

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i> a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Background

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect greenhouses have in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth’s temperature; however, emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth’s atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

In 2005, in recognition of California’s vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHG would be progressively reduced, as follows:

By 2010, reduce greenhouse gas emission to 2000 levels;

By 2020, reduce greenhouse gas emission to 1990 levels; and

By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

In response to Executive Order S-3-05, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (2006 CAT Report). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various state agencies to ensure that the Governor's targets are met and can be met with existing authority of the state agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Section 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

As a central requirement of AB 32, the ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limits. This Scoping Plan, which was developed by the ARB in coordination with the CAT, includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's Emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the state; and implementation of a low-carbon fuel standard that will make the fuels used in the state cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emission from trucks and from ships docked in California ports. The Climate Change Scoping Plan was approved by the ARB on December 22, 2008. According to the September 23, 2010 AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

Although not originally intended to reduce GHGs, California Code of Regulations (CCR) Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings require less electricity and reduce fuel consumption, which in turn decreased GHG emissions. The current 2010 Title 24 standards were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects within California after January 1, 2011 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

Responses:

- a, b) **Less than significant impact.** The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. The emissions of GHG were estimated using CalEEMod, using the same factors and assumptions as described above for air quality.

At buildout, the project would result in direct annual emissions of GHGs during operation. Direct emissions of GHG from operation of the proposed project are primarily due to natural gas consumption and mobile source emissions. Area and mobile source emissions were calculated using CalEEMod using default assumptions for multi-family residences.

The proposed project would also result in indirect GHG emissions due to the electricity demands of the proposed project. The emission factors for GHG due to electrical demand from Southern California Edison, the electrical utility serving the proposed project, were selected in the CalEEMod model. The emission factors take into account the current mix of energy sources used to generate electricity and the relative carbon intensities of these sources.

Electricity consumption was based on default data found in CalEEMod for the appropriate land use type, and by taking into account the number of units included with the project. In addition to electrical demand, the project would also result in indirect GHG emissions due to water consumption, wastewater treatment, and solid waste generation. GHG emissions from water consumption are due to the electricity needed to convey, treat, and distribute water. GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH₄ into the atmosphere. GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH₄ into the atmosphere. CalEEMod default values were used for consumption of water and generation of waste as well as the emissions resulting from these activities.

Table 7, Estimated Unmitigated GHG Emissions, lists the estimated GHG emissions from the proposed project's construction and operational activities. The estimated emissions are reported in units of metric tons of carbon dioxide equivalent (MTCO₂e) per year. Carbon dioxide equivalent (CO₂e) incorporates impacts from GHGs other than CO₂, which are primarily N₂O and CH₄ for this project. The SCAQMD recommends that construction GHG emissions be amortized over the project lifetime in order to include construction GHG emissions as part of the operational strategy to reduce GHG emissions. The SCAQMD defines a project lifetime as 30 years. Therefore, the total construction-related GHG emissions have been amortized over a 30-year period.

Table 9
Estimated Unmitigated GHG Emissions

GHG Emissions Source	GHG Emissions (MTCO ₂ e/Year)
Construction	
2016	557
2017	306
Construction (Total)	863
Construction (Amortized over project Lifetime)	29
Operational	
Mobile	394
Area Sources	10
Energy Consumption	107
Waste	15
Water Supply	13
Total Annual (Includes Amortized Construction Emissions)	568
SCAQMD Draft Threshold	3,000

*Source: Entech Consulting Group. (2015). Emissions calculations are provided in **Appendix A**.*

The SCAQMD has not yet formally adopted significance thresholds for emissions of GHG. However, a SCAQMD working group has produced draft guidance that includes proposed significance thresholds for land use projects. The draft threshold applicable to land use projects is 3,000 MTCO₂e/year.

In April 2008, the SCAQMD convened a GHG CEQA Significance Threshold Working Group in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents. The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that may be utilized at the discretion of lead agencies. The SCAQMD will periodically review and revise the threshold in consideration of any adopted statewide guidance or other information. In October 2008, the Working Group released a draft guidance document, *Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, which uses a tiered approach to determine a project's significance. It is similar, but not identical, to CARB's proposal, such that projects meeting as yet to be determined performance standards and screening levels result in a less than significant impact. The SCAQMD has proposed a screening level of 10,000 MTCO₂e per year for industrial projects and 3,000 MTCO₂e per year for residential and commercial projects. The SCAQMD includes construction and transportation emissions in their numerical thresholds. In December 2008, the SCAQMD adopted the GHG significance threshold for industrial projects where the SCAQMD is the lead agency. The SCAQMD has not adopted a threshold for residential and commercial projects. The SCAQMD thresholds were developed using an accepted methodology, are specific to the South Coast, and are in line with other thresholds in use at other air districts, and are therefore appropriate to use for the proposed project.

