housing Element update, the City of Glendora is allocated a RHNA of 2,276 units. The City will credit anticipated ADUs and pending projects towards the overall RHNA number. As shown in Table 2, Credits and Remaining RHNA, the City has a remaining RHNA as follows: 1,013 low income units, 385 moderate income units, and 634 above moderate income units.

**Table 2
Credits and Remaining RHNA**

	Lower	Moderate	Above Moderate	Total
RHNA	1,121	388	767	2,276
Credits	108	3	133	244
ADU	108	3	49	160
Pending Projects	0	0	84	84
Remaining RHNA	1,013	385	634	2,032

Proposed Density Increases

In order to meet the RHNA, the City utilized sites in the Route 66 Corridor Specific Plan, specifically the Town Center Mixed-Use (TCMU), Central Route 66 Residential (CRR), and Barranca Gateway (BG) zoning districts, Arrow Highway Specific Plan (AHSP), Civic Center Area Plan (CCAP) and other scattered sites throughout the City.

To foster additional residential growth and maintain the buffer for the lower income RHNA, the City would restore the permitted density in the BG Zoning District of the Route 66 Specific Plan from 20 dwelling units per acre and two stories, to 30 dwelling units per acre and increase the height limit to three stories. In addition, the City would increase allowable density in the Arrow Highway Specific Plan from 25 dwelling units per acre and 2-3 stories, to 30 dwelling units per acre and three stories.

Table 3, Proposed Densities presents the current densities that the City would be implementing within three years of the Housing Element statutory deadline. **Figure 2, Location of Sites Inventory** shows the location of the sites inventory.

**Table 3
Proposed Densities**

	Route 66 - TCMU	Route 66 – CRR	Route 66 - BG	Arrow Highway
Current				
Units per Acre	30	30	20	25
Stories Max	3	3	2	2 and 3
Proposed Changes				
Units per Acre	30	30	30	30
Stories Max	3	3	3	3

Source: City of Glendora, 2021-2029 Housing Element, July 2021.

Rezoned Sites

On top of restoring/increasing permitted densities, the City is proposing to rezone two sites identified by staff as being feasible for redevelopment based on local knowledge and discussions with owners/developers. Both of these sites are within a ½ mile of the future light rail stop and prior to 2017, both areas permitted housing and mixed-use development. These sites would be rezoned

within the three years of the Housing Element statutory deadline. The two sites and their proposed rezoning are as follows:

Route 66/Glendora Site. This 3.67-acre site comprised of 12 parcels is currently in the Glendora Avenue Gateway subdistrict (GLG) of the Route 66 Specific Plan. Based on the location of this site and its original zoning in the Route 66 Specific Plan that allowed residential development, the City is proposing to rezone this site to Route 66 TCMU to permit 30 units per acre consistent with its previous zoning and the adjacent zoning. This site can potentially yield 71 net units for lower income RHNA, conservatively assuming development at 80 percent of the allowable density. This site also has opportunities for lot consolidation for housing or mixed-use. Additionally, this site is within ½ mile of the future Gold Line station.

100 W. Route 66. This almost four-acre property is comprised of 15 parcels and is an underutilized commercial property currently zoned as Route 66 Service Commercial (RSC). This site was chosen as having potential for redevelopment and its location being within a half mile of the future Gold line Station will encourage and facilitate development of housing. The City is proposing to rezone the site to Route 66 TCMU to permit 30 units per acre consistent with surrounding zones. This site has the potential to yield 87 net units for low income RHNA, conservatively assuming development at 80 percent of the allowable density.

Route 66 Corridor Specific Plan Sites

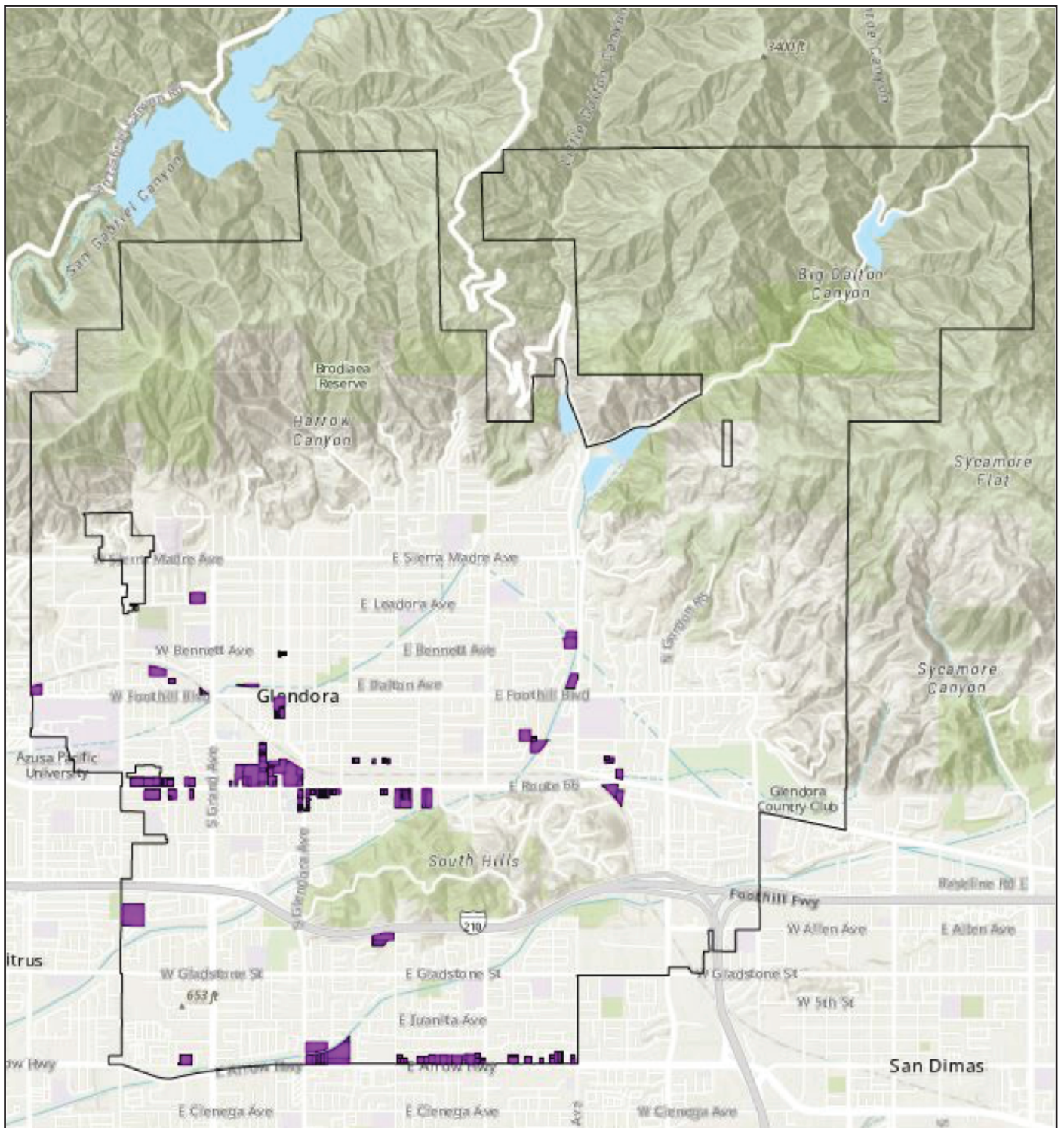
Within the Route 66 Specific Plan there are 21 sites (64 acres) that have been identified as being feasible for development based on staff knowledge of redevelopment potential, developer interest, or site owner interest for selling/redevelopment or being considered for rezoning. The sites have the potential to yield 140 above moderate income units, 402 moderate income units, and 741 lower income units based on net potential and a conservative assumption of development at 80 percent of the allowable density.

Arrow High Specific Plan Sites

Within the Arrow Highway Specific Plan there are 20 sites (36 acres) that have been identified for this sites inventory based on Staff knowledge of redevelopment potential, developer interest, or site owner interest for selling/redevelopment. All of these sites within the Arrow Highway Specific Plan are proposed to increase the allowable density to 30 units per acre. The sites have a potential to yield 101 above moderate income units and 533 lower income units based on net potential and a conservative assumption of development at 80 percent of the allowable density.

Other Vacant and Underutilized Sites

There are also sites identified in the residential sites inventory that are located on vacant and underutilized parcels outside of the Route 66 Corridor Specific Plan and the Arrow Highway Specific Plan areas. These 20 sites (44 acres) were selected based on staff knowledge of redevelopment potential, developer interest, or site owner interest for selling/redevelopment. Collectively, these sites have the potential to accommodate 289 housing units, the vast majority of which (278 units) can be counted towards the City's above moderate income RHNA based on the allowable density of the parcels. A total of 11 units on one site can be counted towards the moderate income RHNA. All unit calculations were based on existing zoning and a conservative assumption of development at 80 percent of the allowable density.



	City of Glendora Boundary	<p>Scale (Miles)</p>	
	Sites Inventory Boundaries		

Figure 2
Location of Sites Inventory

9. Surrounding Land Uses and Setting:

Various, Citywide

The sites are surrounded by residential (Low, Low/Medium, Medium, Medium/High, and High Density) and specific plan land uses including Route 66 Corridor Specific Plan, Arrow Highway Specific Plan (AHSP), and Civic Center Area Plan (CCAP) land uses.

10. Other Public Agencies Whose Approval Is Required:

The California Department of Housing and Community Development reviews and determines whether the Housing Element Update complies with State of California law. No other approvals by outside public agencies are required.

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1:

The City of Glendora initiated consultation with the Gabrieleno Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Tribe, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians and their designated tribal representative for their participation in the Housing Element update and requested information regarding tribal cultural resources within the City on July 2, 2021.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors that would be potentially affected by this project and are mitigated to a less than significant impact are indicated below.

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

C. DETERMINATION

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 of the incorporated mitigation measures and

revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name

Title

D. 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 cited. 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.
- 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, and construction as well as operational impacts.
- 3) A “Less Than Significant Impact” applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
- 4) “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 5) “Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The initial study must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099 would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcrops, 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Scenic Vistas and Scenic Resources

The City’s General Plan does not define any designated scenic vistas or resources in the City. The General Plan includes a Conservation Open Space designation applied to areas that are publicly owned, undeveloped, and that will remain in a natural state. Future improvements or development activities in these areas will be limited to those activities that support the preservation of passive recreational activities, such as soft trails and other facilities supporting passive recreational uses. This designation is intended to protect areas with high scenic value, environmental and habitat sensitivity, sensitive habitats and/or passive recreational facilities. A large portion of this designation exists in the Angeles National Forest within the foothills. The General Plan also includes an Open Space land use designation that includes both private and public lands in the foothills and South Hills.

The General Plan Land Use Element states that the preservation of neighborhood character is a primary means of preserving the character of the community as a whole. The City’s existing neighborhoods are well-established and provide a character and quality that reflect the stability of the community’s residents.

Visual Character

The City of Glendora is an urbanized city with a majority of available flat land developed. Most of the existing residential uses are single-family homes developed in the 1960s through the 1980s when Los Angeles County was experiencing the most residential building permit activity.

Light and Glare

Much of the planning area is developed with established existing sources of light and glare, such as street lights and parking lights, walkway lights, lighted recreational facilities, and light emitted from residential and nonresidential buildings. Open space surrounds the City to the north in the Angeles National Forest. Other areas of the City are adjacent to active urban areas to the west, south, and east. While the City's single-family residential neighborhoods are generally not subject to substantial night lighting, many commercial areas do experience greater lighting effects.

Regulatory Setting

Regulations exist at state and local levels that guide development and influence the physical form and aesthetic character of the City and include:

- California Scenic Highway Program
- Glendora General Plan
- Glendora Zoning Ordinance, Title 21 Zoning, Appendix 21.B Design Guidelines

Checklist Discussion

a) & c) No Impact.

