501 West Route 66 and 532 Parker Drive Project

Initial Study/Proposed Mitigated Negative Declaration

Volume I

Prepared for:

City of Glendora
116 East Foothill Boulevard
Glendora, CA 91741

Prepared by:

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430 North Halstead Street
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November 23, 2020

TABLE OF CONTENTS

TABLES ***PAGE***

FIGURES ***FOLLOWS PAGE***

APPENDICES

SECTION 1.0
PROJECT DESCRIPTION

1.1 PROJECT TITLE

501 West Route 66 and 532 Parker Drive Project

1.2 LEAD AGENCY

City of Glendora (City)

1.3 PRIMARY CONTACT PERSON

City of Glendora
Mark Carnahan, City Planner
116 East Foothill Boulevard Glendora, CA 91741
(626) 914-8253

1.4 PROJECT LOCATION

The approximately 0.7-acre (31,487 square feet) proposed project site is located at 501 West Route 66, Glendora, California 91740 and 532 Parker Drive, Glendora, California 91741 in the County of Los Angeles (Figure 1.4-1, *Regional Vicinity Map*). The proposed project site is directly adjacent to residential and commercial properties and is located approximately 0.6 mile north of Interstate 210 Foothill Freeway (Figure 1.4-2, *Local Vicinity Map*). The proposed project site consists of three vacant land parcels with Assessor's Parcel Numbers (APNs) 8639-027-900, 8639-027-901, and 8639-027-902 and bordered by APNs 8639-027-005, 8639-020-015, and 8639-027-001. The proposed project is bound on the north by multi-family residential property, on the east by mobile homes, on the south by the Historic Route 66, and on the west by residential and commercial properties. A restaurant (El Amigo) is located on the adjacent neighboring corner parcel directly southwest of the proposed project. The proposed project site appears on the U.S. Geological Survey (USGS) 7.5-minute series Glendora topographic quadrangle (Figure 1.4-3, *Topographic Map*).[1] The elevation ranges across all three parcels from approximately 712 feet above mean sea level (MSL) to approximately 715 feet above MSL from north to south of the project site respectively.

1.5 PROJECT SPONSOR

Robert Artura, Building Worx Development, LLC
130 North Glendora Avenue
Glendora, CA 91741
(626) 771-6534

[1] U.S. Geological Survey. 1998. 7.5-Minute Series, Glendora, California, Topographic Quadrangle. Reston, VA.