The California Attorney General has prepared a Fact Sheet listing various mitigation measures that local agencies may consider to offset or reduce global warming impacts and ensure compliance with AB 32. Compliance with GHG reduction policies is shown by assessing the CAT Greenhouse Gas Reduction Strategies and the Attorney General Greenhouse Gas Reduction Measures. As shown in **Tables 8 and 9**, the proposed project would be consistent with GHG reduction policies.

Table 10
Project Consistency with Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
<p>Vehicle Climate Change Standards: AB 1493 required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the CARB in September 2004.</p> <p>Diesel Anti-Idling: The CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.</p> <p>Hydrofluorocarbon (HFC) Reduction</p> <ol style="list-style-type: none"> 1. Ban retail sale of HFC in small cans. 2. Require that only low global warming potential (GWP) refrigerants be used in new vehicular systems. 3. Adopt specifications for new commercial refrigeration. 4. Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5. Enforce federal ban on releasing HFCs. <p>Alternative Fuels: Biodiesel Blends: CARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.</p> <p>Alternative Fuels: Ethanol: Increased use of E-85 fuel.</p> <p>Heavy-Duty Vehicle Emission Reduction Measures: Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector.</p>	<p>Consistent: The vehicles that travel to and from the project site on public roadways would be in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. The future development of the area would not interfere with the Statewide implementation of this strategy.</p> <p>Consistent: Current State law restricts diesel truck idling to 5 minutes or less. Diesel trucks making deliveries to the Project Area are subject to this statewide law. Construction vehicles are also subject to this regulation.</p> <p>Consistent: This strategy applies to consumer products. All applicable products would comply with the regulations that are in effect at the time of manufacture.</p> <p>Consistent: The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.</p> <p>Consistent: Future residents of the Project Area could choose to purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity. Future development of the Project Area would not interfere with the statewide implementation of this strategy.</p> <p>Consistent: The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable CARB efficiency standards that are in effect at the time of vehicle manufacture. The Proposed Project would not interfere with the statewide implementation of this strategy.</p>

Strategy	Project Consistency
<p>Achieve 50 Percent Statewide Recycling Goal: Achieving the state’s 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills.</p>	<p>Consistent: The City of San Dimas exceeds the 50 percent diversion rate with a 62 percent recycling rate.</p>
<p>Zero Waste – High Recycling: Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.</p>	<p>Consistent: The City of San Dimas waste diversion rate is 62 percent. Future development of the Project Area would also be subject to all applicable state and City requirements for solid waste reduction as they change in the future.</p>
Department of Forestry	
<p>Urban Forestry: A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent: Future development of the Project Area would include drought-resistant landscaping. In addition, a green open space area would be located in the center of the project site.</p>
Department of Water Resources	
<p>Water Use Efficiency: Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.</p>	<p>Consistent: The Upper San Gabriel Valley Municipal Water District has an aggressive approach to watershed management in the San Gabriel Valley. Programs include a High Efficiency Toilet Residential Retrofit Program and smart gardening classes.</p>
Energy Commission (CEC)	
<p>Building Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Consistent: Future development of the project area will comply with Title 24 standards that are in effect at the time of development.</p>
<p>Appliance Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>Consistent: Under state law, appliances that are purchased for the use of future homes- both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.</p>
<p>Fuel-Efficient Replacement Tires & Inflation Programs: State legislation established a statewide program to encourage the production and use of more efficient tires.</p>	<p>Consistent: Residents of the Project Area could purchase tires for their vehicles that comply with state programs for increased fuel efficiency. Future development of the Project Area would not interfere with the statewide implementation of this strategy.</p>
<p>Municipal Utility Energy Efficiency Programs/Demand Response: Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.</p>	<p>Consistent: Southern California Edison leads the nation in renewable energy, delivering approximately 14.5 billion kilowatt-hours of renewable energy to customers in 2010. This constitutes about 19.4 percent of the energy we deliver to customers. Southern California Edison (SCE) currently has sufficient contracts in place that, when delivered, will meet 20 percent or more of its customers' energy needs with renewable energy.</p>