The 2021-2029 Housing Element Update in and of itself does not propose or authorize any projects or development plan. The Housing Element sets forth the City's policies and detailed programs for meeting existing and future housing needs as determined by the RHNA process, for conserving and enhancing affordable housing, providing adequate housing sites, and for increasing affordable housing opportunities for extremely low, very-low, low and moderate income persons and households. The Housing Element was prepared for consistency with the General Plan and Zoning Ordinance.

Future development will be required to adhere to all city design guidelines and standards including the Zoning Ordinance, General Plan policies, and any additional specific development guidelines for a particular area. The City's Zoning Ordinance contains development standards for each zoning district, consistent with the land use designations of the General Plan, to ensure quality development in the community.

No sites are proposed in Conservation Open Space or Open Space designated areas. All future projects would be developed on sites that are zoned for residential or mixed-use and commercial areas. No areas currently designated as open space would be converted to urban uses and no development would be permitted to encroach on open space.

All future projects would be treated as individual projects and may be subject to specific environmental analysis. Nevertheless, there are no policies in the Housing Element which either permit or promote development in areas that aren't currently developed with existing uses. There are no policies or programs in the Housing Element that would directly affect scenic vistas nor any that would degrade the visual character of the City. The project would therefore have **no impact**.

b) No Impact.

The only scenic highway in the vicinity of Glendora is SR-39, approximately 1 mile west in the City of Azusa. Therefore, there would be **no impact**.

d) No Impact.

As previously stated, the 2021-2029 Housing Element Update in itself does not propose or authorize any projects or development plan. Future development would occur in areas that are currently urbanized and commonly experience the impacts of existing light sources. Future development would likely replace existing development and would therefore not introduce additional light and glare impacts. Future development in the City would be required to be designed and constructed in accordance with the Glendora Zoning Ordinance to prevent spillover light effects or the use of materials that would create new glare. Therefore, the Housing Element 2021-2029 Update would have **no impact** on light and glare.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<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, forestland (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 forestland or conversion of forestland 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 nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of Glendora is an urban environment designated for residential and commercial use and is essentially built out. There is no land within the City of Glendora designated or zoned for agricultural use, farmland, forest, or timber production nor are there any existing agricultural, farmland, forest or timber production uses. Pursuant to the Farmland Mapping and Monitoring Program, the City is designated as Urban and Built Up Land and Non-Agricultural or Natural Vegetation (California Department of Conservation 2018).

Checklist Discussion

a), b), c), d), e) No Impact.

The Housing Element update does not propose or authorize any development. The project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No land within the City of Glendora is subject to the Williamson Act contract. As mentioned above, the City of Glendora does not have any land that is designated or zoned for forest use or timber production. Additionally, there are no nearby agricultural sites that would be affected by development within Glendora. The project would have **no impact** on agricultural or forest resources.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Environmental Setting

Both the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants. Ambient air quality standards are set to protect public health and are levels of pollutants which represent safe levels that avoid specific adverse health effects. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The major criteria pollutants are ozone, carbon monoxide, nitrogen dioxide, and particulate matter. Both federal and state ambient air quality standards apply, as established by the U.S. Environmental Protection Agency (USEPA) and state air quality agencies (CALEPA for California). California air quality standards are generally more stringent than federal standards.

The City of Glendora is located in the South Coast Air Basin (basin). In Los Angeles County, the South Coast Air Quality Management District (SCAQMD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws and policies. This regional agency regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review process.

Attainment Designations

Specific geographic areas that do not meet federal air quality standards (National Ambient Air Quality Standards [NAASQS]) or state air quality standards (California Ambient Air Quality Standards [CAAQS]) for a particular air quality pollutant are considered to be “nonattainment” areas for the pollutant. The current federal and state attainment status for the basin is provided in **Table 4, Federal and State Air Quality Designations in the South Coast Air Basin.**

Table 4
South Coast Air Basin Attainment Status

Pollutant	Standard ¹	Averaging Time	Designation ²	Attainment Date ³
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained) ⁴
	CAAQS	1-Hour (0.09 ppm)		
1-Hour Ozone	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO ₂ ⁶	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	-
SO ₂ ⁷	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-Hour (150 µg/m ³)	Attainment (Maintenance) ⁸	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m ³) Annual (20 µg/m ³)	Nonattainment	N/A
PM2.5 ⁹	NAAQS	2006 24-Hour (35 µg/m ³)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m ³)	Attainment	8/24/2016
	NAAQS	2021 Annual (12.0 µg/m ³)	Nonattainment (Serious)	N/A
	CAAQS	Annual (12.0 µg/m ³)	Nonattainment	12/31/2015
Lead	NAAQS	3-Month Rolling (0.15 µg/m ³)	Nonattainment (Partial) ¹⁰	12/31/2015

Notes:

Source: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf>

¹ NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards

² U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.

³ A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.

⁴ 1-hour O3 standard (0.12 ppm) was revoked, effective June 15, 2005 ; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.

⁵ 1997 8-hour O3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O3 standard is still subject to anti-backsliding requirements.

⁶ New NO₂ 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO₂ standard retained.

Table 4
South Coast Air Basin Attainment Status

<p>⁷ The 1971 annual and 24-hour SO₂ standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO₂ 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.</p> <p>⁸ Annual PM₁₀ standard was revoked, effective December 18, 2006; 24-hour PM₁₀ NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM₁₀ maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.</p> <p>⁹ Attainment deadline for the 2006 24-Hour PM_{2.5} NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM_{2.5} standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m³. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.</p> <p>¹⁰ Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.</p>

Monitored Air Quality

Included in the SCAQMD’s tasks are the monitoring of air pollution, which it does through operation of a network of ambient air monitoring stations throughout the South Coast region. The purpose of the monitoring stations is to measure ambient concentrations of criteria air pollutants and determine whether the ambient air quality meets state and federal standards, pursuant to the CAAQS and the NAAQS.

The nearest air monitoring station to the project site is the Glendora - Laurel Station (Glendora Station). The Glendora Station is located at 840 E. Laurel Avenue; however, this location does not provide all ambient weather data. Therefore, additional data was pulled from the SCAQMD historical data for the East San Gabriel Valley (Source Receptor Area 9) for both sulfur dioxide and carbon monoxide to provide the existing levels. **Table 5, Air Quality Monitoring Data** presents the monitored pollutant levels within the vicinity. However, it should be noted that due to the air monitoring station distance from the project sites, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project sites.

Table 5
Air Quality Monitoring Data.

Pollutant (Standard) ²	Year		
	2018	2019	2020
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.140	0.130	0.173
Days > CAAQS (0.09 ppm)	32	46	76
Maximum 8-Hour Concentration (ppm)	0.104	0.102	0.138
Days > CAAQS/NAAQS (0.070 ppm)	46	58	97
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	1.4	1.6	2.4
Days > NAAQS (20 ppm)	0	0	0
Maximum 8-Hour Concentration (ppm)	1.0	1.1	2.0
Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.0552	0.0529	0.0504
Days > NAAQS (0.25 ppm)	0	0	0
Sulfur Dioxide:			

**Table 5
Air Quality Monitoring Data.**

Pollutant (Standard) ²	Year		
	2018	2019	2020
Maximum 1-Hour Concentration (ppm)	*	*	*
Days > CAAQS (0.25 ppm)	0	0	0
Inhalable Particulates (PM10):			
Maximum 24-Hour Concentration (µg/m ³)	101.7	97.9	227.2
Days > NAAQS (150 µg/m ³)	0	0	2
Days > CAAQS (50 µg/m ³)	*	*	*
Annual Average (µg/m ³)	28.6	21.8	28.0
Annual > NAAQS (50 µg/m ³)	Yes	Yes	Yes
Annual > CAAQS (20 µg/m ³)	Yes	Yes	Yes
Ultra-Fine Particulates (PM2.5):			
Maximum 24-Hour Concentration (µg/m ³)	84.8	75.1	148.1
Days > NAAQS (35 µg/m ³)	*	*	*
Annual Average (µg/m ³)	*	11.8	14.9
Annual > NAAQS (15 µg/m ³)	*	*	No
Annual > CAAQS (12 µg/m ³)	*	*	Yes
¹ Source: obtained from https://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year and /or https://www.arb.ca.gov/adam/topfour/topfour1.php ² CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million ³ * = No data available.			

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. On March 23, 2017 CARB approved the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time.

Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and

are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers.

Regulatory Setting

Regulations exist at federal, state, and local levels with regard to air quality and include:

- Federal Clean Air Act
- California Clean Air Act
- State Implementation Plan
- California Energy Code
- Regional Air Quality Strategy
- South Coast Air Quality Management District Rules and Regulations

Checklist Discussion

a) *Less Than Significant Impact.*

The proposed project is an update to the City of Glendora Housing Element. To meet the RHNA, the Housing Element proposes rezoning two sites and increasing density on two other sites. The Route 66/Glendora site and 100 W. Route 66 sites would be rezoned from GLG of the Route 66 Specific Plan Route 66 TCMU to permit 30 units per acre consistent with its previous zoning and the adjacent zoning. Additionally, the City would restore the permitted density in the BG Zoning District of the Route 66 Specific Plan from 20 dwelling units per acre and two stories, to 30 dwelling units per acre and increase the height limit to three stories. In addition, the City would increase allowable density in the Arrow Highway Specific Plan from 25 dwelling units per acre and 2-3 stories, to 30 dwelling units per acre and three stories.

As the Housing Element necessitates zoning and density changes on these sites it also requires changes to the City's Zoning Code and Zoning Map. The increased density of residential units accommodated under the Housing Element is in response to SCAG developing a Regional Housing Needs Allocation (RHNA) for the City of Glendora for the City's 2021-2029 Housing Element planning period. The City's total RHNA for the 2021-2029 planning period is 2,276 units. To meet the RHNA requirements, the City identified possible housing sites to address Glendora's RHNA obligation. These identified sites constitute the future development identified in the Housing Element.

As the Housing Element includes zoning amendments and increased residential density at these sites, the estimated population for these sites would be higher than the population forecasted for these sites in the General Plan. Although the Housing Element would result in slightly higher population than those estimated in the General Plan, the increased residential density of the future development of the Housing Element is in response to SCAG forecasts in relation to the City's RHNA and SCAG's Regional Council recently approved and fully adopted the Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)). Although the 2016 AQMP does not include the emissions of the additional population growth associated with the Housing Element, as the AQMP is based on population, employment, and VMT in the South Coast Air Basin region as projected by SCAG and operation of the new land uses associated with the Housing Element would not cumulatively contribute to the nonattainment designations of the South Coast Air Basin, the Housing Element is considered to be consistent with the AQMP.

Therefore, the project would have a **less than significant** impact on implementation of the applicable air quality plan.

b), c) *Less Than Significant Impact.*

Short-Term (Construction) Emissions

Future development consistent with the General Plan could result in an increase in criteria pollutants during construction activities, such as excavation and grading, exhaust emissions of construction equipment, and the use of typical construction materials such as asphalt and other construction materials that tend to volatilize into the atmosphere.

Information regarding each specific development project accommodated under the Housing Element (such as construction timeline, earthworks information, amount and type of construction equipment etc.) would be needed in order to quantify the level of impact associated with construction activity. Construction activities associated with the buildout of the future development of the Housing Element are anticipated to occur sporadically over an approximately 9-year period (i.e., 2021-2029) or longer. Future development would be comprised of multiple smaller development projects, each having its own construction timeline and activities. The individual construction projects would be subject to regulatory measures including Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and other applicable SCAQMD regulatory measures as well as applicable policies and implementation measures of the General Plan Update. In addition, potential mitigation could be imposed at the project level including extension of construction schedules and/or use of special equipment etc. In addition to compliance with SCAQMD rules, the construction activity associated with each individual project would also be subject to all applicable policies and implementation measures contained in the General Plan Update. Adherence to applicable regulations and policies would contribute to minimizing construction-related criteria air pollutant emission. Additionally, any future project resulting from adoption and implementation of the Housing Element would be required to comply with SCAQMD's and Glendora's regulations, which include implementation of dust control measures.