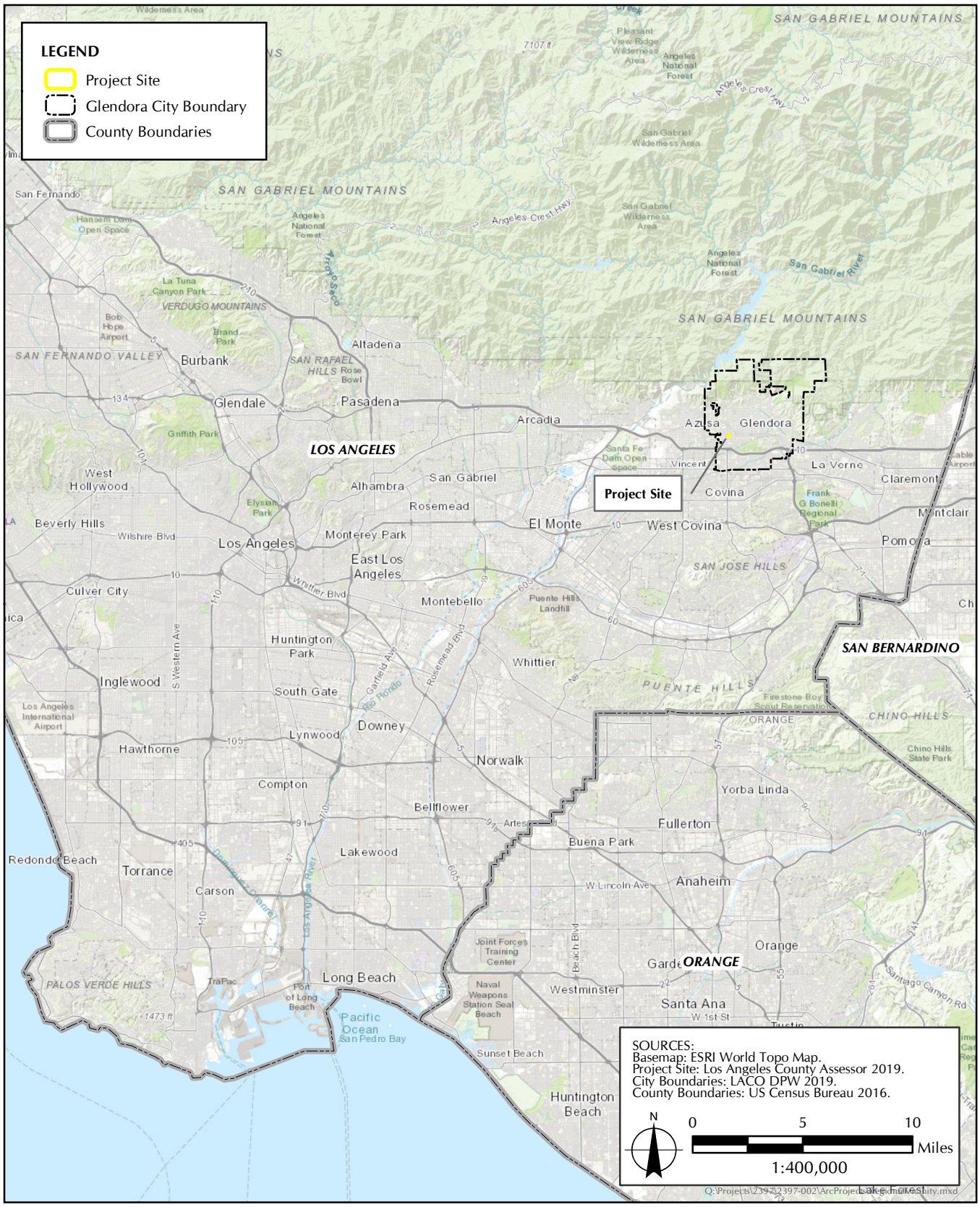

FIGURE 1.4-1

Regional Vicinity Map

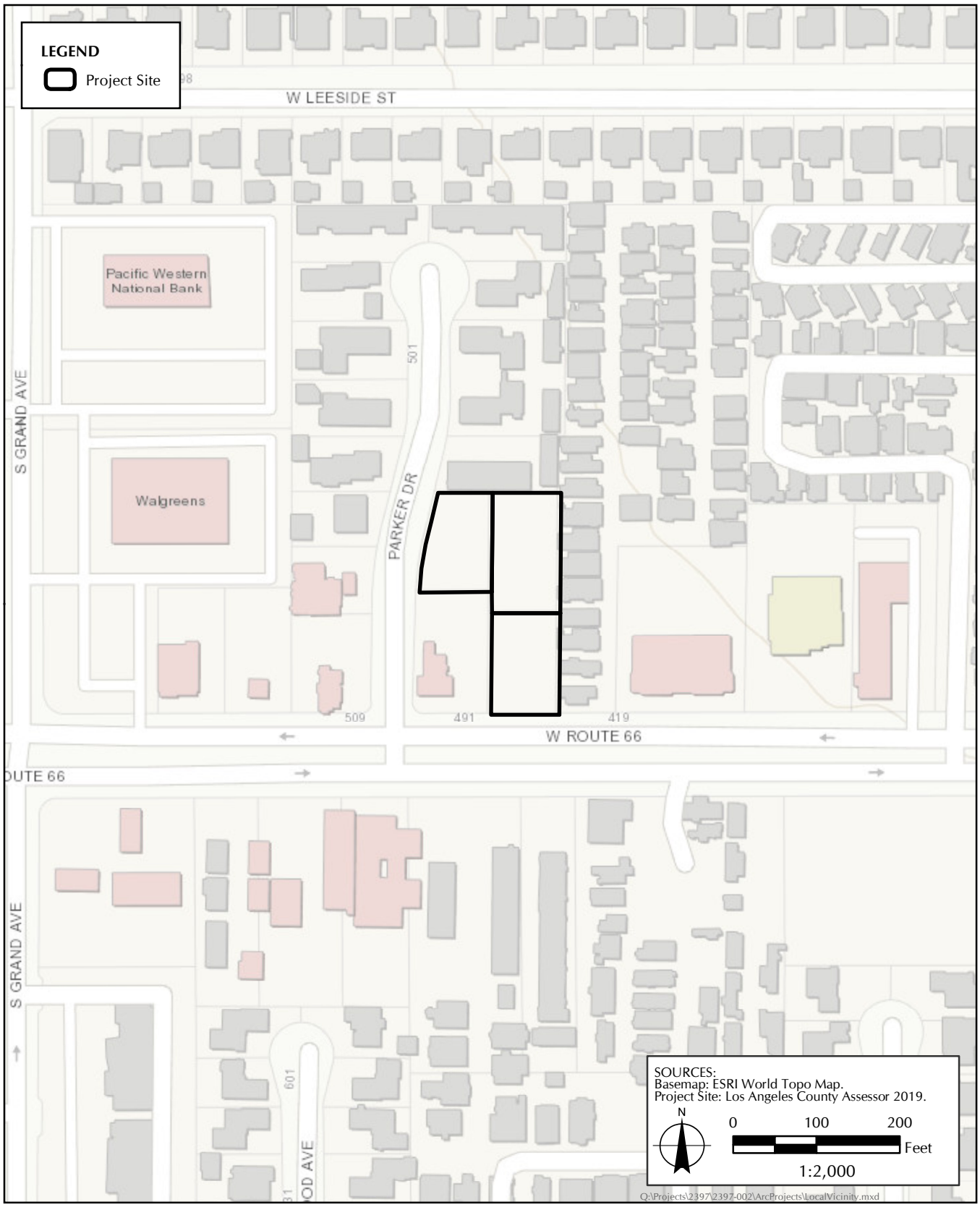

FIGURE 1.4-2

Local Vicinity Map

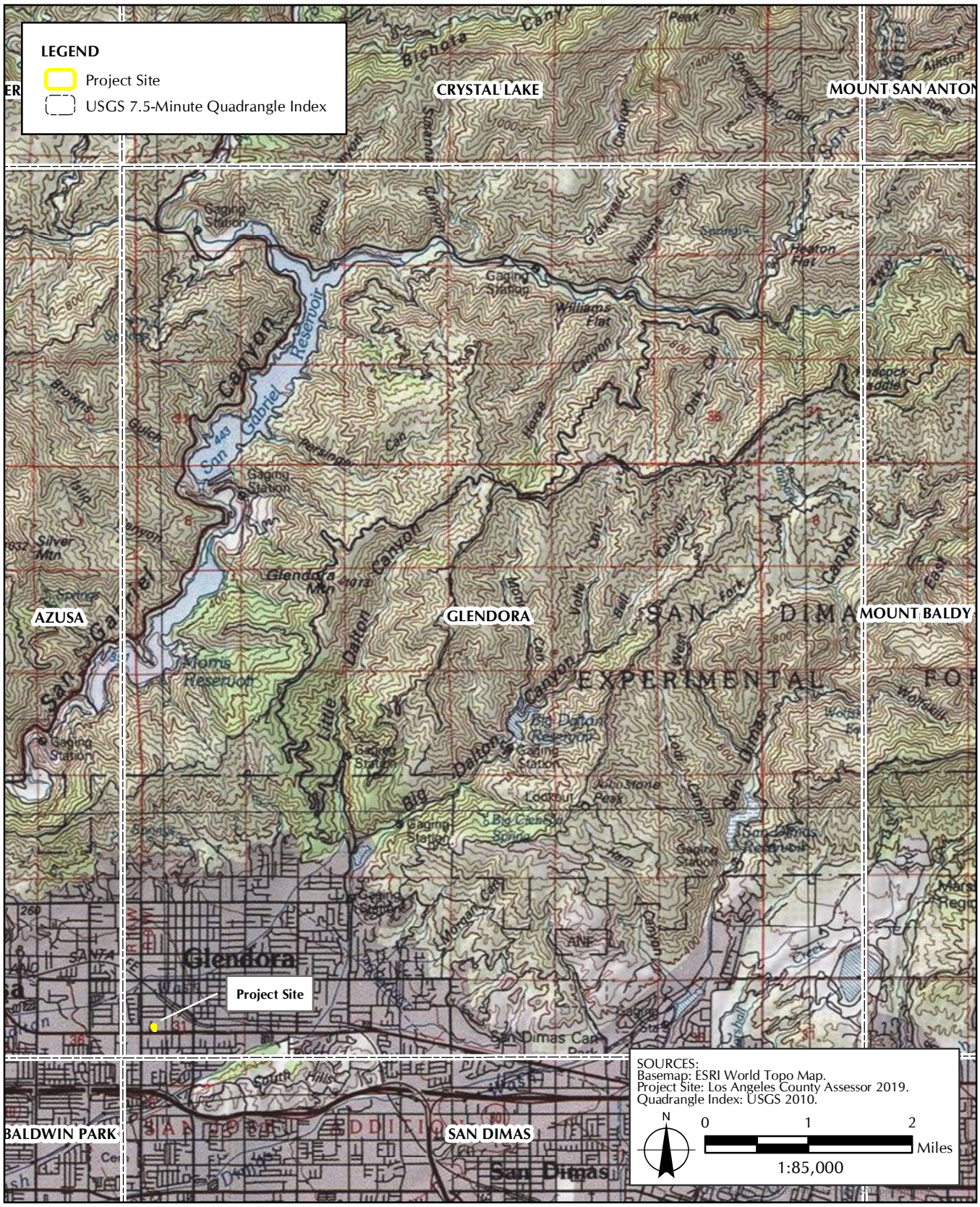

FIGURE 1.4-3

Topographic Map with USGS 7.5-Minute Quadrangle Index

1.6 GENERAL PLAN LAND USE DESIGNATION

The City of Glendora's General Plan (Community Plan 2025; City General Plan) land use designations for the proposed project site are Multi-family Residential and Mixed-use.[2] The proposed project site is located in an area designated for mixed-use/high-density residential development in the City General Plan and is bordered by multi-family residential to the north, mixed-use zoned parcels to the east (mobile homes), mixed-use residential and commercial to the south, and commercial and multi-family residential uses to the west of the project site (Figure 1.6-1, *General Plan Land Use Map*).

1.7 ZONING

The project site is currently zoned as Route 66 Corridor Specific Plan - Town Center Mixed-Use (8639-027-900) and Multi-family Residential (8639-027-901, and 8639-027-902). Surrounding zoning includes R-3, Multiple-Family Residential to the north, Town Center Mixed Use (RT66-TCMU) to the east and south, and R-3, Multiple-Family Residential and RT66-TCMU to the west (Figure 1.7-1, *Zoning Map*). These zoning designations are established to create compatible grouping of similar and interrelated land uses to efficiently implement the City's General Plan.

1.8 BACKGROUND AND EXISTING CONDITIONS

Background

As part of the 2011 Budget Act, in order to protect funding for core public services at the local level, the California State Legislature approved the dissolution of funds. The Redevelopment Agency Dissolution was dissolved as of February 2012 and has been used primarily to pay required payments on existing bonds and other obligations. The remaining property tax revenues were allocated to cities, counties, special districts, and school and community college districts. The Glendora Redevelopment Agency, the current property owner, purchased the project site in 2008 for a redevelopment project as one of multiple City redevelopment funded projects.

The Redevelopment Agency acquired Site No. 4 in 2008 for $1,200,675 for the purpose of implementing the Redevelopment Plan to alleviate blight and to facilitate the development of the Property that is consistent with the existing land use objectives. The Long-Range Property Management Plan (LRPMP) addresses the disposition and use of the real property owned by the former Redevelopment Agency. City staff solicited offers that would envision 9 to 11 dwelling units, with the possibility of the TCMU parcel developed as residential only, commercial only or mixed use. Several offers were received, and the Successor Agency opted to enter into exclusive negotiations with representative of 501 E. Route 66 Partners LLC, a California Limited Liability Company (Purchaser) who presented the best overall offer in terms of price and development plans for the property. The Successor Agency and the Glendora Community Redevelopment Agency have completed negotiations for sale of the Property with the Purchaser. Under the terms of the Purchase and Sale Agreement, the Purchaser bought the Property at the purchase price of $900,000.

The proposed project site is currently vacant, and the topography is relatively flat. The existing lot consists of an asphalt surface without striped parking spots within the gate surrounding the three

[2] City of Glendora. 1999. *City of Glendora General Plan "Community Plan 2025"*. Glendora, California. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