Strategy	Project Consistency
<p>Municipal Utility Renewable Portfolio Standard: California’s Renewable Portfolio Standard (RPS), established in 2002, requires that all load-serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.</p>	<p>Consistent: Renewable energy accounts for 19.4 percent of energy.</p>
<p>Municipal Utility Combined Heat and Power: Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.</p>	<p>Not Applicable: Future development within the Project Area will adhere to the City’s requirements for energy efficient development.</p>
<p>Alternative Fuels: Non-Petroleum Fuels: Increasing the use of non-petroleum fuels in California’s transportation sector, as recommended as recommended in the CEC’s 2003 and 2005 Integrated Energy Policy Reports.</p>	<p>Consistent: Residents within the Project Area could purchase alternative fuel vehicles and utilize these fuels once they are commercially available in the region and local vicinity.</p>
Business, Transportation, and Housing	
<p>Measures to Improve Transportation Energy Efficiency: Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools, and information that advance cleaner transportation and reduce climate change emissions.</p>	<p>Consistent: The proposed Project Area is an urban infill rezoning; the proposed land uses would have readily available access to public transportation.</p>
<p>Smart Land Use and Intelligent Transportation Systems (ITS): Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p>	<p>Consistent: The project traffic study provides a list of the bus lines near the project site. The public transportation system provides access to the project site from across the region.</p>
State and Consumer Service Agency (Department of General Services)	
<p>Green Buildings Initiative: Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>	<p>Consistent: Southern California Edison leads the nation in renewable energy, delivering approximately 14.5 billion kilowatt-hours of renewable energy to customers in 2010. This constitutes about 19.4 percent of the energy we deliver to customers. SCE currently has sufficient contracts in place that, when delivered, will meet 20 percent or more of its customers’ energy needs with renewable energy.</p>
Public Utilities Commission (PUC)	
<p>Accelerated Renewable Portfolio Standard: The Governor has set a goal of achieving 33 percent renewable in the state’s resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.</p>	<p>Consistent: Southern California Edison leads the nation in renewable energy, delivering approximately 14.5 billion kilowatt-hours of renewable energy to customers in 2010. This constitutes about 19.4 percent of the energy we deliver to customers. SCE currently has sufficient contracts in place that, when delivered, will meet 20 percent or more of its customers’ energy needs with renewable energy.</p>

Strategy	Project Consistency
<p>California Solar Initiative: The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 megawatt by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>	<p>Consistent: No construction is being proposed as part of the project. Future development of the residential subdivision will be required to be designed to support the installation and use of solar equipment when and if they become cost effective from a purchase and maintenance standpoint of future property owners. The Proposed Project would not preclude the implementation of this strategy by future development of the parcels or energy providers.</p>

**Table 9
Project Consistency with Applicable Attorney General Greenhouse Gas Reduction Measures**

Strategy	Project Consistency
Transportation-Related Emissions	
<p>Diesel Anti-Idling: Set specific limits on idling time for commercial vehicles, including delivery vehicles.</p>	<p>Consistent: CARB’s Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling restricts diesel truck idling to 5 minutes or less. Diesel trucks making deliveries to the Project Area are subject to this statewide law.</p>
<p>Transportation Emissions Reduction: The project applicant shall promote ride sharing program by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading waiting areas.</p>	<p>Consistent: The project traffic study provides a list of bus lines near the project site. The public transportation system provides access to the project site from across the region.</p>
<p>Transportation Emissions Reduction: Contribute transportation impact fees per residential and commercial unit to the City to increase transit service.</p>	<p>Consistent: Developers within the Project Area would be required to pay applicable fees.</p>
<p>Transportation Emissions Reduction: Provide shuttle service to public transportation.</p>	<p>Consistent: Shuttle service to public transportation would be unnecessary as the Project Area is near bus stops.</p>
<p>Transportation Emissions Reduction: Incorporate bike lanes into the project circulation system.</p>	<p>Not applicable: The proposed Project Area would use the existing City of San Dimas circulation system. However, the proposed Project Area would not preclude the addition of bike lanes to City streets.</p>
<p>Transportation Emissions Reduction: Provide on-site bicycle and pedestrian facilities (showers, bicycle parking, etc.) for commercial uses, to encourage employees to bicycle or walk to work.</p>	<p>Consistent: The proposed Project Area is within reasonable proximity to several mass transit options.</p>
Solid Waste and Energy Emissions	
<p>Solid Waste Reduction Strategy: Project construction shall require reuse and recycling of construction and demolition waste.</p>	<p>Consistent: The City of Dimas has a diversion rate of 73 percent and a 67 percent recycling rate.</p>
<p>Water Use Efficiency: Require measures that reduce the amount of water sent to the sewer system. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.</p>	<p>Consistent: The Upper San Gabriel Valley Municipal Water District has an aggressive approach to watershed management in the San Gabriel Valley. Programs include a High Efficiency Toilet Residential Retrofit Program and smart gardening classes.</p>