Long-Term (Operational) Emissions

Future residential development would potentially increase population in the City and add sensitive receptors that could be exposed to pollutant concentrations. The potential operational air quality impacts of future residential projects largely would be associated with motor vehicle trips generated by the proposed developments. Since most of the anticipated development sites would result in the replacement of existing development with new housing and mixed-use projects, the increase in the number of vehicle trips is not expected to be significant. The majority of the expected development sites are located along major transportation corridors with existing transit stops. This placement of development sites is intended to encourage transit use and reduce auto dependency. Any minor increase in vehicle trips generated would only marginally increase daily emissions of ozone precursors and particulate matter (PM₁₀ and PM_{2.5}) and will likely be below SCAQMD established thresholds for consideration of a significant impact.

Conclusion

The project is the adoption of the City of Glendora Housing Element 2021-2029 Update. Any individual development project would be subject to environmental review pursuant to CEQA and the City's local procedures to determine if any long-term air quality impacts would occur from the operation of a specific

new development. As such, the project would not result in a cumulatively net increase of any criteria pollutant in which the project region is in nonattainment under the federal and state ambient air quality standard. Therefore, the project would have a **less than significant impact** in the region's nonattainment criteria pollutants and exposure to sensitive receptors to substantial pollutant concentrations.

d) *Less Than Significant Impact.*

Short-Term (Construction) Emissions

Future residential development construction activities could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust and architectural coatings. These compounds would be emitted in various amounts at various locations during construction and potentially effect nearby sensitive receptors. However, odors are highest near the source and would quickly dissipate away from the source. Such odors are temporary and generally occur at magnitudes that would not affect a substantial number of people. Therefore, impacts related to construction-generated odors would be **less than significant**.

Long-Term (Operational) Emissions

Typical long-term operational characteristics of residential development are not associated with the creation of odors nor anticipated to generate odors affecting a substantial number of people. Implementation of the Housing Element 2021-2029 would result in possible construction of additional residential units. The Housing Element 2021-2029 would not create uses that, in the long-term operation, would be typically associated with the creation of such odors, nor are they anticipated to generate odors affecting a substantial number of people. Therefore, impacts related to odors generated from residential operations as a result of the Housing Element 2021-2029 would be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
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?	<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 Wildlife 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 a (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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Glendora can be described by its physical characteristics: the valley and hillside areas. The valley is generally located south of Sierra Madre Avenue, excluding the South Hills. It is characterized by gentle sloping land, which is largely developed. The majority of vegetation in the City is introduced, with some native vegetation consisting of coastal sage scrub and chaparral. Relatively few wildlife species are found in the developed valley areas.

The hillside areas consist of terrain generally exceeding 10 percent average slope and are generally located north of Sierra Madre Avenue, excluding the South Hills. Four vegetative types broadly classified as woodlands, chaparral, coastal sage scrub and freshwater marsh may be found in the hillsides. These areas are composed of native and non-native plant species.

Woodland is present along major drainage courses and on mesic (moist) sites such as canyons and north facing slopes. The composition of the woodland varies depending on elevation, soil, aspect, moisture availability and other factors. Along major drainages, such as in Dalton Canyon, dominant trees include white alder, California sycamore, coast live oak and willows. In many areas, riparian woodland forms a closed-canopy stand with an open understory. Intermittent streams that convey water, primarily only after major storm events, and other mesic sites such as canyons and north facing slopes support woodland dominated by coast live oak, scattered willows and California sycamores and at lower elevations, California black walnut. Understory vegetation is typically dense and often comprised of woody shrubs from the surrounding or nearby chaparral community.

Chaparral occupies hillsides and ridge tops in the higher elevations of the area where slightly more moderate conditions such as deeper soils and more available moisture are present. The slopes above the oak woodlands support mixed chaparral stands. In many locations there is considerable blending of the woodland and shrub communities. In the smaller drier canyons, chaparral shrubs occupy the canyon bottoms, which have no woodland overstory. The chaparral vegetation is dominated by chamise and hoaryleaf ceanothus. Other common shrubs are toyon, holley-leaved cherry, scrub oak, various rhus, and California coffeeberry.

Coastal sage scrub occupies drier slopes and ridges. This plant community is dominated by half shrubs, herbaceous perennials, and annual weeds and grasses. It is lower growing and typically has a more open canopy in comparison to chaparral. Dominant shrubs of the community are typically winter active, avoiding summer drought by shedding their larger leaves. The dominant shrubs are California sagebrush, black sage and white sage. In areas of disturbance by man or fire, large weeds and grasses predominate over the shrubs. Similar to chaparral, coastal sage scrub is subject to fire and has evolved with adaptations to periodic burning.

Open Water/Freshwater Marsh areas occur where dams and debris basins provide artificial conditions for a freshwater marsh environment. The Big Dalton Debris Basin has freshwater marsh habitat. This debris basin typically has water year-round and there is a natural spring north of the basin.

All development in the City is located within the urbanized area. As such little natural vegetation is present in the urbanized area.

Significant wildlife habitats do not typically occur within the urbanized portions of the City. However, the foothills area exists as an extension of the larger habitat area of the San Gabriel Mountains. The South Hills area consists of approximately 400 acres of essentially isolated habitat where no wildlife corridor exists to connect it with other natural areas. However, populations of deer and other wildlife continue, which is evidence that pathways for migration do exist. The San Dimas Canyon/San Antonio Wash and San Gabriel Canyon Significant Environmental Areas (SEA), as mapped by Los Angeles County, are located north and to the east and west in the foothills.

Regulatory Setting

Regulations exist at federal, state, and local levels with regard to biological resources and include:

- Federal Endangered Species Act
- Federal Migratory Bird Treaty Act
- Federal Clean Water Act

- California Endangered Species Act
- California Fish and Game Code
- Natural Community Conservation Planning Act
- Porter-Cologne Water Quality Control Act
- City of Glendora General Plan
- City of Glendora Zoning Code Title 16, Chapter 16.12
- City of Glendora Urban Forestry Manual

Checklist Discussion

a) b) c) d) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development is proposed as part of the Housing Element. The project would not result in the approval of any physical improvements.

Inasmuch as the Housing Element Update could indirectly result in residential development and improvement, the project could result in increased density in residential and mixed-use areas of the City. However, the City is largely built-out and the City's General Plan Land Use Element and zoning code focuses residential growth into urbanized portions of the City. Because the areas where potential development may occur have already been disturbed through urban development, no significant changes are anticipated in the diversity or number of species of plants or animals, or in the deterioration of existing wildlife habitat. No riparian habitat, wetlands, wildlife corridors or nurseries would be impacted.

Existing applicable federal, state, and/or local policies would prevent development in areas that support sensitive or special status species, federally protected wetlands, or migration corridors.

Accordingly, adoption of the Housing Element 2021-2029 would have a **less than significant impact** on biological resources, including candidate, sensitive, or special-status species; riparian habitat or other sensitive natural community; federally protected wetlands a (including, but not limited to marsh, vernal pool, coastal, etc.); or native resident or migratory fish or wildlife species, corridors, or nurseries.

e) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development of land is proposed as part of the Housing Element Update. The City does not have a tree preservation ordinance for trees on private property. However, the City does have an Urban Forestry Manual that includes policies and requirements for mitigating the impact of tree removal associated with development projects. Additionally, Title 16 of the Zoning Code applies to all city-owned property, city right-of-way, city easements, and street parkways. Should any tree trimming or removal be required as a result of projects undertaken from the Housing Element, those projects would be required to comply with the City ordinance related to trees on City property. Therefore, the project would not conflict with tree preservation policies or ordinances and impacts would be **less than significant**.

f) No Impact.

The City does not have a Habitat Conservation Plan nor Natural Community Conservation Plan. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development or rezoning/redesignation of land is proposed as part of the Housing Element. As discussed above, the project would not result in the approval of any physical improvements and does not propose any changes non-urbanized areas. The areas of the City identified for potential development sites are located within fully developed, urban settings surrounded by office, commercial, and residential land uses void of native plant or animal life and limited cover and foraging habitat and the project would not significantly impact biological resources. There are no Habitat Conservation Plans or Natural Community Conservation Plans applicable to these areas. Therefore, the project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan and **no impacts** would occur.

Mitigation Measures

None required.

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

Environmental Setting

The Gabrielino Indians were the first permanent settlement in the area. Artifacts have been found dating back to 6,000 B.C. Glendora as part of a Mexican land grant made to Henry Dalton, a British merchant. With the Treaty of Guadalupe Hidalgo, this land grant became part of the lands of California, ceded to the United States government. Homesteading of the area began in the 1860s and the area was a major agricultural area that produced a variety of fruits, vegetables, and hay. Agriculture evolved in the area to become predominately citrus groves. The City of Glendora was incorporated in 1911. Since the City’s incorporation in 1911, Glendora has evolved from a small community of citrus growers to an urban municipality of over 50,000 residents. A survey conducted in 1992 by the City’s Historic Preservation Committee identified approximately 300 potential historic resources at that time.

The Glendora Historic Landmark and Historic Resource Designations list (Updated 10/29/2018) lists 36 historic landmarks, and one historic resource. The City of Glendora has one designated Historic District covering a residential neighborhood in the vicinity of the Glendora Village. Homes and other structures in the district have been documented pursuant to an historic resource survey conducted in 1995. Alterations to buildings in this area are reviewed by the Planning Commission pursuant to a “Certificate of Appropriateness.”

Regulatory Setting

Regulations exist at federal, state, and local levels with regard to cultural resources and include:

- National Historic Preservation
- National Register of Historic Places
- Federal Native American Graves Protection and Repatriation Act
- California Register of Historic Resources
- CEQA Guidelines Section 15064.5
- California Native American Graves Protection and Repatriation Act
- California Public Resources Code Section 5097
- Assembly Bill 52
- Senate Bill 18

- Glendora General Plan Historic Preservation Element
- Glendora Zoning Code Title 21 Zoning, Chapter 21.03.050 Historic Preservation

Checklist Discussion

a), b) *Less Than Significant Impact.*

The Housing Element is a General Plan policy document that addresses housing need in the City. The Housing Element Update does not propose or authorize any specific development and would not result in physical alterations or improvements. Future development would occur in urban areas that are currently developed. It is unknown if or when any development would occur on the sites. Therefore, buildings that are not considered historic resources at this time, would need to be evaluated to determine if any are historic resources. It is unknown if there are any archaeological resources on the sites, which are located on previously developed and disturbed areas. In the unlikely event that future development does disturb archaeological resources, compliance with state regulations pertaining to discovery of archaeological resources would ensure that impacts are avoided. The project would result in a **less than significant impact**.

c) *Less Than Significant Impact.*

The 2021-2029 Housing Element is a policy document and does not propose, permit, nor authorize any development. Future residential uses to meet the RHNA demand would be located in areas that are entirely urbanized and have experienced past grading or excavation. There are no specific development projects proposed for the project that would include excavation or grading. In the unlikely event that future development does disturb human remains, compliance with state regulations pertaining to discovery of human remains would ensue. The project would result in a **less than significant impact**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Electricity

Electricity is provided to the City by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Natural Gas

Natural gas is provided to the City by Southern California Gas (SoCalGas).

Regulatory Setting

Regulations exist at federal, state, and regional levels with regard to energy and include:

- Federal Corporate Average Fuel Economy (CAFE) Standards
- Federal Energy Independence and Security Act
- California Building Energy Efficiency Standards (Title 24, Part 6)
- California Green Building Standards (Title 24, Part 11)
- California’s Renewable Portfolio Standard
- Senate Bill 350
- Senate Bill 100
- Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32
- Assembly Bill 1493 (Pavley I)
- Executive Order S-1-07 (California Low Carbon Fuel Standard)
- California Air Resources Board:
- Advanced Clean Car Regulation
- Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles
- Sustainable Communities Strategy (SB 375)

- Assembly Bill 758
- Senate Bill 1389
- California Environmental Quality Act

Checklist Discussion

a), b) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029 Update. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development is proposed as part of the Housing Element. The project would not directly result in the approval of any physical improvements. Therefore, no direct consumption of energy will occur. Inasmuch as Housing Element could indirectly result in residential development and improvement, such development would be infill development on sites that currently consume energy. In general, infill and redevelopment results in more efficient consumption of electrical and natural gas energy as new structures would be constructed in accordance with current energy regulations, such as Title 24 standards and applicable CALGreen requirements which are stricter than previous, earlier regulations.