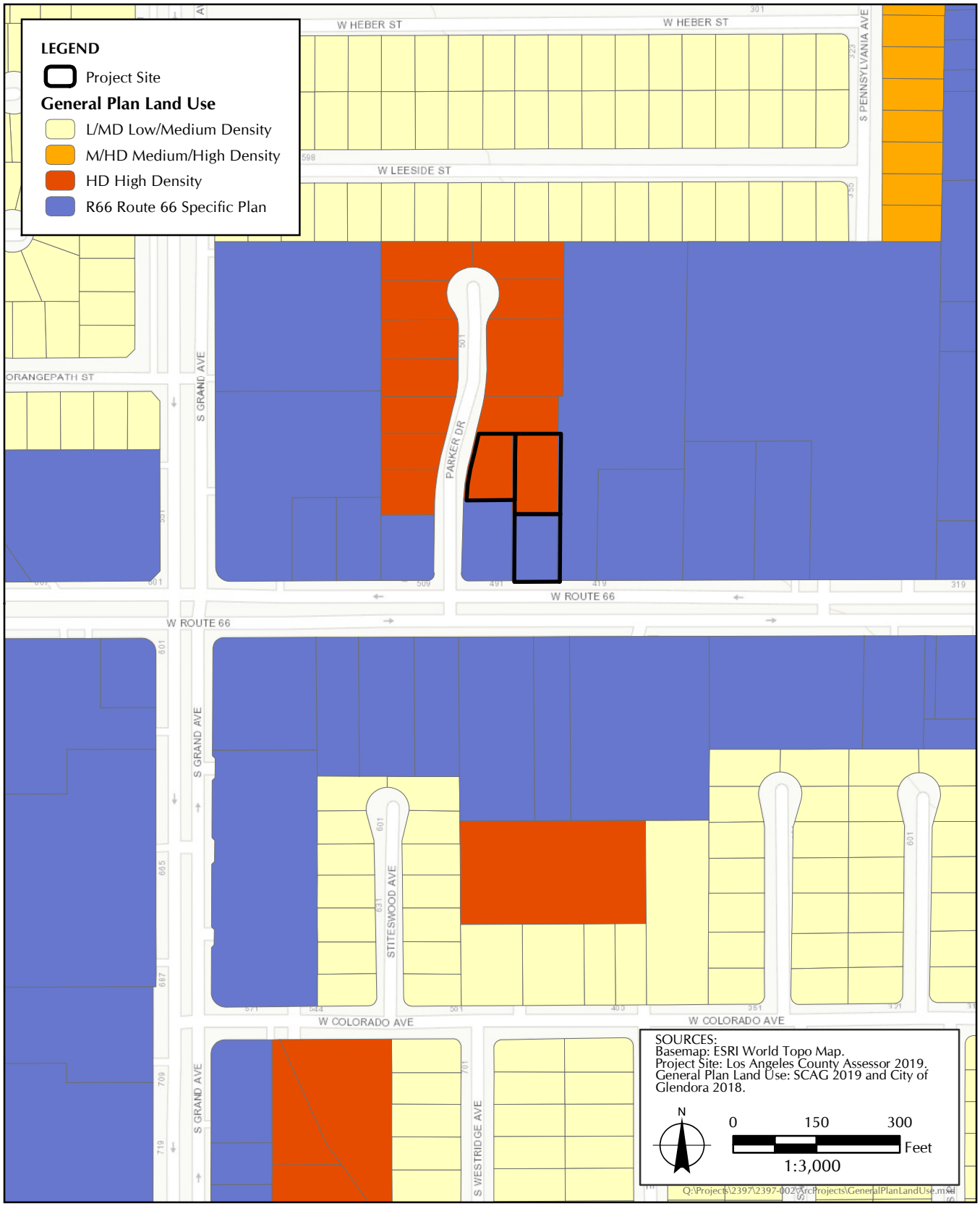

FIGURE 1.6-1

General Plan Land Use Map

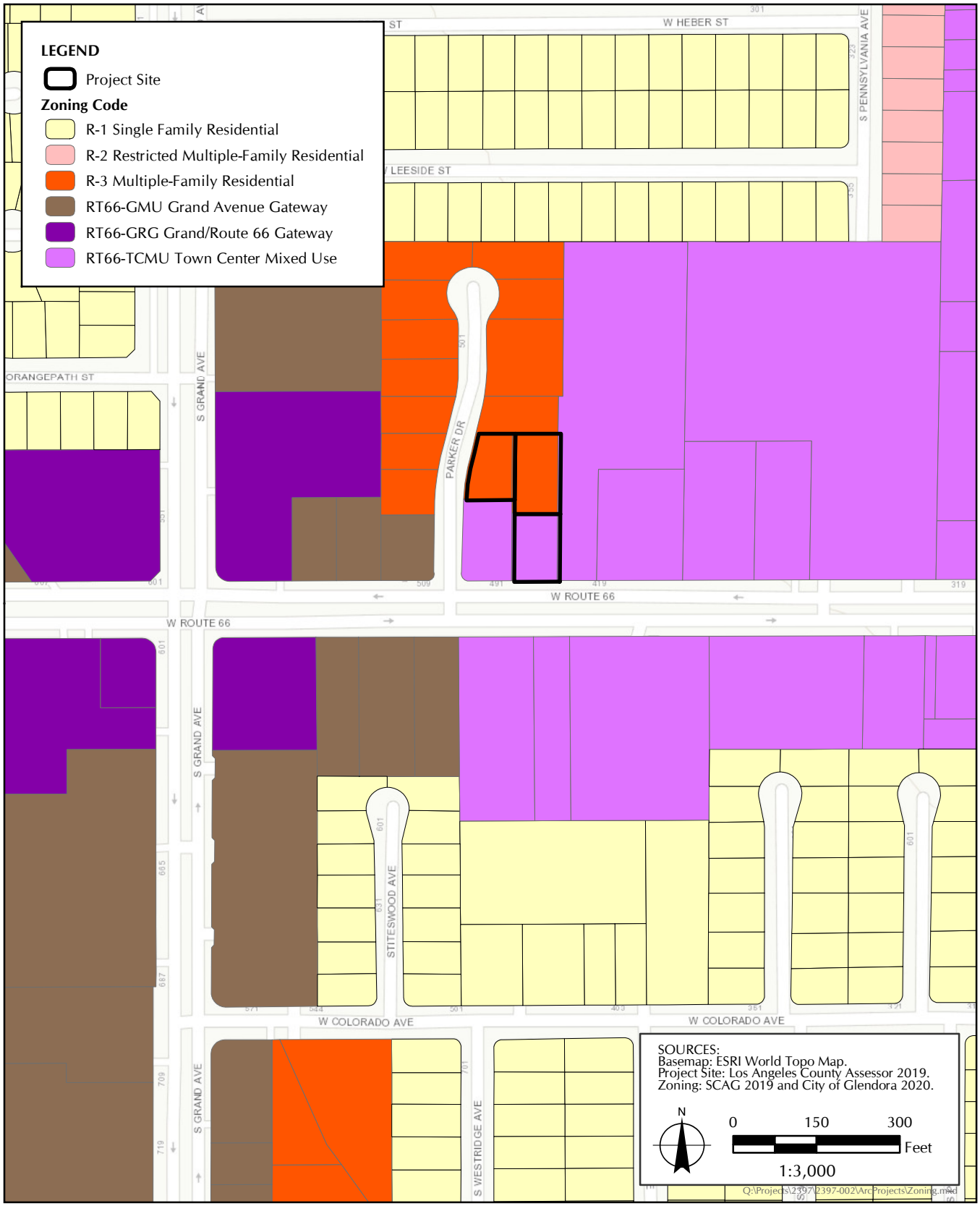

FIGURE 1.7-1

Zoning Map

parcels. There are three striped parking spots west of parcel 8639-027-902 located at the access northwest of the project site. Between the northern two parcels (8639-027-901, and 8639-027-902) there are 14 existing trees (Figure 1.8-1, *Existing Conditions Map;* Figure 1.8-2, *Site Photographs*). According to the Phase I Environmental Site Assessment (ESA) analysis prepared by Enviroassessors Inc., the subject property was part of a larger citrus grove prior to 1948, until the trees were cleared possibly in the early 1950s. A model home was constructed at the project site in 1954 for advertising purposes (not for residential use). The project site was later converted to a nursery, and auto sales yard with auto repair. The house was demolished in 2009 and the project site has remained vacant since.[3]

There is one restaurant, El Amigo, on the southwest corner adjacent to the project site, a mobile home park to the east, and multi-residential development to the north.

1.9 PROJECT DESCRIPTION

Building Worx Development, LLC is seeking to develop a mixed-use (residential and commercial) project on three vacant parcels consisting of eight (8) 3-story residential townhomes within two buildings and one (1) single-story, 1,000-square-foot office building that fronts Route 66. A General Plan amendment and zone change would be required for parcel numbers AIN 8639-027-901 and 8639-027-902 from High Density (HD) residential, to Route 66 Specific Plan (R66) General Plan Designation, and from Multiple-Family Residential (R-3) to Town Center Mixed Use (RT66-TCMU) zoning (see Figure 1.7-1, Figure 1.8-1, and Figure 1.8-2).

The proposed project would include demolition of an existing remnant building foundation and what partially remains of an old paved parking lot surface as well as removal of fourteen (14) non-native Ash Trees (*Faxinus* sp.), including one (1) tree that is partially located within the right-of-way along Parker Drive. The proposed project involves construction of three new buildings to provide eight 3-story townhomes within two (2) buildings (Building A and B) in an area currently designated for high-density residential development in the City General Plan, 25 designated off-street parking stalls, an open area, and a 1-story 1,000-square-foot office building on three (3) parcels with a proposed designation for "Town Center Mixed Use" in the City General Plan (Table 1.9-1, *Proposed Project Elements*). Building A (on parcel 8639-027-901 and 8639-027-902) would consist of five (5) residential units and a two-car garage providing a total of ten (10) residential parking stalls. Building B (on parcel 8639-027-900 and 8639-027-901) would consist of three (3) residential units and a two-car garage providing a total of six (6) residential parking stalls. The residential units would contain three (3) to four (4) bedrooms per unit. Each unit would be approximately 1,625 to 2,496 square feet. New landscaping would be installed throughout the mixed-use development, including a common residential open space area (approximately 5,050 square feet), which would be constructed adjacent to the townhomes. Approximately thirty-nine (39) trees would be planted to replace the fourteen (14) removed. Surface parking lot areas providing two (2) residential parking stalls and three (3) residential guest parking stalls and four (4) commercial parking stalls would be located in the southeast corner of the project site. An open area (approximately 4,006 sf) would be constructed adjacent to the townhomes consisting of natural landscaping (see Appendix A, *Project Plans*). The proposed project would include two (2) bicycle storage lockers next to the commercial unit and two (2) outdoor bicycle lock stations next to the entrances for the two (2) townhome buildings.