Strategy	Project Consistency
Land Use Measures, Smart Growth Strategies and Carbon Offsets	
<p>Smart Land Use and Intelligent Transportation Systems: Encourage mixed-use and high-density development to reduce vehicle trips, promote alternatives to vehicle travel, and promote efficient delivery of services and goods.</p> <p>Smart Land Use and Intelligent Transportation Systems: Require pedestrian-only streets and plazas within the project site that may be reached conveniently by public transportation, walking or bicycling.</p>	<p>Consistent: The proposed subdivision and rezoning is a single-family infill development. The Project Area is located near public transit.</p> <p>Consistent: The Project Area and subdivision are located near public transportation (bus stops). The City of San Dimas has excellent streets with sidewalks network with wide parkways that are planted with canopy trees that makes walking easier during the warmest months of the year.</p>

Therefore, because the proposed project would result in annual GHG emissions that are less than the SCAQMD proposed numerical threshold, construction and operation of the project would not result in a significant impact on global climate change and would not hinder or delay the County’s ability to meet the state’s climate change goals. Also, the proposed project is consistent with the CAT Greenhouse Gas Reduction Strategies and the Attorney General Greenhouse Gas Reduction Measures. This is considered a less than significant impact, and no further analysis is necessary.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>8. HAZARDS AND WASTE MATERIALS. <i>Would the project:</i></p> <p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>			✓	
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>		✓		
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?</p>			✓	

d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

Responses:

- a) **Less than significant impact.** A significant impact would occur if the proposed project would create a significant hazard through the routine transfer, use, or disposal of hazardous materials. Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. Operation of the proposed project would involve the limited use and storage of common hazardous substances typical of those used in residential dwelling units. However, no industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Hazardous materials expected for occasional use may potentially include limited quantities of custodial products, pesticides, and other landscaping supplies. All hazardous materials would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations, and would not pose significant hazards to the public or the environment. Therefore, impacts related to the transport, use, or disposal of hazardous materials use would be less than significant.
- b) **Less than significant with mitigation incorporated.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. All structures occupying the Project Site would be demolished to accommodate the proposed subdivision that subsequently would be developed with 28 single family dwelling units. It is possible that the structures contain lead-based paint and asbestos-containing materials, which may potentially create a significant hazard to the

public or the environment through the release of hazardous materials into the environment. Lead-based paint (LBP) is considered a health hazard for people, especially children. From the turn of the century through the 1940s paint manufacturers used lead as a primary ingredient in many oil-based paints. California law requires that all buildings constructed on or before January 1, 1979 or schools constructed on or before January 1993 to be presumed to contain LBPs.¹³ Structures (residential, commercial, or industrial) are affected by lead-based paint regulations if remodeling, renovations, or demolition activities would disturb lead-based paint surfaces. Similarly, building materials containing asbestos were commonly used in structures built between 1945 and 1980. These materials include vinyl flooring and mastic, wallboard and associated joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating systems components, and roofing materials. Airborne particles of asbestos have been found to be hazardous to human health. Phase 1, Environmental Assessment Report for 841 N. San Dimas Avenue, indicated that some building materials containing asbestos were found at the site. With the implementation of **Mitigation Measure MM-HAZ-1**, impacts related to the release of hazardous materials would be less than significant with mitigation incorporated.