The City adopted a Green Building Code that took effect on January 1, 2020, which introduces sustainable construction practices in planning, design, energy, resource and water efficiency, material conservation and environmental quality. Furthermore, the City allows mixed-use development in commercial zones and within residential zones with the various mixed use districts. Policies and programs of this Housing Element would encourage and facilitate the redevelopment of underutilized residential and commercial sites within the City, including along primary transit corridors. Mixed-use residential development that is both pedestrian- and transit-oriented conserves energy by reducing the number of vehicular trips and efficient use of land and construction materials.

Furthermore, in accordance with state, regional, and local plans and polices, infill development sites including those located in close proximity to transit, would reduce vehicle miles traveled resulting in a reduction in the consumption of petroleum-based fuels. Therefore, future development would not be expected to consume energy in wasteful, inefficient, or unnecessary way. As such, adoption of the Housing Element 2021-2029 would not conflict with or obstruct plans for renewable energy or energy efficiency. Accordingly, impacts would be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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?	<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?	<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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Faulting and Seismicity

One major fault zone is located within the City of Glendora. This zone is known as the Sierra Madre Fault Zone, which runs along the southern margin of the San Gabriel Mountains and is related to the Cucamonga Fault to the east and San Fernando Fault Zone to the west. In addition, to these faults, several other faults are located within the region that could have an impact on the City. The San Andreas Fault is

approximately 20 miles northeast of the City, and is considered the most seismically active fault in the southern California region.

Earthquakes that could affect the City would most likely originate from the Sierra Madre, Cucamonga, or San Andreas Fault Zones. These faults are close enough in proximity or expected to generate strong enough shaking that could affect the City. Geologic conditions within the foothill portions of the City could be impacted more severely due to the steep topography within this portion of the City and the relative instability of some of the geologic units in this portion of the City. The level of seismicity in Glendora, both as to maximum credible earthquake intensity and likely earthquake occurrences, is considered to be approximately the same as for the Los Angeles Basin.

Terrain and Soil Conditions

Two predominant terrain types are located within Glendora: alluvial fan and foothill. The alluvial fan portion of the City is characterized by gently to moderately sloping areas within the City where a vast majority of urban development has already occurred. The foothill portion of the City is characterized by moderate to very steep hillsides predominantly located along the northern boundary adjacent to the Angeles National Forest. In addition, a small area known as “South Hills” located in the southern portion of the City is also characterized by foothill terrain.

Several landslides have been mapped within the hillsides located in severely faulted and broken up. These landslides are located within bedrock units that have been severely faulted and broken up. Areas susceptible to earthquake induced landslides are located predominately in the foothill areas and South Hills.

Available data indicates that groundwater levels beneath the City range between 100 to 150 feet deep. However, certain locations however have shallow groundwater conditions and could be susceptible to liquefaction. These areas are located near Big and Little Dalton Canyons, near the western border of the City (near Citrus Avenue and the Metro Line), and near the intersection of I-210 and SR-57.

Regulatory Setting

Regulations exist at state and local levels with regard to geology and soils and include:

- California Alquist-Priolo Earthquake Fault Zoning Act
- California Seismic Hazards Mapping Act
- California Building Code
- Glendora Building Code
- Glendora General Plan Safety Element

Checklist Discussion

a.i-ii) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029 Update. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development or rezoning/redesignation of land is proposed as part of the Housing Element Update. The project will not result in the approval of any physical improvements.

Indirect impacts could occur through potential future development. The Housing Element includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects. As the areas of the City zoned for residential or commercial land use are essentially built-out, all future development will be infill and/or replacement of existing uses.

As southern California is seismically active, potential impacts associated with seismic hazards, including rupture of a fault, strong seismic shaking and seismic-related ground failure currently exist. Earthquakes that could affect the City would most likely originate from the Sierra Madre, Cucamonga, or San Andreas Fault Zones. These faults are close enough in proximity or expected to generate strong enough shaking that could affect the City. As future development would only occur on sites currently or previously developed, impacts resulting from potential construction would be the same as under current conditions.

The General Plan addresses geology and soils in the Safety Element, and the City has adopted the California Building Code that includes provisions for construction in seismically active areas, and on different types of soils. The level of seismicity in Glendora, both as to maximum credible earthquake intensity and likely earthquake occurrences, is considered to be approximately the same as for the Los Angeles Basin. Adherence to regulatory codes, such as Uniform Building Code (UBC) and California Building Code (CBC), would ensure that all new development would be built to adequately withstand strong seismic ground shaking through proper engineering and design. Depending on location and scope, may be required to prepare geologic reports to address potential geologic impacts associated with the development of the site. The City ensures compliance with development requirements at the time of building permits are issued.

Neither adoption of the Housing Element update nor any future development within the urban/developed core would result in potential impacts associated with seismic hazards that don't currently exist. Therefore, impacts related to geology and soil, such as faulting, groundshaking, and soil instability would be **less than significant**.

a.iii) *Less than Significant Impact.*

Strong seismic ground shaking could result in liquefaction of poorly consolidated and saturated soils. Liquefaction occurs when water-saturated sediments are subjected to extended periods of shaking. The Safety Element of the Glendora General Plan states that groundwater levels beneath the City range between 100 to 150 feet deep and have historically gotten lower as more ground water is pumped. Although the Housing Element itself does not propose, permit nor authorize any development, meeting the required housing needs would require future development. Adherence to regulatory codes, such as UBC and CBC, would ensure new structures be built to adequately withstand liquefaction or ground failure associated with strong seismic ground shaking through proper engineering and design. This would limit the potential impact to **less than significant**.

a.iv) *No Impact.*

The project will not result in the approval of any physical improvements. The opportunity sites are all located in areas that are predominately flat. Therefore, the potential for seismically-induced landslides to occur is low. Though landslides in the urban area are unlikely, future development in the City would be required to adhere to all applicable UBC and CBC standards therefore, therefore there would be **no impact**.

b) *Less than Significant Impact.*

The proposed project is the adoption of the Housing Element update which in and of itself does not authorize any future development. Moreover, soil erosion or loss of topsoil would generally not occur as the City is primarily built out. No specific development is proposed, and no changes to policies resulting in increased erosion would occur. Continued adherence to the standards of the existing CBC and compliance with the National Pollutant Discharge Elimination System (NPDES) permit and Storm Water Pollution Prevention Plan (SWPPP) requirements, as well as implementation of best management practices, would limit impacts related to soil erosion. Additionally, all future development will be required to implement Best Management Practices (BMPs) for construction activities as specified by the California Storm Water Best Management Practices Handbook and/or the City's Storm Water BMP Manual. The BMPs include measures guiding the management and operation of construction sites to control and minimize the volume of surface runoff. These measures address procedures for controlling erosion and sedimentation and managing all aspects of the construction process. All development projects must comply with all City, state, and federal standards pertaining to stormwater run-off and erosion. As such, impacts would be **less than significant** related to erosion.

c), d) *Less than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029 Update. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development is proposed as part of the Housing Element Update. The project would not result in the approval of any physical improvements. New developments would be located on sites that have already been developed. It is unlikely that a new structure on a previously or currently occupied site designated for urban use would experience unstable conditions that were not previously encountered. Future risks would be similar those that currently exist.

The Safety Element Policy S-1 states that no development should proceed until geo-technical investigations and recommendations are completed concerning potential soils, geologic, seismic and/or flood hazards and to determine which land uses (if any) are appropriate for the site, and to determine what measures could be undertaken to reduce risks to life and property. Proper engineering and adherence to required building standards, such as the UBC and CBC should ensure that impacts would be **less than significant**.

e) *No Impact.*

The opportunity sites identified for potential future development supported by the Housing Element are all located within urban sites within the City. The City, including the opportunity sites are served by existing sewer infrastructure. No septic tanks would be required and **no impact** would occur.

f) *Less than Significant Impact.*

As previously stated, the General Plan Housing Element is a policy document that addresses housing need in the City; no actual development is proposed as part of the Housing Element. Therefore, its adoption would not, in itself, impact paleontological resources. Future development would be constructed on infill sites or other sites that are currently occupied with structures and have previously been graded. Although future development would not likely disturb paleontological resources, geotechnical evaluations should be

conducted if redevelopment or construction would require deeper excavation than current conditions. As such, impacts would be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Global temperatures are moderated by naturally occurring atmospheric gases. These gases are commonly referred to as greenhouse gases (GHGs) because they function like a greenhouse, allowing solar radiation (sunlight) into the Earth’s atmosphere but prevent heat from escaping, thus warming the Earth’s atmosphere. GHGs, as defined under California’s Assembly Bill (AB) 32, include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition. GHG emissions from human activities are the most significant driver of observed climate change since the mid-20th century.¹ Global climate change refers to changes in average climatic conditions over the entire Earth, including temperature, wind patterns, precipitation, and storms.

Regulatory Setting

Regulations exist at federal, state, regional, and local levels with regard to GHGs and include:

- Federal Clean Air Act
- Light Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards
- California Code of Regulations, Title 24, Part 6
- California Green Building Standards Code
- Executive Order S-3-05
- Assembly Bill 32 – Global Warming Solution Act of 2006
- Senate Bill 375
- Senate Bill 743
- Senate Bill 97

¹ *United Nations Intergovernmental Panel on Climate Change, Climate Change 2013: The Physical Science Basis, Working Group I Contribution to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change, 2013.*

- Executive Order B-30-15
- Senate Bill 32 and Assembly Bill 197
- Assembly Bill 1493 – Vehicular Emissions of Greenhouse Gases
- Assembly Bill 341
- Executive Order S-01-07
- Senate Bill 350
- Senate Bill 100
- California Air Resources Board: Scoping Plan

Checklist Discussion

a) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029 Update. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development is proposed as part of the Housing Element. The project would not result in the approval of any physical improvements. The Housing Element includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects. Inasmuch as Housing Element could indirectly result in residential development and improvement, the project could result in GHG emissions from construction activities, increased vehicle use, energy consumption, natural gas combustion, water usage (i.e., water transport energy consumption), and other building sources. Such emissions would incrementally contribute to the global GHG levels.

However, since the project would not directly result in the approval of any physical improvements, no direct generation of greenhouse gases would occur. Inasmuch as Housing Element could indirectly result in residential development and improvement, such development would be infill development on sites that currently generate greenhouse gases. In general, infill and redevelopment results in fewer greenhouse gases as new structures would be constructed in accordance with current energy regulations, such as Title 24 standards and applicable CALGreen requirements which are stricter than previous, earlier regulations. The City adopted a Green Building Code that took effect on January 1, 2020, which introduces sustainable construction practices in planning, design, energy, resource and water efficiency, material conservation and environmental quality.

Furthermore, the City allows mixed-use development in commercial zones and within residential zones with the various mixed use districts. Policies and programs of this Housing Element would encourage and facilitate the redevelopment of underutilized residential and commercial sites within the City, including along primary transit corridors. Mixed-use residential development that is both pedestrian- and transit-oriented conserves energy and reduces greenhouse gases by reducing the number of vehicular trips and efficient use of land and construction materials.

Accordingly, future residential development supported by the Housing Element Update will be required to implement policies and programs that reduce GHG emissions through more energy efficient residential buildings sited proximate to transit opportunities. Therefore, the project will not generate significant greenhouse gas emissions or conflict with greenhouse gas plans and impacts would be **less than significant**.

b) *Less Than Significant Impact.*

The Housing Element would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Housing Element’s consistency with applicable plans is discussed below.

CARB Scoping Plan Consistency

In November 2017, CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State’s climate goals, and includes a description of a suite of specific actions to meet the State’s 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State’s mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State’s largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 6. As shown in Table 6, the future development accommodated in the Housing Element is consistent with the applicable strategies of the CARB Scoping Plan and would result in a less than significant impact.