[3] Phase I Environmental Site Assessment of 501 W. Route 66, Glendora, CA 91740. Enviroassessors Inc. July 15, 2019.

FIGURE 1.8-1

Existing Conditions Map

PHOTO 1
Facing Southeast 34.1296, -117.8709

PHOTO 1
Facing South 34.1296, -117.8709

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 3
View of the Santa Clara river, immediately north of Magic Mountain

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 4
Facing South 34.1296, -117.8706

FIGURE 1.8-2
February 7, 2020 - Site Photographs

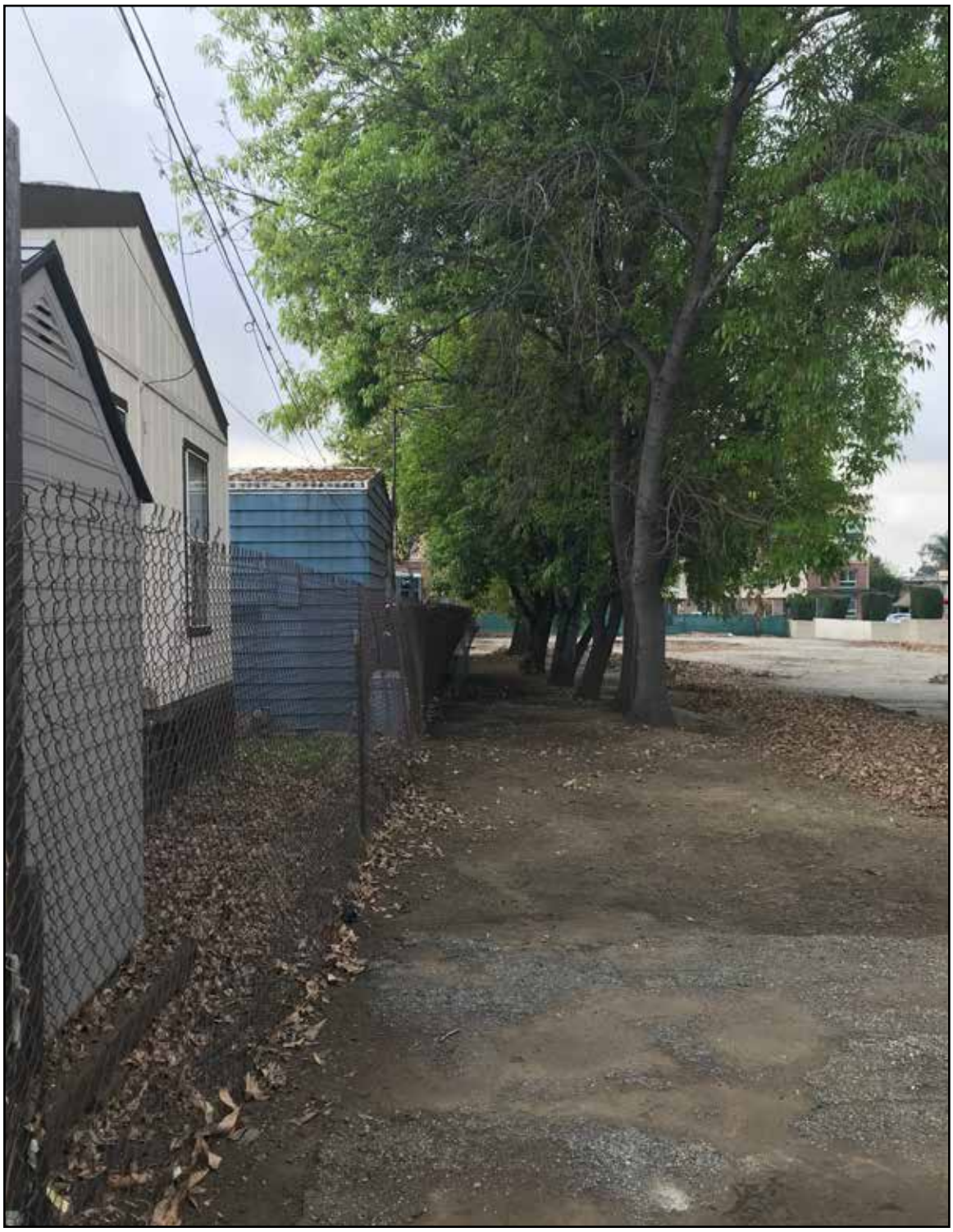

PHOTO 5
Facing South 34.1296, -117.8706

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 6
Facing Southwest 34.1296, -117.8705

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 7
Facing Northwest 34.1293, -117.8705

PHOTO 8
Facing West 34.1293, -117.8705

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 9
Facing Southwest 34.1293, -117.8705

PHOTO 10
Facing Southwest 34.1293, -117.8705

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 11
Facing Northwest 34.1293, -117.8707

PHOTO 12
Facing Northeast 34.1293, -117.8707

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 13
Facing Southeast 34.1293, -117.8707

PHOTO 14
Facing Northeast 34.1293, -117.8708

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 15
Facing North 34.1293, -117.8709

PHOTO 16
Facing Northeast 34.1293, -117.8709

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 17
Facing South 34.1293, -117.8709

PHOTO 18
Facing East 34.1294, -117.8709

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 19
Facing Southeast 34.1294, -117.8709

PHOTO 20
Facing Northeast 34.1294, -117.8709

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 21
Facing East 34.1295, -117.8711

PHOTO 22
Facing Northeast 34.1295, -117.8711

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 23
Facing Southeast 34.1295, -117.8711

PHOTO 24
Facing Northeast 34.1289, -117.8707

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 25
Facing East 34.1289, -117.8707

PHOTO 26
Facing North 34.1289, -117.8706

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 27
Facing Northwest 34.1289, -117.8704

PHOTO 28
Facing West 34.1289, -117.8704

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 29
Facing East 34.1289, -117.8710

PHOTO 30
Facing North 34.1289, -117.8710

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 31
Facing West 34.1289, -117.8704

PHOTO 32
Facing North 34.1287, -117.8705

FIGURE 1.8-2
February 7, 2020 - Site Photographs

PHOTO 33
Facing Northwest 34.1287, -117.8705

PHOTO 34
Facing Northeast 34.1286, -117.8712

FIGURE 1.8-2
February 7, 2020 - Site Photographs

The proposed project's designs are consistent with Title 21 of the City of Glendora Municipal Code requirements. The proposed project would be required to meet the standards articulated in 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings with regard to energy efficiency in the following areas: pipe insulation; roof and wall insulation; commissioning requirements; fenestration standards; cool roof requirements; and, lighting systems and equipment. The proposed project would also meet the CALGreen standards for energy, water, and resource efficiency. Adherence to California's Title 24 standards would ensure that the proposed project has a less than significant impact on decreasing reliance on fossil fuels.

TABLE 1.9-1
PROPOSED PROJECT ELEMENTS

Project Element	Area (square feet)	Number of Units	Number of Designated Off-Street Parking Stalls
Building A- Residential	9,023	5	16 residential parking stalls attached (surface level below residential units)
Building B- Residential	4,927	3	Surface parking lot (see below)
Building C- Commercial	1,000 gross sf (919 usable)	1	Surface parking lot (see below)
Surface Parking Lot	12,176	0	2 residential, 2 residential guest, and 4 commercial parking stalls
Open Area	4,006	0	1 additional parking stall
Total	**31,487**	**9**	**25 Parking Stalls**

The proposed project would connect to the public City's water/sewer main and existing utilities would be used to serve the proposed project. The project is served by Athens Services for solid waste pick up and Athens Material Recovery Facility (MRF) located in the City of Industry for solid waste disposal. Athens Services would be required to comply with all applicable federal, state, and local regulations related to solid waste, including compliance with AB 939 Glendora Community Plan 2025, and the waste ordinance. The fourteen (14) ash trees on the project site, including 2 street trees along Parker Drive and 12 trees along the northern and eastern edges of the subject parcels, would be removed and replaced with 12 trees that would be according to the size scale described in Section 3.4, *Biological Resources*. There would be 3 trees on south sidewalk, 2 on west sidewalk, 2 on the north sidewalk and 5 trees within the project site. As stated in the Urban Forestry Manual, the City of Glendora aims to maintain and further develop the local urban forest on public and private property.

In accordance with the City of Glendora Urban Forestry Manual, prior to any tree removal, the size of the 14 trees to be removed would be measured by a qualified biologist or arborist to determine the required size of the replacement tree, subject to the City Forester for final review and approval.

1.10 STATEMENT OF OBJECTIVES AND PROJECT GOALS

Goals

The City of Glendora's mission, as stated in the Glendora Strategic Plan, is to provide its citizens and business community effective municipal services while maintaining our historical sense of community values.[4] The City of Glendora has identified two goals related to the proposed project:

[4] City of Glendora. Glendora Strategic Plan. Available at: https://www.cityofglendora.org/residents/glendora-strategic-plan

1. Enhance economic development with community involvement
2. Enhance services to support the evolving community in a changing environment

The Redevelopment Agency seeks to spend remaining property tax revenues that exceed the enforceable obligations on cities, counties, special districts, and school and community college districts in need of critical resources and core public services. The purpose of this project is to direct the Redevelopment funds to provide affordable housing and employment opportunities close to transit and in urban areas. The proposed project is located within a Southern California Association of Governments (SCAG)-mapped High Quality Transit Areas (HQTA) as per the 2040 HQTA and 2016–2040 SCAG Regional Transportation Plan/ Sustainable Community Strategy. (RTP/SCS) in an urbanized location and is in close proximity to high-density urban development and transit stops. LA Metro has also proposed an extension to include the Glendora station as part of the Foothill Gold Line from Glendora to Montclair, located just south of the City's historic downtown, east of Vermont Avenue and west of Glendora avenue. The proposed project would create additional housing and employment within the planned HQTA.