- c) **Less than significant.** The project site is less than 0.25-mile south of Chaparral High School located 121 W. Allen Avenue, Ekstrand Elementary School is 0.7 miles southeast located at 400 N. Ekstrand Avenue, which are the closest schools to the site. As the proposed project consists of residential uses, the types of hazardous materials that would be stored or released on the site would be limited to typical household materials such as solvents, cleaners, and pesticides. In addition, the project would comply with City of San Dimas Building Division, Public Works Department, and Los Angeles County Fire Department requirements related to health, safety, and emergency access. With compliance with these regulations, potential impacts associated with hazardous materials would be less than significant. No further analysis is necessary.
- d) **No Impact.** The proposed project site is not associated with any known hazardous materials or on any known hazardous materials list. The project site is not listed on the United States Environmental Protection Agency's National Priority List¹⁴ or the State Water Resources Control Board's Geotracker list.¹⁵ One previous record was found in Geotracker corresponding to 811 N. San Dimas Avenue for M & M Horses dated April 14, 1998. The case was related to the removal of a 500 gallon underground tank used for gasoline storage. The removal of the underground tank was conducted by PIC Environmental Services under the jurisdiction of County of Los Angeles Department of Public Works. The tank was disposed in accordance with the law. At the time of removal, a soil sample was recovered from under the tank for testing. The recovered soil sample was chemically analyzed to document subsurface soil conditions. The sample measured nondetectable or background concentration for all targeted petroleum

¹³ California Code of Regulations (CCR) Title 17, Division 1, Chapter 8, Section 35043

¹⁴ United States Environmental Protection Agency, National Priorities List website, <http://www.epa.gov/superfund/sites/npl/> The National Priorities List is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories.

¹⁵ State WaterResources control Board, Geotracker website, <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=3228+E+Holt+Ave%2C+West+Covina%2C+CA> GeoTracker is a geographic information system (GIS) that provides online access to environmental data. GeoTracker is the interface to the Geographic Environmental Information Management System (GEIMS), a data warehouse which tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies.

contaminants, indicating a lack of historic leakage. The case was completed and closed on July 21, 1998. Therefore, no impact is anticipated, and no further analysis is required.

- e, f) No Impact.** The closest airport to the Project Area is the Brackett Field Airport that is located slightly over 2 miles southeast of the Project Area. The project is located within the Brackett Field Airport Influence Area, but is not within the airport's noise contours. Therefore, the proposed project would not expose people in the Project Area to excessive noise levels associated with airports. No further analysis is necessary.
- g) Less than significant impact.** The rezoning of the Project Area and proposed Oak Valley subdivision is not anticipated to interfere with an emergency response plan or evacuation plan. The City's 2004 Natural Hazard Plan includes policies and procedures to be administered by the Los Angeles County Fire Department which is the City's contract fire service provider in the event of a disaster. The proposed subdivision proposed a new public street access, which will provide fire emergency vehicle access and will comply with all applicable City codes that would include Fire Department requirements. Therefore, the impact would be less than significant and no further study is required.
- h) No impact.** The City of San Dimas faces the greatest ongoing threat from a wind-driven fire in the Wildland/Urban Interface area found in the hillsides and canyons in the northern part of the City according to the 2004 Natural Hazard Mitigation Plan. The project is located in an urbanized area with development surrounding the project and not located within a high fire hazard area. The project will not be impacted by a wildland fire. No further analysis is required.

Mitigation Measure

The following mitigation measure is required to ensure impacts related to geology and soils would remain less than significant.

- MM-HAZ-1** Asbestos and lead-based paint shall be abated in accordance with all applicable rules and regulations. Abatement activities shall be completed to the satisfaction of the appropriate regulatory agency(ies) prior to issuance of demolition permits for the proposed project. Abatement of asbestos shall be conducted in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?		✓		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?		✓		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			✓	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			✓	

i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j)	Inundation by seiche, tsunami, or mudflow?			✓	

Responses:

- a) **Less than significant with mitigation incorporated.** A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB), the County of Los Angeles, and the City of San Dimas.

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: (1) the handling, storage, and disposal of construction material containing pollutants, (2) the maintenance and operation of construction equipment; and (3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

As required under the NPDES, the proposed project applicant is responsible for preparing a SWPPP to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objective of the NPDES stormwater program are to: (1) effectively prohibit non-storm water discharges, and (2) reduce the discharge of pollutants from stormwater conveyance systems to the Maximum Extent Practicable (“MEP” statutory standards) The SWPPP would incorporate the required implementation of Best Management Practice (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Furthermore, the implementation of the **Mitigation Measures MM-HYD-1** through **MM-HYD-12** would ensure that the proposed project’s construction-related water quality impacts would be less than significant with mitigation incorporated.