**Table 6
Consistency with CARB Scoping Plan Policies and Measures**

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of the Housing Element that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The future development projects accommodated under the Housing Element will be required to comply with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of

Table 6
Consistency with CARB Scoping Plan Policies and Measures

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
	the Housing Element that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of the Housing Element that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of the Housing Element that are required to comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The future development accommodated in the Housing Element will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the future development sites of the Housing Element that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The future development of the Housing Element will be required to comply with City programs and regulations related to solid waste, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The future development projects accommodated under the Housing Element will be required to comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of the Housing Element that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero	Consistent. These are CARB enforced standards; vehicles that access the future development sites of

Table 6
Consistency with CARB Scoping Plan Policies and Measures

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
emission and plug-in hybrid light-duty electric vehicles by 2030.	the Housing Element that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of the Housing Element that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the future development sites of the Housing Element that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The future development projects accommodated under the Housing Element will be required to comply with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The future development of the Housing Element will be required to comply with City programs and regulations related to solid waste, which comply, with the 75 percent reduction required by 2020 per AB 341.
Notes: 1 Source: CARB Scoping Plan (2008 and 2017)	

Executive Orders S-03-05 and B-30-15

The future development accommodated under the Housing Element is consistent with the State’s Executive Orders S-3-05 and B-30-15, which are orders from the State’s Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The project includes elements of smart land use as it is the re-zoning and re-designation of sites within the City of Glendora in order to match forecasted population growth within the City. Furthermore, the sites identified for future development within the Housing Element are well-served by transportation infrastructure.

Although the emissions levels of the future development accommodated under the Housing Element in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State’s achievement

of that goal and it is reasonable to expect the emissions profile of the proposed uses would only decline as the regulatory initiatives identified by ARB in the First Update are implemented, and other technological innovations occur. As such, given the reasonably anticipated decline in emissions once fully constructed and operational, the future development accommodated under the Housing Element is consistent with the Executive Order's horizon-year goal.

Many of the emission reduction strategies recommended by ARB would serve to reduce the project's emissions level to the extent applicable by law and help lay the foundation "...for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050," as called for in ARB's First Update to the AB 32 Scoping Plan. As such, the project's emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Order S-3-05 and B-30-15.

SCAG's RTP/SCS

SCAG's Regional Council approved and fully adopted the Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy) and the addendum to the Connect SoCal Program Environmental Impact Report in September 2020. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently. By integrating the Forecasted Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing greenhouse gases, or GHGs, from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels).

The proposed project is that of the City of Glendora Housing Element and requires amending the City's zoning designations and density on some proposed Housing Element opportunity sites, which requires changes to the City's Zoning Code and Zoning Map. The increased density of residential units accommodated under the Housing Element is in response to SCAG developing a Regional Housing Needs Allocation (RHNA) for the City of Glendora for the City's 2021-2029 Housing Element planning period. As the City of Glendora does not currently have an adequate number of sites with zoning in place to meet the RHNA requirements, the City identified possible housing sites to address Glendora's RHNA obligation. These identified sites are the future development analyzed in this report and identified in the Housing Element.

The future sites for rezoning identified in the Housing Element are all located in developed areas with existing roadway networks and near existing transit stops. Furthermore, the sites are located in close proximity to other surrounding existing residential, commercial, and institutional uses. Therefore, as the increased residential density of the future development of the Housing Element is in response to SCAG forecasts and the future development is located in developed areas in close proximity to existing transportation networks, the Housing Element is considered to be consistent with the measures identified in the SCAG RTP/SCS.

Therefore, the Housing Element would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the future

development accommodated in the Housing Element will be required to comply with applicable Green Building Standards and City of Glendora's policies regarding sustainability (as dictated by the City's General Plan). Impacts are considered to be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 2 miles or 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Hazardous Materials

Hazardous materials encompass a wide range of substances, some of which are naturally occurring and some of which are man-made. Examples of hazardous materials include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing. Hazardous materials are used for a variety of purposes, including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Small-quantity hazardous waste generators include facilities such as automotive

repair, dry cleaners, and medical offices. Hazardous materials could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed.

Other Hazards

According to the CAL FIRE Hazard Severity Zones Map for the City of Glendora, portions of the City are located in a Very High Fire Hazard Severity Zone. These areas are located in the northern portion of the City near the Angeles National Forest and also along the City's eastern border.

Regulatory Setting

Regulations exist at federal, state, and local levels with regard to hazards and hazardous materials and include:

- Comprehensive Environmental Response, Compensation, and Liability Act
- Resources Conservation and Recovery Act
- Hazardous Materials Transportation Act
- Federal Aviation Regulations Part 77
- California Code of Regulations
- Hazardous Materials Release Response Plans and inventory Act
- Emergency Response to Hazardous Materials Incidents
- California Government Code Section 65962.5
- Emergency Response to Hazardous Materials Incidents
- Los Angeles County Multi-Jurisdictional Hazard Mitigation Plan
- City of Glendora Zoning Code, Title 11 Emergency Preparedness, Title 18 Fire, and Title 19, Chapter 19.06 Fire Hazard Severity Zone

Checklist Discussion

a), b), c), d) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The Housing Element is a policy-level document that encourages the provision of a range of housing types and affordability levels and does not include specific development proposals or development entitlements. However, future development of residential units constructed consistent with the General Plan could create a significant hazard to future residents through the exposure to the routine transport, use, or disposal of hazardous materials into the environment; through the exposure to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; through the exposure of handling or emission of hazardous materials, or by locating residential development on a site included on a list pursuant to Government Code Section 65962.5.

The project would not result in the approval of any physical improvements. The Housing Element Update includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects. Inasmuch as the Housing Element Update could indirectly result in residential development and improvement, each potential development site would be evaluated at the time of development proposal in accordance with the requirements of CEQA. Due to the fact that hazardous substances have properties that, above certain thresholds, are toxic to humans and/or the ecosystem, multiple regulatory programs in place are designed to minimize the chance

for unintended releases and/or exposures to occur. The City of Glendora and other state and local agencies, such as the Department of Toxic Substances Control and San Diego County Environmental Health and Quality Department (Hazardous Materials Division), regulate hazardous materials in coordination with one another. The County enforces Title 26, Division 6, *California Highway Patrol*, of the California Code of Regulations (CCR) to reduce impacts associated with accidental release from the transportation of hazardous materials on roads in Los Angeles County, and the potential for an increased demand for incident emergency response.

Other programs establish remediation requirements for sites where contamination has occurred. If development sites are determined to contain contaminants, proper remediation will be required in accordance with these regulatory programs. Furthermore, the types of hazardous materials used, stored, and generated by residential uses consist of typical household cleaners, solvents, and fuel waste oils, etc., which are well regulated by federal and state laws. Therefore, adoption of the Housing Element 2021-2029 would not create a significant hazard to the public or the environment with regard to the handling, use, storage, release, or emissions of hazardous materials, including in proximity to schools. Accordingly, impacts related to hazardous materials would be **less than significant**.

e) *Less Than Significant Impact.*

Bracket Field Airport is located approximately 2.9 miles from the closest Housing Element site. Therefore, impacts related to airport safety hazards and excessive noise potentially resulting from future development supported by the Housing Element would be **less than significant**.

f) *Less than Significant Impact.*

The City currently has an Natural Hazard Mitigation Plan and Multi-Hazard Functional Plan. Safety Element Figure SAF-1 shows two evacuation routes: Foothill Boulevard and Grand Avenue. Future construction and development activities that may indirectly occur as a result of the project, would be performed consistent with City engineering and fire safety standards, and are not expected to physically interfere with the Natural Hazard Mitigation Plan and Multi-Hazard Functional Plan. Therefore, there would be no impact.

Potential future residential and/or mixed-use development supported by the Housing Element would not interfere with adopted emergency response or evacuation plan because such projects are not anticipated to alter street locations or access. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. None of the projects would result in such an increase in population on the site that traffic would impede evacuation routes. Therefore, adoption of the Housing Element 2021-2029 Update would not impede or conflict with any adopted emergency response or evacuation plans and the project would have a **less than significant impact** on emergency response or evacuation plans.

g) *Less than Significant Impact.*

According to the CAL FIRE Hazard Severity Zones Map for the City of Glendora, portions of the City are located in a Very High Fire Hazard Severity Zone. These areas are located in the northern portion of the City near the Angeles National Forest and also along the City's eastern border. However, none of the Housing Element sites are located within the Very High Fire Hazard Severity Zone. The Housing Element

sites would not be subject to any more risk than other development in the City not located within a Very High Fire Hazard Severity Zone. Therefore, impacts would be **less than significant** related to wildfire.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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?	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Groundwater

The City is located within the Main San Gabriel Groundwater Basin which covers 167 square miles which is estimated to hold about 2.8 trillion gallons of water. Water enters the Basin from countless natural and man-made locations and is extracted by local water producers like Glendora. The City’s primary source of water supply is groundwater, which is delivered to the system by eight active wells; Wells 5-E, 8-E, 9-E, and 12-E are located within the Upper San Gabriel Canyon Sub-basin and Wells 2-E, 10-E, 11-E and 13-E are located within the Glendora Sub-basin of the Main San Gabriel Basin (Main Basin). The City has 9,393 AF of adjudicated water rights from the Main Basin.

Surface Water

No naturally occurring permanent surface water features exist within the City of Glendora. However, Open Water/Freshwater March areas occur where dams and debris basins provide artificial conditions for a freshwater march environment. Debris basins, check dams and storm drains transport water during wet weather events.

Flooding

The Federal Emergency Management Agency (FEMA) is mandated by the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development. Further, the Flood Disaster Protection Act requires owners of all structures in identified Special Flood Hazard Areas to purchase and maintain flood insurance as a condition of receiving Federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. The National Flood Insurance Reform Act of 1994 further strengthened the National Flood Insurance Program (NFIP) by providing a grant program for State and community flood mitigation projects. The act also established a system (Community Rating System - CRS) for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as managing the erosion hazard.

Glendora does not currently participate in the NFIP since the City is located within Zone X, as identified on the FIRM. Zone X is areas of moderate or minimal hazard from the principal source of flood in the area.

Regulatory Setting

Regulations exist at federal, state, regional, and local levels with regard to hydrology and water quality and include:

- Clean Water Act/National Pollutant Discharge Elimination System Requirements
- National Flood Insurance Program
- NPDES Construction General Permit
- NPDES Groundwater Permit
- NPDES Municipal Permit
- Porter-Cologne Water Quality Control Act
- Water Quality Control Plan for the San Diego Basin
- Los Angeles County Multi-Jurisdictional Hazard Mitigation Plan
- City of Glendora Zoning Code, Title 11 Emergency Preparedness and Title 15 Sewers
- City of Glendora Standard Grading Notes
- City of Glendora 2020 Urban Water Management Plan

Checklist Discussion

a) *Less Than Significant Impact.*

The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development or rezoning/redesignation of land is proposed as part of the Housing Element. The

Housing Element includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects.

Future residential development would either be through replacement, infill or upgrade, no undeveloped areas would be developed. The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. EPA and the State Water Resources Control Board have been developed to fulfill the requirements of this legislation. U.S. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by water quality control boards, which for the Glendora area is the Los Angeles Regional Water Quality Control Board (RWQCB).

Proposed projects are required to comply with the City's NPDES permit and local policies and ordinances regarding urban runoff and water quality. In practical terms, the requirements seek to reduce water pollution by both reducing the volume of stormwater runoff and the amount of pollutants that are contained within the runoff. The methods used to achieve these objectives vary from site to site, but can include measures such as a reduction in impervious surfaces, onsite detention facilities, biofiltration swales, settlement/debris basins, etc. Therefore, future development supported by the Housing Element would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. As such, impacts would be **less than significant**.

b) *Less Than Significant Impact.*

The City is located within the Main San Gabriel Groundwater Basin which covers 167 square miles which is estimated to hold about 2.8 trillion gallons of water. Water enters the Basin from countless natural and man-made locations and is extracted by local water producers like Glendora. The City's primary source of water supply is groundwater, which is delivered to the system by eight active wells; Wells 5-E, 8-E, 9-E, and 12-E are located within the Upper San Gabriel Canyon Sub-basin and Wells 2-E, 10-E, 11-E and 13-E are located within the Glendora Sub-basin of the Main San Gabriel Basin (Main Basin). The City has 9,393 AF of adjudicated water rights from the Main Basin.