1.11 CONSTRUCTION SCENARIO

This environmental analysis assumes that the development of the proposed project would require approximately 9-10 months to complete, from approximately April 2021 to February 2022. The construction of the proposed project would begin with grading and compaction (rolling) immediately in the construction. Demolition and removal of the existing asphalt would take approximately 14 days and would be up to 3 feet in depth.

The environmental analysis for the proposed project is based on a potential reasonable worst-case scenario for construction activities including site grading, worker trips and delivery and hauling of construction materials and equipment. The proposed project consists of the construction of two residential buildings, one commercial building, a surface parking lot, and an open area. This analysis assumes that construction activities for the residential and commercial buildings would overlap and would be followed by the open area and parking lot preparation within an overall 10-month timeframe. The construction scenario assumes that site preparation would consist of two months and construction activities would consist of eight months. The construction scenario for the impact analysis assumes that the direct impact area for the building construction of the project would be approximately 0.7 acre.

A list of the construction equipment types and quantities that would potentially be used in construction of the 501 Route 66 Project is presented in (Table 1.11-1, *Anticipated Construction Equipment*). Construction equipment were quantified using CalEEMod 2016.3.1 (see Appendix B, *CalEEMod Data*). CalEEMod is a statewide land use emissions computer model that calculates both construction and operation emissions from land use projects such as the proposed project. Inputs into the model included the construction duration based on a 10-month schedule for the approximately 0.32-acre project site and the five construction phases which applied to each land use. The information contained in Table 1.11-1 has been identified by the modelling that was used in the assessment of potential construction impacts to air quality, ambient noise levels, and traffic and circulation.

TABLE 1.11-1
ANTICIPATED CONSTRUCTION EQUIPMENT

Approximate Quantities	Type of Equipment/Vehicle	Approximate Duration of On-Site Construction Activity (weeks)
2	Concrete/Industrial Saws	20
2	Rubber Tired Dozers	20
2	Tractors/Loaders/Backhoes	40
1	Cranes	15
3	Forklifts	15
3	Cement and Mortar Mixers	4
2	Pavers	4
2	Rollers	4
2	Air Compressors	2

Site preparation and construction of the proposed project would be in accordance with all federal, state building codes, and applicable codes within the City Municipal Code. The project site is accessible via Parker Drive through the gate entry on the northwest edge of the project site. Employee vehicles and construction equipment would enter through this entry at the beginning of each workday. No road or lane closures would be required for Route 66.

As demolition activities, including tree removal, are anticipated to occur during the nesting bird season (generally February 15–September 1), the project would be required to comply with the Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code.

1.12 PROJECT DESIGN FEATURES

Daily construction activities would be undertaken Monday through Friday from 7:00 a.m. to 6:00 p.m., and not on Saturday, Sunday or federal holidays with the exception of interior work, consistent with the City of Glendora Municipal Code and General Plan Noise Element. The delivery of materials and equipment and the outdoor use of equipment, hammers, and power tools shall be limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, with no work allowed on Saturdays, Sundays, or federal holidays with the exception of interior work. Outdoor yard work is permitted as long as it does not involve heavy equipment or noise producing equipment.

Noise levels exceeding 70 dBA (decibels, A-weighted sound levels) for single-family residences, and for multi-family residences are prohibited by the City of Glendora noise ordinance. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings would not exceed established noise levels at the property line. The construction contractor shall ensure that all construction and grading equipment is properly maintained.

During construction activities, the use of equipment mufflers, sound blankets and baffles, and sound walls shall be incorporated into the design of the proposed project where feasible and necessary. Construction barriers shall be constructed by the contractor to be used during all construction phases. Use of equipment mufflers, sound blankets and baffles, and sound walls shall reduce noise levels up to 20 dBA based on placement and structure to bring construction noise levels at or below 70 dBA, as required at the nearest sensitive receptors adjacent to the project site.

The construction contractor would be required to incorporate best management practices (BMPs) consistent with the guidelines provided in the *California Storm Water Best Management Practice Handbooks: Construction*.[5] Should the construction period continue into the rainy season or if required by the City, supplemental erosion measures would need to be implemented, including, but not limited to, the following:

- Mulching
- Geotextiles and mats
- Earth dikes
- Temporary drains and gullies
- Silt fence
- Straw bale barriers
- Sandbag barrier
- Brush or rock filter
- Sediment trap

Wherever possible, grading activities would be undertaken outside the normal rainy season (i.e., October 15 to April 15 for most of Southern California), thus minimizing the potential for increased surface runoff and the associated potential for soil erosion. A recommended construction period would begin in late April or early May and completed in late January, assuming the majority of the construction would be completed in this recommended nine-month period. Best Management Practices to control surface runoff and soil erosion would be required for construction taking place during rainy periods. Additionally, the proposed project would utilize Low Impact Development (LID) standards as required in the Los Angeles County LID ordinance adopted by the City.[6]

Construction equipment would be turned off when not in use. The construction contractor would ensure that all construction and grading equipment is properly maintained. All vehicles and compressors would utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times. It is currently anticipated that up to ten (10) construction workers would be on site at any given time during the construction of the proposed project.

Demolition activities including tree removal, are anticipated to only occur outside of the nesting bird season (generally February 15–September 1). If not, proper mitigation measures including nesting bird surveys, netting and exclusion, and/or biological monitoring of construction shall be employed.

All recommendations included in the Geotechnical Engineering Investigation prepared by Environmental Geotechnical Laboratory, Inc. dated August 19, 2019 (see Appendix D) for the project shall be included in construction contracts and implemented into proposed project design.

[5] California Stormwater Quality Association. 1993. *California Storm Water Best Management Practice Handbooks: Construction*. Menlo Park, CA.

[6] City of Glendora. Glendora Municipal Code. Title 21 ZONING, Chapter 21.03 GENERAL REGULATIONS, 21.03.090 Urban runoff pollution. Available at: http://www.qcode.us/codes/glendora/?view=desktop&topic=21-21_03

1.13 APPROVALS

Required City of Glendora Approvals:

The proposed project involves the following discretionary approvals from the City of Glendora:

- *General Plan Amendment* to unify all three (3) parcels to a single designation and change the General Plan land use designation for the two northern parcels (AIN 8639-027-901 and 8639-027-902) from *High Density (HD)* residential to *Route 66 Specific Plan (R66)*. The General Plan land use designation for parcel number 8639-027-900 would retain its existing *R66* designation.

- *Zone Change* to unify all three (3) parcels to a single designation and change the zoning designation for the two northern parcels (AIN 8639-027-901 and 8639-027-902) from *Multi-Family Residential (R-3)* to *Town Center Mixed Use (RT66-TCMU)*. The zoning designation for parcel number 8639-027-900 would remain *RT66-TCMU*.

- *Development Plan Review* "No. PLN19-0046" for the project's development related plans.

- *Tentative Tract Map No. 82949* to consolidate the three (3) parcels and subdivide the site's 0.72 acre of land to create a mixed-use condominium development consisting of a single commercial building and eight (8) attached three-story residential homes, along with shared supporting community infrastructure, landscaping, lighting and common areas.

- *City Tree Removal Permit* from City Forester to authorize the removal of a tree identified to be partially located within the City's street right-of-way.

Other Public Agency Approvals:

- A National Pollutant Discharge System (NPDES) Elimination Program General Construction Permit must be obtained from the Los Angeles Regional Water Quality Control Board regarding construction controls to prevent water quality impacts.

- Los Angeles County Fire Department: Approval of building plan check for site plan and emergency access as well as the project's land subdivision for condominiums.

1.14 CALIFORNIA NATIVE AMERICAN TRIBE CONSULTATION

A sacred lands file check was requested to the Native American Heritage Commission (NAHC) on January 30, 2020. On February 13, 2020, the City received a response from the NAHC. Letters were sent to California Native American Tribes culturally affiliated with the project area on March 12, 2020. Pursuant to Assembly Bill (AB) 52 (PRC § 21080.3.1 (d)), Tribes have 30 days to request or decline consultation in writing for this project. Additionally, Senate Bill (SB) 18 applies to the proposed project because it proposes a General Plan Amendment. Pursuant to SB 18, Tribes have 90 days to request or decline consultation in writing for the project, in accordance with PRC § 5097.9 and 5097.995. Consultation was conducted with the Kizh Nation on June 2, 2020.

Archaeological and Native American Monitoring

Archaeological Monitoring of initial ground disturbance shall be implemented to reduce potential impacts to buried archaeological resources that could be encountered during the project construction Monitoring of initial ground disturbance associated with the proposed project construction shall be carried out under the direct supervision of a Qualified Archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards*.