The proposed project would continue to generate operational-related surface water runoff. The applicant is required to submit Storm Water Pollution Prevention. The plan requires a retention/infiltration system to be installed on-site designed to treat runoff generated by the proposed project and accept runoff that currently is collected at a storm drain on San Dimas Avenue that would be abandoned. A new proposed storm drain would be installed underground that would run underneath from the proposed new public street within the proposed subdivision. The rerouted storm drain will connect to an onsite underground retention basin that would carry overflow by connecting to the existing storm drain line that connects to the storm drain basin on the eastside of Cataract and Cody Road. The proposed project would also comply with water quality standards and wastewater discharge requirements set forth by LID for the City of San Dimas and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID and implementation of design-

related BMPs, including applicable requirements in the mitigation measures below, would ensure that the operation of the proposed project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, operational water quality impacts would be less than significant with mitigation incorporated.

- b) **No impact.** A significant impact would occur if the proposed project substantially depleted groundwater or interfered with groundwater recharge. The proposed project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. Therefore, no impacts related to groundwater are anticipated.
- c) **Less than significant with mitigation incorporated.** A significant impact would occur if the proposed project substantially altered the drainage pattern of the site or an existing stream or river, so that substantial erosion or siltation would result on-or off site. With the exception of the drainage infrastructure servicing the two single-family homes and accessory structures, no infrastructure currently exists on the site. Currently conditions on the site are generally undeveloped with large portions of permeable surface. During construction, erosion and siltation from the project site and surrounding areas could increase significantly as a result of soil disturbance and construction operations. Construction-related activities that expose soils to potential mobilization by rainfall/runoff and wind are primarily responsible for sediment releases. Such activities include removal of vegetation from the site, grading of the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Unless adequate erosion controls are installed and maintained at the site during construction, significant quantities of sediment may be delivered to the downstream receiving waters.

Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. The applicant would provide a SWPPP as required by, and in compliance with, the Construction General MS4 Permit. The General Permit requires the SWPPP to include BMPs to be selected and implemented based on the determined project risk level to effectively control erosion and sediment to the Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT). Operation of the proposed project would result in an increase in land use intensity and, thus, potentially an increase in the presence of site contaminants. However, a private storm drain will be located within the project site and will ensure any flow is treated prior to being released into the San Dimas storm drain system on Cataract. For these reasons and with the implementation of the **Mitigation Measures MM-HYD-1 through MM-HYD-12** water quality impacts would be less than significant.

- d) **Less than significant impact.** A significant impact would occur if the proposed project substantially altered the drainage pattern of the site or an existing stream or river so that flooding would result. As discussed above, the project site currently naturally drains southwest. The MS4 General Construction permit, SWPPP and Mitigation Measure HYD-7 require projects to meet pre-development runoff conditions. As such, the proposed project includes will include BMPs including on-site infiltration and treatment of flows prior to being released into the Walnut Creek Channel.

The project site also includes a drainage that runs east to west through the site. As discussed in Section IV, the existing drainage will be rerouted to treat water onsite and maintained by the

private development. Therefore, impacts related to drainage and flooding would be less than significant.

- e) **Less than significant impact.** A significant impact would occur if runoff water exceeded the capacity of existing or planned storm drain systems serving the project site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. As discussed above, the project site currently drains southwest. Upon implementation of the proposed project, the drainage pattern for the project site would be similar. Although impervious surface on the project site would increase, compliance with Low Impact Development standards and inclusion of BMPs will ensure off-site flows to Cataract storm drain basin will not substantially increase. In addition, all flows will be treated prior to being discharged into the City storm drain on Cataract Avenue. As storm flows would be controlled on-site, the proposed project would not result in runoff exceeding the capacity of the existing or planned storm drain system. Therefore, impacts related to runoff would be less than significant.
- f) **Less than significant.** A significant impact would occur if the proposed project substantially degraded water quality. Surface water quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, fertilizer/pesticide uses, human/animal littering, careless material storage/handling, and poor property management. Street and parking lot/garage-generated pollutants typically contain atmospheric pollution, tire-wear residues, petroleum products, oil and grease, fertilizer and pesticide wash-offs, industrial chemical spills, as well as animal droppings and litter types of wastes. The pollutants are washed from street surfaces by a rainfall adequate to produce sufficient runoff. The amount of pollutants washed off the street surface is a function of the amount of pollutants on street surfaces and amount of surface water flow by storm and non-storm events such as hosing down of walkways and parking garage surfaces. These pollutants have the potential to degrade water quality and may result in significant impacts. The project site currently drains southwest. A private storm drain system will be installed on the project site that will connect to a proposed retention basin. The private storm drain will ensure any flows are treated prior to being released into the catch basin (along Cataract Avenue).