The Main Basin (which is included as a subbasin of the San Gabriel Valley Basin, Basin Number 4-13 pursuant to DWR Bulletin 118) has been identified by DWR as a very low-priority groundwater basin partially due to the fact it is adjudicated. In that regard, the Main Basin is actively managed by the Main Basin Watermaster. As stated in the City of Glendora 2020 Urban Water Management Plan, recognizing potential impacts to local hydrology resulting from climate change and the resultant impacts to the groundwater supplies, the Main Basin Watermaster has taken (and may reinstate as needed) proactive actions to anticipate and circumvent the potential impacts of climate change., including judgment amendments, authorizing storm water capture projects, reducing operating safe yield, cyclic storage, conservation, recycling water, and stormwater augmentation. These actions would enable the City to rely on the Main Basin as a reliable source of supply.

Additionally, as the City is largely build-out, future residential development would not be expected to increase impervious surface area overall, and substantial changes to groundwater infiltration would not occur. Any future site plans would be reviewed by the City to include site-specific design measures that would allow for infiltration as part of erosion and runoff prevention. Future development projects would not contribute to the depletion of groundwater supplies and would not substantially interfere with groundwater recharge. Therefore, this impact would be **less than significant**.

c) i), ii), iii), iv) *Less Than Significant Impact.*

The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development or rezoning/redesignation of land is proposed as part of the Housing Element Update. The Housing Element Update includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects. As all of the sites would be infill or replacement, it is not likely that any future grading and vegetation removal could expose soil to erosion during construction activities.

All future development would be required to comply with codes that address stormwater runoff control. New housing projects would be required to adhere to water quality and runoff regulations including those set forth by the National Pollution Discharge Elimination System (NPDES) Construction General Permit and the City's Standard Grading Notes. As such, development projects are required to implement Best Management Practices (BMPs) for construction activities as specified by the California Storm Water Best Management Practices Handbook, and/or the City's Minimum Best Management Practices and Storm Water BMP Manual. The BMPs include measures guiding the management and operation of construction sites to control and minimize the potential contribution of pollutants to storm runoff from these areas. These measures address procedures for controlling erosion and sedimentation and managing all aspects of the construction process to ensure control of potential water pollution sources. All development projects must comply with all City, state, and federal standards pertaining to stormwater run-off and erosion.

In addition, given that the City is primarily build-out, future residential development would not be expected to result in increased impervious surface area, substantial changes to drainage patterns, or changes to groundwater infiltration. Accordingly, impacts related to the alteration of drainage patterns would be **less than significant**.

d) *Less than Significant Impact.*

The City is located inland and is not located near the Pacific Ocean or near any bodies of water that could create tsunami or seiche. The City is located within Zone X, as identified on the FIRM. Zone X is areas of moderate or minimal hazard from the principal source of flood in the area. Therefore, the City would only be subject to moderate or minimal risk from flooding. Furthermore, the Project is a policy document and does not propose any development nor changes to any existing land use designations. Accordingly, impacts related to the risk from flooding would be **less than significant**.

e) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The project would not result in the approval of any physical improvements. The Housing Element includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects. Inasmuch as Housing Element Update could indirectly result in residential development and improvement, such development would be subject to regulations and policies specifically designed to prevent surface and groundwater water quality and hydrology effects as well as prevent flooding. Therefore, future development supported by the Housing Element would not conflict with water quality or groundwater management plans and impacts related to hydrology and water quality would be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
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 a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The City of Glendora is approximately 20 square miles, located in the eastern San Gabriel Valley. I-210 runs through the central portion of the city as does the Historic Route 66. Arrow Highway bounds the southern edge of the City of Glendora, between Barranca Avenue to the west, and Valley Center Avenue to the east.

Glendora is a largely residential community, with local serving commercial areas, light industrial uses, offices, local and regional parks, and open space. Most of the existing residential uses are single-family homes developed in the 1960s through the 1980s when Los Angeles County was experiencing the most residential building permit activity.

Regulatory Setting

Regulations exist at state and local levels with regard to land use and include:

- California Planning and Zoning Law, Government Code Sections 65000 et seq.
- Southern California Association of Governments Connect SoCal Plan
- City of Glendora General Plan
- City of Glendora Zoning Ordinance

Checklist Discussion

a) No Impact.

Projects with the potential to divide a community include highways, railways, and large building or infrastructure projects that change the street grid. The project is the adoption of the City of Glendora Housing Element 2021-2029. The project would not result in the approval of any physical improvements or development projects. The Housing Element policies guide housing, emphasizing provision of affordable housing and a range of housing types and locations. The Housing Element includes an inventory of sites that are adequate to accommodate the City’s assigned share of regional housing need, but it does not propose development projects. Future residential development would be primarily infill both through redevelopment of an existing site or the development of higher density mixed use projects. As such, adoption of the Housing Element 2021-2029 would not physically divide an established community and **no impact** would occur.

b) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The project would not result in the approval of any physical improvements and does not propose any changes to the General Plan Land Use Element. As the Housing Element is a mandatory element of the General Plan, it must be consistent with it. The Housing Element includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects.

In order to meet the RHNA, the City would restore the permitted density in the BG Zoning District of the Route 66 Specific Plan from 20 dwelling units per acre and two stories, to 30 dwelling units per acre and increase the height limit to three stories. In addition, the City would increase allowable density in the Arrow Highway Specific Plan from 25 dwelling units per acre and 2-3 stories, to 30 dwelling units per acre and three stories. Therefore, the Housing Element could indirectly result in residential development and improvement, the project would result in increased density in residential and mixed-use areas of the City in an effort to meet their RHNA allotment. However, increasing the density on the Route 66 – BG and Arrow Highway sites would only restore these sites to their original density and no General Plan amendments would be required.

On top of restoring/increasing permitted densities, the City is proposing to rezone two sites: the Route 66/Glendora Site, which would be rezoned to Route 66 TCMU to permit 30 units per acre consistent with its previous zoning and the adjacent zoning and the 100 W. Route 66 site, which would be rezoned to Route 66 TCMU to permit 30 units per acre consistent with surrounding zones. The rezoning of these sites would not require any General Plan Amendments.

The zoning established for these areas provides development standards intended to provide for new development to have similar characteristics (such as mass, bulk, height, and density) as the surrounding areas. Future development would occur on sites already zoned for housing and would follow the City's standard procedures for review, including public notice, environmental review, and consideration of design and neighborhood context. The identified opportunity sites could be developed in the future with or without the Housing Element. New residential development would be required to comply with all applicable plans and regulations including the General Plan and the City's Municipal Code. All development projects are subject to environmental review as appropriate in compliance with CEQA prior to approval. Project and site-specific concerns would be evaluated and addressed as development projects for specific sites are proposed. As such, impacts related to conflicts with land use plans, policies, and regulations would be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Regulations and responsible agencies exist at the state level with regard to mineral resources and include:

- Surface Mining and Reclamation Act of 1975
- Division of Oil, Gas, and Geothermal Resources
- Division of Mines and Geology

Checklist Discussion

a), b) No Impact.

No portion of the City is delineated as a mineral resource or mineral resource recovery site in the City’s General Plan. Portions of Glenora are shown as a Mineral Resource Zone in Figure 9.6 of the Conservation Element of the Los Angeles County General Plan. However, there are no active mines or mineral resource extraction occurring in the City and all of the Housing Element sites are currently developed with land uses that are not related to mining or mineral extraction. Due to limited resources available and the urban nature of the City, **no impact** would occur.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise Fundamentals

Sound is described in terms of amplitude (i.e., loudness) and frequency (i.e., pitch). The standard unit of sound amplitude measurement is the decibel (dB). The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted dB scale (dBA) provides this compensation by emphasizing frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound audible at such a level that the sound becomes an undesirable by-product of society’s normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or results in adverse health effects. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

The definition of noise as unwanted sound implies that it has an adverse effect, or causes a substantial annoyance, to people and their environment. However, not every unwanted audible sound interferes with normal activities, causes harm, or has adverse health effects. For unwanted audible sound (i.e., noise) to be considered adverse, it must occur with sufficient frequency and at such a level that these adverse impacts are reasonably likely to occur.

Vibration Fundamentals

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

Environmental Setting

Noise in Glendora comes from transportation sources, including freeways, arterials, and roadways and non-transportation sources, such as commercial/industrial activities, construction equipment and various community activities. The noise environment in Glendora is dominated by vehicular traffic including vehicular generated noise along Interstate 210 (I-210) and primary and secondary arterials. In addition, a number of other sources contribute to the total noise environment. These noise sources include construction activities, power tools and gardening equipment, loudspeakers, auto repair, radios, children playing and dogs barking.

Regulatory Setting

Various private and public agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects associated with noise. Federal, state, regional, and local guidelines include the following:

- Federal Transit Administration and Federal Railroad Administration Standards
- Federal Aviation Administration Standards
- California Noise Control Act
- California Code of Regulations
- City of Glendora General Plan
- City of Glendora Municipal Code

Checklist Discussion

a), b) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The project would not result in the approval of any physical improvements and does not propose any changes to the General Plan Land Use Element. The Housing Element includes an inventory of sites that are adequate to accommodate the City's assigned share of regional housing need, but it does not propose development projects. As no specific development projects are proposed by the project, no specific noise and vibration impacts can be evaluated. Indirect construction activity associated with future potential development could possibly result in temporary increases in noise levels. All construction activities would continue to be required to comply with the City's noise ordinance and undergo project-level CEQA review to analyze impacts related to noise when more specific project details are known. Such compliance would reduce noise levels associated with construction activities.

Noise sources associated with potential future development would include those typical of suburban areas (e.g., mechanical equipment, dogs/pets, landscaping activities, weekly garbage collection, cars parking). These noise sources are typically intermittent and short in duration, and would be comparable to existing sources of noise experienced at surrounding residential uses. As most of the identified opportunity sites are located in established residential and mixed-use commercial/residential districts with existing noise sources, potential increases would be below established thresholds for consideration of a significant impact.

Temporary construction activities as a result of future development could result in excessive groundborne vibration or groundborne noise. The exact nature of potential future construction that could occur is not known at this time; thus, construction noise levels cannot be estimated. However, all construction activities would be required to comply with the City's noise ordinance and discretionary projects would undergo project-level CEQA review to analyze impacts related to noise when more specific project details are known. Such compliance would reduce noise groundborne vibration and noise levels associated with construction activities. Impacts would be **less than significant**.

c) *No Impact.*

Bracket Field Airport is located approximately 2.9 miles from the closest Housing Element site. Therefore, the Housing Element sites would not be exposed to airport noise that is any greater than the rest of Glendora. There would be **no impact** related to exposure to excessive noise potentially resulting from future development supported by the Housing Element.

Mitigation Measures.

None required.

	Potentially Significant Impact	Less Than Significant Impact with the Incorporated Mitigation	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Since incorporation in 1911, the City has grown from a small citrus-producing community of 2,000 persons to 51,773 persons by 2018. Historically, much of the City's population growth has been due to annexation of surrounding unincorporated land. From 1980 to 1990, annexations increased the City's population by about 10,000 people.

The City's population was 51,773 persons in 2018, an increase of 1,471 persons from 2010 to 2018. This increase represents an approximately three-percent increase from the 2010 Census figure of 50,073. This growth is consistent with the previous period from 2000 to 2010, which had an approximate one-percent population increase of 49,415 to 50,073 respectively.