The treatment of archaeological resources that may be encountered during project construction shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation. The Secretary of the Interior Standards and Guidelines prescribes for the identification, documentation, and evaluation of resources of archaeological resources.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

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

☐ I find 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 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 11/23/20

Jeff Kugel
Printed Name

Community Development Director.
Title

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) 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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	☐	☐	☐	☒
4. 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
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?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
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?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use, plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
11. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
12. MINERAL RESOURCES. Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	☐	☐	☐	☒
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
15. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☒	☐
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐
19. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
XX. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

SECTION 3.0
ENVIRONMENTAL ANALYSIS

The environmental analysis provided in this section describes the information that was considered in evaluating the questions in Section 2, *Environmental Checklist*.

3.1 AESTHETICS

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to aesthetics, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Aesthetics at the proposed project site were evaluated with regard to the adopted City of Glendora General Plan (Glendora Community Plan 2025),[2] California Department of Transportation's (Caltrans) Scenic Highway System[3] designations; previously published information regarding the visual character of the proposed project site, including light and glare, site reconnaissance; and a review of conceptual elevations and site plans.

State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impacts to aesthetics. Except as provided in Public Resources Code Section 21099, would the proposed project have any of the following effects:

(a) Have a substantial adverse effect on a scenic vista?

The proposed project would result in no impacts to aesthetics in relation to scenic vistas. There are no Federal, State, County, or City-designated scenic vistas in the vicinity of the project site that would be affected by the proposed project. The proposed project site is located in the western portion of the City of Glendora, less than 0.5 mile from unincorporated territory of Los Angeles County and approximately 0.6 mile east of the City of Azusa. The City of Glendora is bordered to the north by Angeles National Forest. The view from the Angeles National Forest of the City of Glendora is dominated by Conservation and Open Space and Low Density Hillside Development in the foreground with increasing density consisting of low to high density residential development and commercial and industrial lands in the Central Business District and along Arrow Highway and Historic Route 66. Caltrans maintains an inventory of 135 vista points throughout the state highway system for motorists to safely view scenery or park and relax.[4] The nearest Caltrans Scenic Vista is Silverwood Lake 2 Vista Point, located 25.1 miles northeast of the project site, along State Route 138 on opposite side of the Angeles National Forest.[5] The proposed project would not affect views from the nearest trail in the Angeles National Forest, Colby Trail, which is located approximately 2.2 miles northeast of the project site, or the summit of Colby Trail, located approximately 3.1 miles northeast of the project site at an elevation of approximately 2,589 feet above mean sea level, due to the project site's location in the developed San Gabriel Valley at a lower elevation of 715 feet above mean sea level. The Los Angeles County General Plan 2035 was reviewed and there are no officially designated County of Los Angeles scenic vistas in the nearby unincorporated territory.[6] The Glendora Community Plan 2025 was reviewed. The City has not designated any scenic vistas, scenic resources, or any type of value or

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[3] California Department of Transportation. "Scenic Highway System Lists." Accessed February 7, 2020. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

[4] California Department of Transportation. Updated 30 September 2016. *Vista Point Planning and Design*. Accessed February 7, 2020. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-k-vista-points

[5] Male, Laura, Sapphos Environmental, Inc. Pasadena, CA. 3 July 2015. Communication with Daniel Kitowski, Transportation Manager (GIS), California Department of Transportation.

[6] County of Los Angeles. Adopted 6 October 2015. *Los Angeles County General Plan 2035*. Available at: http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf

protected viewsheds that encompass the project site or are in the site vicinity. A Hillside Management Ordinance was adopted in 1994 for parcels with an average slope of 10 percent or greater, which does not include the proposed project site, thereby protecting hillsides as a scenic resource.[7] There are no officially designated or eligible scenic vistas on or adjacent to the proposed project site, nor is the project site visible from any scenic vista. The project site is not visible from the nearest public viewpoint, Inspiration Point Interpretive Site located 15 miles northwest of the project site within the Angeles National Forest.[8] Therefore, there would be no impacts to aesthetics related to scenic vistas. No mitigation or further analysis is warranted.

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

The proposed project would result in no impacts to aesthetics in relation to substantial damage to scenic resources within a state scenic highway. The California Scenic Highway Program was created in 1963 with the enactment of the State Scenic Highways Law to preserve and protect scenic highway corridors from changes that would diminish their aesthetic value. Caltrans designates scenic highway corridors and establishes those highways that are eligible for the program. There are no State scenic highways or State-designated historic parkways either eligible or officially designated at or within the vicinity of the project site (Figure 3.1-1, *Eligible and Designated Scenic Highways*). Route 66 is a designated National Historic Trail (see Section 3.5, *Cultural Resources* for additional information on the National Historic Trail designation). The proposed project would not be visible from any designated State scenic highways due to distance, intervening urban development, and topography. According to the California Scenic Highway Program, the nearest officially designated scenic highway or historic parkway is State Route (SR) 2 (Angeles Crest Highway), located approximately 12.8 miles northwest of the project site within the Angeles National Forest. The nearest eligible State scenic highway is SR 39, located approximately 2.8 miles northwest of the project site, on the opposite side of Glendora Ridge in the Angeles National Forest. SR 2 and SR 39 are blocked from view of the proposed project site by their location in the San Gabriel Mountains. SR 57, another eligible State scenic highway, is located approximately 9.0 miles south of the project site, south of the Puente and San Jose Hills. The nearest State-designated historic parkway, SR 110, is located approximately 15.9 miles west of the project site.[9,10,11] There are no State scenic highways or State-designated historic parkways either eligible or officially designated at, near, or within view of the project site. In addition, the project site was previously developed, so the proposed development would not contribute to an adverse change in the setting for Route 66, or the status of Route 66 as a National Historic Trail. Therefore, there would be no impacts to aesthetics which would substantially damage scenic resources within a state scenic highway or National Historic Trail.

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[7] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[8] U.S. Department of Agriculture, Forest Service. Inspiration Point Interpretive Site. Accessed February 10, 2020. Available at: https://www.fs.usda.gov/recarea/angeles/recarea/?recid=41858

[9] California Department of Transportation. "List of Eligible (E) and Officially Designated (OD) State Scenic Highways." Accessed February 6, 2020. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

[10] County of Los Angeles, Department of Regional Planning. March 2017. Figure 9.7, Scenic Highways. In *Los Angeles County General Plan 2035*. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2017-FIG_9-7_scenic_highways.pdf

[11] California Streets and Highways Code. Division 1 State Highways, Chapter 2 State Highway System, Article 2.5 State Scenic Highways, § 283. Effective January 1, 1994. Available at: https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=1.&title=&part=&chapter=2.&article=2.5

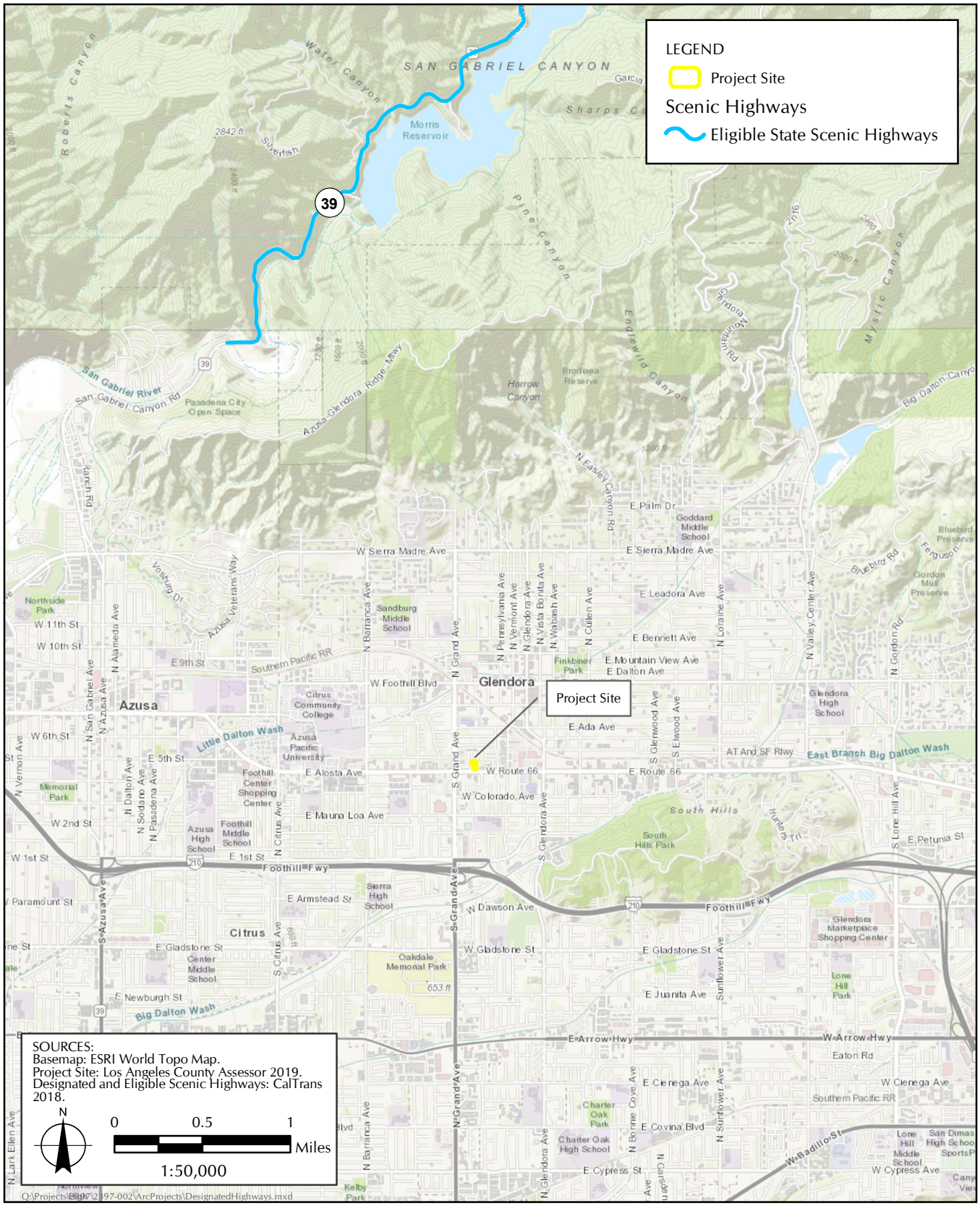

FIGURE 3.1-1

Eligible and Designated Scenic Highways

(c) 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?