Operation of the proposed project would result in an increase in land use intensity and, thus, potentially an increase in the presence of site contaminants. However, the private storm drain will ensure any flows are treated prior to being released into the City's storm drain. The Homeowner's Association will be responsible for maintaining the filter and grates of the project's catch basin. Further, construction and operations would be required to comply with applicable federal, state, and local regulations, as well as code and permit provisions in order to prevent violation of water quality standards or waste discharge requirements. The residential uses associated with the proposed project would not be expected to degrade water quality. Therefore, impacts related to water quality would be less than significant.

- g) **Less than significant impact.** Most of the annual rainfall in the region occurs in the winter with potential flooding resulting from intense storms that may cause rapid runoff. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) identify areas subject to flooding during the 100-year storm event. Most of the Project Area is located in FEMA Zone X, which is an area with an annual 1 percent chance of flooding. A portion of the Project

Area that transverse the southwestern portion of the proposed Oak Valley Subdivision is identified in the FIRM as having a 2 percent chance of flooding (FEMA Flood Insurance Rate Map No. 06037C175F, September 26, 2008)¹⁶. The proposed parcels may need to be raised at least 1 foot to accommodate the potential for flooding. Therefore the proposed project is located in a 100-year flood hazard area. The parcels will be developed in the future meeting all the requirements of FEMA to account for flooding potential. As such, impacted related to flooding would be less than significant.



Exhibit 4 – FEMA National Flood Hazard Map

- h) Less than significant impact.** A significant impact would occur if the proposed project would place structures within a 100-500 year floodplain such that flood flows would be impeded or redirected. As previously mentioned, although the project site is located within the 100-year flood zone (Zone X), any future structures built on the parcels will meet all of the requirements from FEMA to account for flooding potential. As a result, impacts would be less than significant.
- i) Less than significant impact.** The Project Area is located approximately 3.5 miles southwest of the San Dimas Dam, which is owned and maintained by the Los Angeles County Department of Public Works. As such, the Project Area is located within a Dam Inundation Zone as identified by the Los Angeles County Public Works Department¹⁷. The General Plan Safety Element states that seiches, or earthquake-generated waves are a potential hazard. However, waves are generated

¹⁶ <http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-117.83029102661186,34.111670496270456,-117.78874897338811,34.12339510918382>

¹⁷ <http://dpw.lacounty.gov/apps/wmd/floodzone/map.htm>

in enclosed or restricted bodies of water such as lakes or reservoirs and are similar to the sloshing of water in a bucket or bowl when shaken or jarred. As such, the easiest way out for the water is over the lowest side of the enclosure, the greatest effects are usually felt in the mouths of feeding streams or when the water overtops the dam, dumping large volumes of water on areas downstream. Failure at the San Dimas Canyon Reservoir or the Puddingstone Diversion Dam both located above the northern portion of the City, would affect primarily City-owned properties such as public rights-of-way.

As discussed previously, although the project site is located within Zone X and a Dam Inundation Zone, the building pads would be raised to reduce the potential for damage associated with flooding. In addition, a safety mechanism have been put in place that accounts for failure to the San Dimas Dam. Therefore, impacts related to flooding would be less than significant.



Exhibit 5 – Los Angeles County Dam Inundation Zone

- j) **Less than significant impact.** A significant impact would occur if the proposed project exposed persons or structures to an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is not mapped within a tsunami hazard zone. Similarly, damage to the Project Area due to a seiche is not likely because failure of the San Dimas Dam would primarily affect public rights-of-way. Furthermore, the Project area is not located within a hilly area or positioned downslope from any unprotected slopes or landslide areas. Therefore, less than significant impact related to inundation by seiche, tsunami, or mudflow would occur.

Mitigation Measures

The following mitigation measures are required to ensure impacts related to hydrology and water quality would remain less than significant.