The City experienced rapid housing growth in the 1980s, the majority of which was due to annexation of adjacent unincorporated land. Since 1990, however, residential housing development has slowed significantly due primarily to the scarcity of vacant land and a reduction in demand. Between 1990 and 2000, the number of housing units in the City increased by 1.6 percent, from 16,876 units to 17,145 units. By 2010, the number of housing units in Glendora grew to 17,778, an increase of 3.7 percent since 2000. According to the California Department of Finance Population and Housing Estimates 2020, Glendora has a total of 18,488 housing units, representing a 4 percent increase since 2010. The most prevalent housing type in Glendora is single-family detached with 13,306 units.

Regulatory Setting

Regulations and plans exist at state, regional, and local levels with regard to populations and housing and include:

- California Government Code Section 65583 and 65584(a)(1)
- Senate Bill 375
- Southern California Association of Governments Connect SoCal
- Regional Housing Needs Assessment

Checklist Discussion**a) No Impact.**

The project is the adoption of the City of Glendora Housing Element 2021-2029. The General Plan Housing Element is a policy document that addresses the housing need in the City; no actual development is proposed as part of the Housing Element. The Housing Element contains housing goals intended to encourage housing to meet the City's housing needs. The expectation is that as growth occurs consistent with the existing General Plan, housing would be provided to serve all income levels of the city, including both moderate- and low-income residents. The project would not result in the approval of any physical improvements and does not propose any changes to the General Plan Land Use Element. Although the project does not propose development projects itself, it identifies opportunity sites that are adequate to accommodate up to 2,276 new housing units.

Based on the persons per household rate of 2.9 used by SCAG in the 2016-2040 RTP/SCS Final Growth Forecast, the development of 2,276 housing units would generate 6,601 new residents for a total of 58,374 residents. The City's population in 2020 was 51,773 and SCAG 2016-2040 RTP/SCS Final Growth Forecast by jurisdiction estimates the City to increase to 53,400 by 2035 and 54,300 by 2040. Although the Housing Element would result in slightly higher population than those estimated by SCAG, the increased residential density of the future development of the Housing Element is in response to SCAG RHNA housing numbers distributed for the City. State housing law requires that the RHNA be consistent with the development pattern of the SCS (Connect SoCal) but does not specify any other requirements between the two plans.

Therefore, the Housing Element Update demonstrates that the state-mandated share of housing for the City can be accommodated and is consistent with development levels anticipated by regional and local planning documents. The Housing Element, as a policy document accommodates rather than inducing population growth and **no impact** would occur.

b) No Impact.

The project is the adoption of the City of Glendora Housing Element 2021-2029. The General Plan Housing Element is a policy document that addresses the housing needs in the City. No actual development is proposed as part of the Housing Element Update. The purpose of Government Code Section 65863 (No Net Loss Law), is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's regional housing need allocation (RHNA), especially for lower- and moderate- income households. Implementing the Housing Element would not result in any displacement. Therefore, **no impacts** would occur.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. 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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fire Protection

The City of Glendora became a member of the Los Angeles County Fire Protection District in 1969. The Los Angeles County Fire Department provides the City of Glendora with fire suppression and emergency medical services. The District receives funding from the City for this service from the base property tax paid by property owners.

The Los Angeles County Fire Department provides its services from three (3) Fire Stations strategically located within the City boundaries. In addition, the Los Angeles County Fire Department provides for the public’s safety by deploying and staffing a variety of emergency response vehicles Air and Wildland, Emergency Medical Services, Fire Prevention, Rescue, Forestry, Health Hazardous Material and Emergency Operations.

Police Protection

The Glendora Police Department provides Patrol, Community Preservation, Investigations, Traffic, Jail, as well as the K-9 Program, and Emergency Services. Various Department programs include Child Safety Seat Inspections, Citizen's Academy, Volunteer Auxiliary, Glendora Safe Schools and the Glendora Safe Driving Pledge, and the Explorer Program.

The Police Department is divided into two Divisions consisting of various Bureaus. The Administrative Division includes the Community Relations Bureau, Community Preservation/Code Enforcement Bureau and Records Bureau. The Operations Division includes the Patrol Bureau, Investigations Bureau, Traffic Bureau, Jail Bureau, and Emergency Services.

The Patrol Bureau’s primary mission is to enhance the safety and security of the community by providing professional frontline law enforcement services. There are 56 employees assigned to the Patrol Bureau, comprised of four (4) Lieutenants, seven (7) Sergeants, four (4) Corporals, twenty-one (21) sworn Officers, eight (8) Police Service Representatives (dispatchers), five (5) Jailers, five (5) Reserve Police Officers, and two (2) Community Services Officers (CSO). These employees provide 24/7 public safety through field

units, the communication center, and jail operations. Patrol Officers are assigned to one of four Police Service Districts (geographic areas) and are supported by Motorcycle Traffic Officers, Reserve Police Officers, a K-9 Unit, and Community Services Officers.

Schools

Glendora is served by three school districts: the Glendora Unified School District, the Charter Oak Unified School District, and the Azusa Unified School District. The Districts provide preschool, elementary, middle, high schools and adult education. Glendora Unified School District boundaries are the portions of the City located north of I-210. Charter Oak Unified School District boundaries are located south of I-210. The Azusa School District serves the neighborhood that is south of I-210 and west of Grand Avenue.

State Assembly Bill (AB) 2926 authorized school districts to assess all new development a fee to offset impacts proposed projects might have on the school facilities. Whenever possible, the Districts have requested that developers provide full impact mitigation on development. The establishment of special tax districts, full cost recovery agreements or the provision of relocatable classrooms in lieu of fees are just a few examples of such mitigation measures.

Parks

The City has eight parks that provide a variety of recreation opportunities, including passive and active recreational spaces. Active parks include Finkbiner Park, Gladstone Park, Gladstone Skate Park, Louie Pompei Memorial Sports Park, Ole Hammer Park, Sandburg Middle School Park, South Hills Park and Willow Springs Park. Passive Parks include Big Tree Park, South Hills Wilderness Area and Big Dalton Wilderness Park. Both South Hills and Big Dalton provide primarily riding and hiking opportunities.

The City has three special use parks: the Glen Oaks Municipal Golf Course, Carlyel E. Linder Equestrian Park, and the Centennial Heritage Park. The City of Glendora includes roughly 19 miles of hiking, equestrian and multi-use trails within city limits with access to 32 trails. These trails are primarily divided among two different wilderness areas: Big Dalton Wilderness Area and the South Hills Wilderness Area. Big Dalton Wilderness Area is comprised of approximately 690 acres and contains 14 hiking and multi-use trails varying from easy to very strenuous in difficulty. South Hills Wilderness Area is comprised of approximately 2200 acres and contains 15 hiking and multi-use trails varying from easy to strenuous in difficulty.

Other Public Facilities

The City has one public library located at 140 S. Glendora Avenue. The Library has a collection of approximately 138,000 items in a variety of formats, such as books, electronic books (e-books), audio books on compact disk (CD), tape and digital Playaway, music CDs, software programs, educational and classic movies on DVD and Blu-ray, magazine subscriptions, newspaper subscriptions and pieces of microform.

The Library's website was created and is maintained by Library staff. It is available from home, school or work 24 hours a day, seven days a week effectively creating an internet branch library. It hosts 16 information databases, one interactive homework tutor service, 24/7 web-based reference service, two electronic book (downloadable) subscription databases, one children's ebook database, a Weblinks

collections for subject access to the internet and specialized website links for children and teens. The public can access their library accounts, renew materials, place holds.

The Library's 11 full-time and 19 part-time staff members are cross-trained and share responsibilities for backstage and front-line service maximizing the Library's ability to respond to the everchanging needs of our community of users.

Regulatory Setting

Regulations and policies exist the state and local level with regard to public services and include:

- California Mutual Aid Plan
- Senate Bill 50
- Quimby Act and Assembly Bill 1359
- City of Glendora General Plan

Checklist Discussion

a) *Less Than Significant Impact.*

The Housing Element is a policy document that does not authorize specific development projects. However, implementation of the programs contained in the Housing Element could result in new housing that addresses the City's RHNA allocation and the City's policies addressing a range of housing needs including affordable housing. While the Housing Element update would not directly introduce new structures, future infill development and redevelopment could continue to occur to accommodate future demands.

The City estimates fire protection needs based on growth as projected in the City's General Plan and Housing Element. It is anticipated that as new development and service levels would be consistent with existing projections. Additionally, as part of the planning and development review process, new residential development projects would be evaluated by the Glendora Fire Department to determine the level of and demand for fire protection services that would be generated by each project. Therefore, impacts to fire protection services will be **less than significant**.

b) *Less Than Significant Impact.*

The General Plan Housing Element is a policy document that addresses housing need in the City and does not include any specific development of land. Therefore, adoption would not, in itself, create increased demand for City of Glendora Police Department services. The possible increase in population that may occur as a result of adoption of the Housing Element would not increase the demand for law enforcement protection service to the extent that new law enforcement protection facilities would be required. The demand for law enforcement services in Glendora is determined not only by the needs of residents but also by visitors to the City. Future residential development projects, consistent with the City's housing needs would be evaluated by the Glendora Police Department to determine the level of and demand for police protection services that would be generated by each project. Therefore, impacts to fire protection services will be **less than significant**.

c) *Less Than Significant Impact.*

Implementation of the programs contained in the Housing Element should result in new housing that addresses the City's RHNA allocation and the City's policies addressing a range of housing needs including

affordable housing. Planning for future school facilities is the responsibility of the school districts. The environmental effects of expansion, construction, and operation of additional school facilities would be evaluated by the Glendora Unified School District and the Charter Oak Unified School District. In accordance with state law pursuant to Government Code Section 65996 and SB 50, California legislation holds that an acceptable method of offsetting a project’s effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. Therefore, future development at identified opportunity sites would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities. Impacts related to schools would be **less than significant**.

d) *Less Than Significant Impact.*

The General Plan Housing Element is a policy document that addresses housing need in the City and does not include any specific development of land. Future development to meet projected population would be infill in established neighborhoods. According to the General Plan, the City will continue to expand and enhance its recreational programs and services to serve the City’s population by employing cooperative agreements with the school districts to provide additional recreational resources and by continuing to coordinate with various civic and private groups to provide an overall recreation program that is well coordinated and responsive to the needs of the community. Additionally, the City has identified vacant parcels for use in meeting future park and recreation needs. The City, at its discretion, may require dedication of land and/or payment of fees for the purpose of providing and preserving open space and recreational facilities and improvements in developing areas, as provided for in Chapter 20.38 of the Municipal Code. Therefore, impacts would be **less than significant**.

e) *Less Than Significant Impact.*

The General Plan Housing Element is a policy document that addresses housing need in the City and does not include any specific development of land. Library services are provided by the City. The library is funded by the City with fiscal assistance provided by the Glendora Public Library Friends Foundation. The GPL Friends Foundation provides volunteer and financial support for the life changing programs and services of the Glendora Public Library. Each year during the City’s budget cycle, the Library Board of Trustees together with Library staff identifies projects, materials, services and/or programs which meet Glendora’s need for quality services. The City would continue to fund the Glendora Library from taxes collected in the City, along with funding provided by the Glendora Public Library Friends Foundation. Impacts from potential future development on the library will be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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"/>

Environmental Setting

Please refer to Environmental Setting above Section 15 – Parks.

Checklist Discussion

a), b) *Less Than Significant Impact.*

Please refer to discussion above Section 15.d – Parks.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Environmental Setting

The City of Glendora shares borders with the City of San Dimas on the east, southeast, and south, City of Covina on the southwest, and the City of Azusa on the west. The Angeles National Forest and Glendora Wilderness Park form the City’s northern border.

Many of the arterial roadways through the City of Glendora extend beyond the city boundaries into neighboring cities. Circulation issues and travel patterns, likewise, extend beyond the Glendora city limits. The land use decisions and traffic patterns in these other jurisdictions have the potential to affect the quality of traffic flow and mobility in the City of Glendora, and conversely, traffic conditions and decisions made by the City of Glendora can affect its neighbors.