The proposed project would result in less than significant impacts to aesthetics in relation to the substantial degradation of the existing visual character or quality of public views of the proposed project site and its surroundings. As stated in the Project Description, the proposed project site is currently characterized as a vacant, predominantly paved property with 14 existing non-native trees and leaf litter enclosed by a chain-link fence with a dark green fence screen (see Section 1.0*, Project Description:* Figure 1.8-1, *Existing Conditions Map*; Figure 1.8-2, *Site Photographs*). Although the project site is immediately surrounded by single-story structures to the north, east, and southwest, existing buildings within 0.25 mile of the project site vary from one to four stories tall. The building located approximately 100 feet east of the project site is three stories tall, the building located approximately 110 feet south of the project site (across Route 66) is four stories tall, the building located approximately 245 feet west of the project site is two stories tall, and the building located approximately 335 feet northwest of the project site is three stories tall. The proposed project would be similar in scale to the existing buildings in the area, with three small building footprints. The office building near Route 66 would be single-story, and the two residential buildings would be three stories tall and would be set back from Route 66 by 15 feet. The setback would be comparable to that of other buildings within 0.25 mile immediately adjacent to Route 66, which vary from 10 feet (in commercial areas) to 77 feet (in industrial areas).

The proposed project property is located immediately adjacent to and north of Historic Route 66, which is designated as a National Historic Trail under the Route 66 National Historic Trails Designation Act (Figure 3.1-2, *Historic Route 66*).[12,13] However, as stated in Section 3.5, *Cultural Resources*, new projects have been constructed along Historic Route 66 over the course of time, and this section surrounding the proposed project site has been substantially built up over time, thus the setting of the resource would not be adversely affected by the proposed project. A review of historic aerial maps, Sanborn Fire Insurance Maps, and topographic maps indicates that there has been development on the proposed project property since 1948, including an orchard, a model home, a nursery, an auto sales yard with auto repair, and a single-family residence. Work is not anticipated on the roadway and thus there would be no adverse effect to the scenic character of Historic Route 66.

As the proposed project site is approximately 0.4 mile southeast of the City of Glendora's Historic District Boundary, on the opposite side of a rail line and industrial and residential development, the proposed project would not conflict with the visual character of the City's historical landmark walking tour route.[14]

The proposed project site is located in an urbanized area. As stated in Section 3.11, *Land Use and Planning*, the City of Glendora's General Plan (Community Plan 2025; City General Plan) land use designations for the proposed project site are multi-family residential (parcels 8639-027-900, 8639-

[12] Congress.gov. H.R.801 - Route 66 National Historic Trail Designation Act. Available at: https://www.congress.gov/bill/115th-congress/house-bill/801/text

[13] Office of the Law Revision Counsel United States Code. 16 USC 1244: National scenic and national historic trails. Available at: https://uscode.house.gov/view.xhtml?req=(title:16%20section:1244%20edition:prelim)

[14] City of Glendora. "Glendora's Historic Core." Available at: https://www.cityofglendora.org/home/showdocument?id=1049

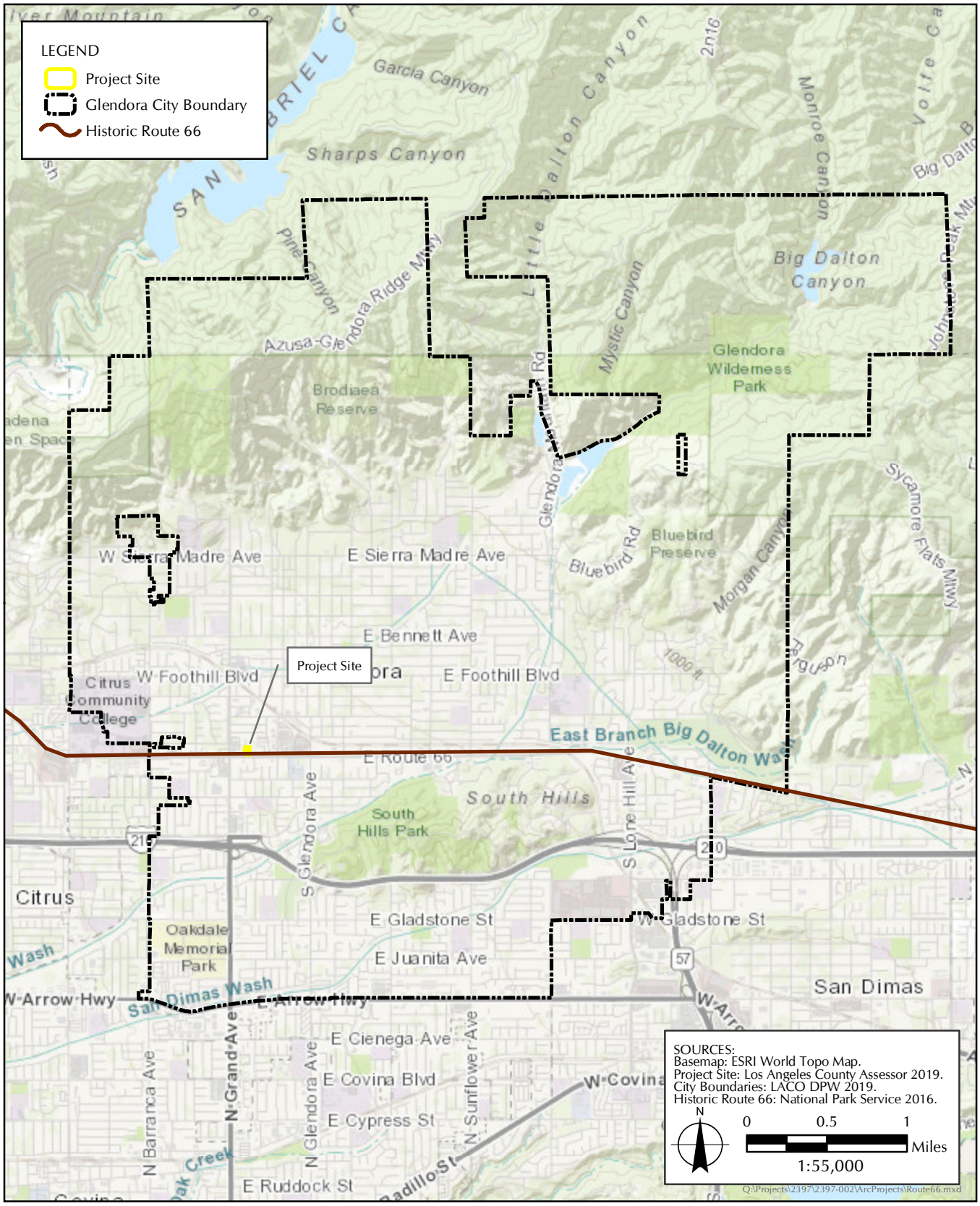

FIGURE 3.1-2

Historic Route 66

027-901) and mixed-use (parcel 8639-027-902).[15] The proposed project site is currently vacant and located in an area designated for high-density residential development in the City General Plan and is bordered by mixed-use parcels to the east, multi-family residential to the north, multi-family residential and commercial to the west of the project site. The proposed project would include eight (8) townhome units and a commercial unit, which are compatible with the existing land uses. The proposed zone change consists of changing all three parcels to the RT66-TCMU designation. The proposed zone change is consistent with the City of Glendora Land Use Planning policies and the RHNA housing allocation. Therefore, the proposed project would result in less than significant impacts to aesthetics related to degradation of the existing visual character of the site and its surroundings. No mitigation or further analysis is warranted.