- MM-HYD-1** Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the Building Division, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures.
- MM-HYD-2** All waste shall be disposed properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Nonrecyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- MM-HYD-3** Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drain.
- MM-HYD-4** Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- MM-HYD-5** All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.
- MM-HYD-6** The project applicant shall implement stormwater BMPs to retain or treat the runoff from a storm event producing one-inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook, Part B - Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- MM-HYD-7** Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- MM-HYD-8** Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- MM-HYD-9** Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- MM-HYD-10** Storage areas shall be paved and sufficiently impervious to contain leaks and spills.
- MM-HYD-11** All storm drain inlets and catch basins within, and immediately adjacent to the project site, as permitted and approved by the Department of Public Works, must be stenciled

with prohibitive language (such as “NO DUMPING – DRAINS TO OCEAN”) and/or graphical icons to discourage illegal dumping. Legibility of stencil and signs must be maintained at all times.

MM-HYD-12 An efficient irrigation system shall be designed to minimize runoff, including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. <i>Would the project:</i>				✓
a) Physically divide an established community?			✓	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

Responses:

a) **No impact.** The project site is located within the Single Family Very Low General Plan Land Use designation. Implementation of the new zoning classification can result in the construction of up to 78 additional single-family dwelling units. Surrounding land uses include residential uses to the west and south of the Project Area. A Southern California Edison substation abuts a portion of the Project Area on the northeastern side on the corner of Allen Avenue and San Dimas Avenue. The Bonita Unified School District administrative offices and industrial uses are located to the north across Allen Avenue. Future development would not impede access to any existing development in the Project Area. Furthermore, no streets or sidewalks would be permanently closed as a result of the development. The proposed project would provide access to the site via existing roadways; thus there would be no change in roadway patterns. No separation of uses or disruption of access between land use types would occur as a result of the proposed rezoning and subsequently, the development of 28 single family dwelling units. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community and no impact would occur from project implementation. No further analysis is required.

- b) **Less than significant impact.** The City of San Dimas General Plan includes several policies that would be applicable to the proposed project. These policies are listed below in **Table 10** followed by a determination of the project’s consistency with each policy.

Table 11
Project Consistency with General Plan Policies

General Plan Policy	Project Consistency
Housing Element – Goal 1: Conserve and improve existing housing ins San Dimas. Policy 1.1: Preserve the character, scale and quality of established residential neighborhoods.	The proposed project is consistent with the policy. The proposed project will provide single-family homes in a well-designed community, compatible with the surrounding neighborhoods, and design to meet all energy and building codes to create a decent, safe, and sanitary community.
Housing Element Goal 2: Provide adequate housing site to accommodate Regional Housing Needs. Policy 2.3: Continue to encourage design consistent with the General Plan and appropriate to the community context.	The proposed project is consistent with this policy. The Project Area will intensify the land uses by allowing a higher density that still maintain the rural town low density atmosphere of San Dimas.
Housing Element Goal 4: Remove Governmental Constraints. Policy 4.3: Maintain an efficient entitlement process with coordinated permit-processing.	The proposed project is consistent with this policy. The project is being processed in an efficient manner to facility the project but still comply with all other goals and policies of the City’s General Plan goals and policies.
Land Use Goal 8: Ensure adequate community participation in planning for the future of San Dimas Objective 8: Provide opportunities for all City residents to participate in the Planning of San Dimas	The City through the entitlement process will hold community meeting and public hearing to allow residents to participate in the decision making process.

The project site is located within the Single Family Very Low of the San Dimas General Plan and is zoned for residential uses.

The project requires the granting of the following requests:

1. General Plan Amendment
2. A Zone Change
3. An Overlay Zone
4. Tentative Tract Map approval
5. Development Plan Review Board
6. Tree removal permit

The General Plan Amendment and Zone Change would be consistent with the allowed density on the subject property, which allows for the development of single-family units at a density of

up to 6 units per acre. The proposed subdivision would subdivide 10.55 acres of the Project Area to create 32 parcels. However, the rezoning of the Project Area could allow up to 78 new single-family dwelling units. Upon granting of these requests, potential impacts would be less than significant and no further analysis is necessary.

- c) **No impact.** The project site is not located within a natural conservation community or a habitat conservation area. Thus, the proposed project would not conflict with any applicable conservation elements or natural community conservation plan. No anticipated impact would occur as a result of the project, and no further analysis is needed

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Responses:

- a-b) **No impact.** The project site is located in an area that is already heavily urbanized. The Land Use Element of the City of San Dimas General Plan does not indicate an important mineral resource located on or near the project site. Therefore, no impact associated with mineral resources would occur, and no further analysis is necessary.