Regulatory Setting

Regulations and policies exist at the state, regional, and local levels as follows:

- Senate Bill 743
- SCAG Connect SoCal
- City of Glendora General Plan

Checklist Discussion

a), b) *Less Than Significant Impact.*

The project is the adoption of the City of Glendora Housing Element 2021-2029. The project does not propose any specific development projects as the Housing Element only identifies opportunity sites that are feasible for development. These sites are located on developed lots and would not change the existing street grid if developed.

The majority of the sites are located proximate to transit on Arrow Highway, Gladstone Street, Historic Route 66, and Foothill Boulevard. Several of the sites would be located within ¼ to ½ mile of the future Metro Gold Line. These locations would be consistent with SCAG Connect SoCal policies that support increasing residential concentrations in areas served by transit and implementation of smart growth designed to strengthen the integration of land use and transportation.

Inasmuch as Housing Element Update could indirectly result in residential development and improvement, the development would occur in residential and mixed-use areas of the City already designated in the General Plan for housing. Therefore, development within these sites and their associated transportation impacts have already been accounted for in association with the adopted land use plan and Circulation Element. In addition, any future development projects supported by the Housing Element Update would be evaluated at the project proposal stage and subject to the state, regional, and local plans, and the policies therein. Therefore, impacts would be **less than significant**.

c) *Less Than Significant Impact.*

Future development supported by the Housing Element would result in typical types of traffic associated with residential and mixed-use development (i.e., residents, visitors, and employee commutes). The Housing Element 2021-2029 does not propose any uses that would generate traffic from incompatible uses such as farm equipment. No specific plans for any development projects are proposed at this time; however, the design of roadway improvements, access roads, intersections, and driveways of any future project would be required to adhere to City of Glendora design guidelines and standards and the final design must be approved by the City prior to the issuance of development permits. Accordingly, impacts related to design hazards potentially resulting from future development supported by the Housing Element would be **less than significant**.

d) *Less Than Significant Impact.*

As discussed previously, the Housing Element does not include specific development projects, and instead, only provides a framework for the City's anticipated future residential growth and housing demand. Potential future residential and/or mixed-use development supported by the Housing Element would not interfere with emergency access because such projects are not anticipated to alter street locations or access. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. Future access and roadways would be reviewed for consistency with City of Glendora design guidelines and standards and the final design must be approved by the City. Therefore, impacts to emergency access resulting from future development supported by the Housing Element would be **less than significant**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>18. TRIBAL CULTURAL RESOURCES. Consultation with a California Native American tribe that has requested such consultation may assist a lead agency in determining whether the project may adversely affect tribal cultural resources, and if so, how such effects may be avoided or mitigated. Whether or not consultation has been requested, would the project cause a substantial adverse change in a site, feature, place, cultural landscape, sacred place, or object, with cultural value to a California Native American tribe, which is any of the following:</p>				
<p>a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				
<p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Assembly Bill 52 (AB 52, Gatto. Native Americans: California Environmental Quality Act) and CEQA Public Resources Code Section 21080.31, subdivisions (b), (d)), requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill (SB) 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan, or to designate open space that includes Native American Cultural Places. The tribal organizations eligible to consult have traditional lands in a local government’s jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research’s Tribal Consultation Guidelines (2005), “the intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to cultural places.”

Regulatory Setting

The regulation that guides the consideration and treatment of tribal cultural resources is:

- Assembly Bill 52
- Senate Bill 18

Checklist Discussion

a) i), ii) ***No Impact.***

The Housing Element is a policy document consistent with the General Plan. The project is the adoption of the City of Glendora Housing Element 2021-2029. The project would not result in the approval of any physical improvements and does not propose any changes to the General Plan Land Use Element, to a base designation, or to any physical development standards. The Housing Element will not, in and of itself, result in impacts to tribal cultural resources. Therefore, **no impact** would occur.

Pursuant to Assembly Bill 52, California tribes now have the ability to establish, through a formal notice letter, a standing request to consult with a lead agency regarding any proposed project subject to CEQA in the geographic area with which the tribe is traditionally and culturally affiliated. The Native American Heritage Commission has authority to verify the tribes' cultural affiliation. A lead agency must provide written notification to requesting tribes on its notice list within 14 days of a decision to undertake a project or a determination that a project application is complete. Notice to the tribes must include a brief project description, the project location, and the lead agency's contact information. A tribe then has 30 days to request consultation. If the tribe does not respond in that period or writes to decline consultation, the lead agency has no further obligation. The City of Glendora initiated consultation with the Gabrieleno Band of Mission Indians - Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino Tongva Tribe, San Manuel Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians and their designated tribal representative for their participation in the Housing Element update and requested information regarding tribal cultural resources within the City on July 2, 2021. The City of Glendora did not receive any responses within the 30-day period.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Water

Water in Glendora is supplied by the City. The City is classified as an urban water supplier because it serves more than 3,000 customers (i.e. individual metered accounts) and it supplies more than 3,000 acre-feet of water annually to its customers for municipal purposes. The City is a sub-agency of Three Valleys Municipal Water District, a wholesale water agency.

The City adopted the 2020 Urban Water Management Plan in June 2021. The City's 2020 Plan was prepared in coordination with planning agencies including the City of Glendora's Planning Division, the Los Angeles County Department of Regional Planning, and the Southern California Association of Governments (SCAG). The UWMP anticipates adequate water supply to meet projected future demand through 2045 under single and multiple dry year scenarios. Therefore, adequate water supply is available to accommodate the RHNA during the Housing Element planning period.

Senate Bill 1087 (enacted 2006) requires that water providers develop written policies that grant priority to proposed development that includes housing affordable to lower-income households. The legislation

also prohibits water providers from denying or conditioning the approval of development that includes housing affordable to lower income households unless specific written findings are made. The City will provide a copy of the adopted Housing Element to the California American Water Company within 30 days of adoption. The City will continue to coordinate with the California American Water Company to ensure priority service provision to affordable housing developments.

Wastewater

The Public Works Department is responsible for manages the City's sanitary sewer collection system, which serves a population of approximately 50,000 residents and consists of about 142 miles of gravity sewer lines. The City's local sewers discharge into the Sanitation Districts of Los Angeles County facilities for conveyance, treatment, and disposal. The field operation and maintenance services are fulfilled by utilizing the services provided by the Consolidated Sewer Maintenance District (CSMD), which is managed by the Los Angeles County Department of Public Works (LACDPW).

The City adopted a Sewer System Management Plan in 2015. The Sewer System Management Plan is intended to meet the objectives outline in the State Water Resources Control Board related to preventing and managing sewer overflows. The Sewer System Management Plan outlines operation and maintenance programs, overflow emergency response plans, and a system evaluation and capacity assurance plan.

Senate Bill 1087 also mandates priority sewage collection and treatment service to housing developments providing units affordable to lower-income households.

Solid Waste

Athens Services has provided solid waste services in the City since 1992, through a series of fixed term agreements. These services include trash pickup, recycling, bulky item pickup and bin service, and green waste collection. In 2011, AB 341 was adopted establishing a policy goal that 75% of statewide solid waste should be reduced, recycled, or composted by 2020. This is an expansion of previous state goals to divert 50% of community-wide waste. This measure is in compliance with state goals of waste reduction.

Checklist Discussion

a), b), c), d), e) *Less Than Significant Impact.*

The Housing Element itself does not propose specific developments nor does it conflict with any other element of the General Plan. Given the built-out character of Glendora, most residential areas are already served with infrastructure. Existing water delivery, wastewater collection infrastructure and solid waste disposal is available to all properties located in the residential sites inventory. Moreover, the City has adequate water and wastewater capacity to accommodate the RHNA of 2,276 units identified in the Housing Element. Any new development in the City would continue to comply with all provisions of the NPDES program as well as federal, state, and local management and reduction statutes and regulations related to solid waste. The City has established specific standards for potential improvements and facilities required to serve new development, including curb/gutter and drainage facilities, sidewalks, paved streets, landscaping, undergrounding utilities, and water and sewer service. Such improvements are required as a condition of the subdivision map, or if there is no required map, improvements are required as part of the building permit process. Therefore, implementation of the Housing Element would have a **less than significant impact.**

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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 wildfire risks, and thereby expose project occupants to, pollutant concentrations from 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

According to the CAL FIRE Very High Fire Hazard Severity Zones mapping, the City of Glendora has areas located within Very High Fire Hazard Severity Zones both under local and state responsibility. These areas are in the northern areas of the City adjacent to and south of the open space areas of Angeles National Forest.

Checklist Discussion

a) *Less Than Significant Impact.*

The City currently has a Natural Hazard Mitigation Plan and Multi-Hazard Functional Plan. The MHFP addresses the City’s planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City’s emergency management organization within the SEMS and describes the overall responsibilities of Federal, State and county entities and the City for protecting life and property and assuring the overall wellbeing of the population.

Safety Element Figure SAF-1 shows two evacuation routes: Foothill Boulevard and Grand Avenue. Potential future residential and/or mixed-use development supported by the Housing Element would not interfere with adopted emergency response or evacuation plan because such projects are not anticipated to alter street locations or access. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. None of the projects would result in such an increase in population on

the site that traffic would impede evacuation routes. Therefore, adoption of the Housing Element 2021-2029 would not impede or conflict with any adopted emergency response or evacuation plans and the project would have a **less than significant impact** on emergency response or evacuation plans.

b) ***Less Than Significant Impact.***

Wildfires represent a significant threat to parts of the City due to the City's adjacency to open space areas of the Angeles National Forest. None of the Housing Element sites are located in the area of the City that is mapped as a Very High Fire Hazard Severity Zone. Therefore, potential future projects would not exacerbate risks from wildland fires. The Safety Element, Natural Hazard Mitigation Plan, and Multi-Hazard Functional Plan include policies and actions related to wildfire hazards to reduce risk and increase community resiliency and adaptive capability. Any future development on the sites would be subject to City policies as outlined in the Safety Element, Natural Hazard Mitigation Plan, and Multi-Hazard Functional Plan. Although all parts of the City could be subject to pollutant concentrations from a wildfire, the Housing Element sites would not be subject to these pollutants at a level that is any different than other areas of the City. Therefore, a **less than significant** impact would occur.

c) ***Less Than Significant Impact.***

The Housing Element is a policy document that does not propose specific development. Potential future development would occur as infill, replacement or mixed use within the existing urbanized core. Thus, it would not be anticipated that any future development projects would 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. Therefore, a **less than significant impact** would occur.

d) ***No Impact.***

None of the Housing Element sites are located in the area of the City that are subject to landslides. Therefore, potential future projects would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Thus, there would be **no impact**.

Mitigation Measures

None required.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Checklist Discussion

a) No Impact.

The Housing Element is a General Plan policy document that addresses housing need in the City; no actual development of land is proposed as part of the Housing Element. The Housing Element does not authorize any development. Therefore, its adoption would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. Therefore, **no impact** would occur.

b) Less Than Significant Impact.

The proposed project involves the adoption of the City’s General Plan Housing Element, which guides future housing. No specific development projects would occur as a result of the Housing Element; and no redesignation/rezoning of land is proposed. Therefore, adoption of the Housing Element, in itself, would not result in cumulative impacts.

Furthermore, cumulative impacts associated with future housing development have been evaluated at a program level in the General Plan CEQA document. The Housing Element in large measure does not propose changes to the City’s adopted housing related policies and programs including those set forth in

the General Plan (Land Use Element) and the 2013-2021 Housing Element. Since the Housing Element is consistent with the General Plan, adopting the Housing Element would not create new cumulative impacts or increase the significance of cumulative impacts identified in the General Plan CEQA document. Therefore, impacts would be **less than significant**.

c) *Less Than Significant Impact.*

Future development supported by the Housing Element would be required to comply with numerous required measures related to human safety and the quality of the environment, as described throughout this document. Therefore, adoption of the Housing Element 2021-2029 would result in no environmental effects that would cause substantial direct or indirect adverse effects on human beings and impacts would be **less than significant**.

Mitigation Measures

None required.