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

The proposed project would result in less than significant impacts to aesthetics related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the proposed project area. Existing nighttime light levels in the Los Angeles Basin, inclusive of the San Gabriel Valley, are very high due to the urbanized setting (Figure 3.1-3, *Nighttime Light Levels*). However, the proposed project site is 3.5 miles southwest of the foothills of the Angeles National Forest, which is characterized by low nighttime light levels. The 3.5 miles between the Angeles National Forest and the project site transition from open space and low-density hillside development adjacent to the Forest, to higher density residential, commercial, and industrial uses in the Glendora Central Business District. The proposed project site is characterized by approximately moderate nighttime light levels (Figure 3.1-3). Perceived glare is the unwanted and potentially objectionable sensation as observed by a person looking directly into the light source (e.g., the sun, the sun's reflection, automobile headlights, or other light fixtures). Reflective surfaces on existing buildings, car windshields, wet surfaces, asphalt or concrete, etc., can expose people and property to varying levels of glare. In addition, two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates areas outside the area intended to be lit. Glare occurs when a bright object is against a dark background, such as oncoming vehicle headlights or an unshielded light bulb. Sources of light and glare at the project site consist of lighting on adjacent properties, streetlights, and light from vehicles on the immediately adjacent Route 66. The project site is adjacent to Route 66, which is an urbanized transportation corridor and commercial area with restaurants, office buildings, and residential units. The sources of night light at the project site are currently overhead streetlights on Route 66 and Parker Drive, car headlights and reflective material, and mounted security lighting on the buildings currently. Existing sources of daytime glare include the reflective surfaces of cars on Route 66 and white and glass surfaces of surrounding buildings. These include the residential townhomes across Route 66 to the south, and the Foothill Medical Plaza less than 100 feet to the east, of which some stories and sides of the building are entirely glass.[16]

[15] City of Glendora. 1999. "City of Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[16] Sapphos Environmental, Inc. conducted a site visit on January 24, 2020.

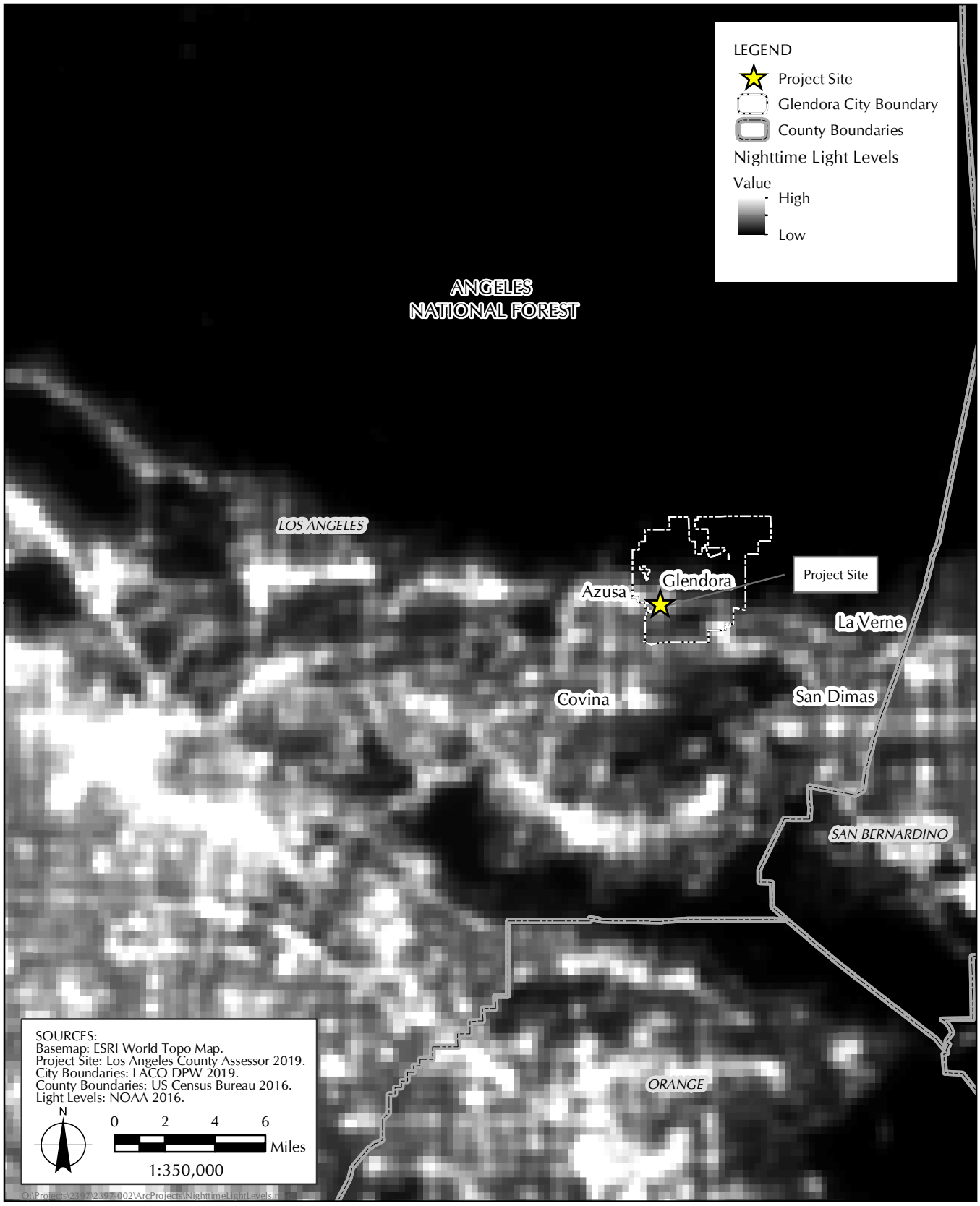

FIGURE 3.1-3
Nighttime Light Levels

The project site is mostly paved asphalt, formerly used as a parking lot with no development. Due to the increased height and visibility of the proposed project, the proposed project would introduce new sources of light and glare on the project site, to the properties immediately adjacent to the site, and to the motorists on Route 66. The primary building which would introduce new sources of light or glare to those on Route 66 would be a one-story commercial building, which is immediately adjacent to the street. The townhomes would be situated to the north behind the commercial building and closer to Parker Drive.

The light and glare created by the proposed project would be greater than the light and glare currently generated by the existing lot, which is unlit other than one street lamp on Route 66 (in the median divider, south of the project site) and one street lamp on Parker Drive (across the street, west of the project site), the light of which is low to moderate. The project would increase the light and glare on the site associated with the mixed-use buildings, such as windows and building color, lights within the individual residential units, car headlights entering and leaving the parking driveway, and safety and security lighting associated with the mixed-use buildings. Glare associated with the mixed-use buildings would increase compared to the existing conditions and may be more visible to the adjacent residences and motorists.

However, the light and glare that would be generated by the project would not be out of character with other multistory residential buildings, commercial buildings, and restaurants in the project area. The proposed project would not differ substantially from the existing conditions along Route 66, which is zoned as RT66-TCMU for approximately 0.6 miles to the west and over 2.0 miles to the east of the proposed project site. This zoning designation includes residential, commercial, and light industrial mixed uses.[17] The City of Glendora's Conservation Element of the General Plan includes a planning goal and policy that relates to lighting:

- Goal CON-5: Reduce demand for energy resources through the use of conservation techniques.
    - Policy CON-5.4: Require all new development to incorporate energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code.

In addition, per the City of Glendora, there are a few municipal code standards regarding lighting consisting of:

- **21.05.010.E.8 – Design Standards for permitted buildings within commercial zones**: (a) Adequate lighting shall be provided for the security and safety of areas such as parking areas, loading areas, vehicle and pedestrian circulation areas, building entrances and working areas; (b) Light fixtures and supports shall be compatible with building architecture and site design. Illuminators shall be integrated within the architectural design of buildings; (c) Lighting shall be shielded to prevent spillover. (Ord. 1984 § 3, 2014; Ord. 1962 § 3, 2012; Ord. 1924 § 11, 2009; Ord. 1827 § 1, 2005;Ord. 1648 § 1, 1996: Ord. 1618 § 1 Exh. A, 1993)

- **21.10.360.B.6 – Route 66 Corridor Specific Plan**: exterior lighting standards for parking lots and security for commercial uses where lighting shall be appropriately shielded so as not to spill over into residential areas and residential units shall also be shielded from illuminated commercial signs.

[17] City of Glendora. *Title 21 Zoning, Chapter 21.10 Route 66 Corridor Specific Plan*. Available at: http://qcode.us/codes/glendora/

- **21.33.330.C.6 – Outdoor Landscape Lighting Design Guidelines for private residential dwellings**: (a) Minimal Lighting. Lighting is to provide levels of lighting sufficient to meet safety and orientation needs, but low enough to promote the community's character; (b) Color of the Light Emitted. Lighting must be warm-colored and unobtrusive. Light sources must be warm-colored. Incandescent, tungsten and metal halide sources are preferred; mercury vapor, sodium, neon and cool fluorescent are not permitted unless the light they emit can be made warm by filters and lenses; (c) Fixtures. Light sources should be concealed when possible, and lighting indirect. Exposed bulbs, spot lights, reflectors, and lenses are prohibited. Light fixtures on top of pilasters are not permitted; (d) Wall Mounted Lights. Wall mounted fixtures should have seeded glass and be fitted with bulbs with accumulated output not exceeding 40 watts; (e) Reflected Light. Light is allowed to be reflected off natural elements such as rocks or trees. Generally, light should be reflected from natural surfaces, such as bark, natural stone, leaves or wood. Lighting of large surface areas of stucco or other man-made materials will not be permitted; and (f) Light Overflow. Light sources may not be directed into areas adjacent to the parcel. All light should be directed so that adjacent homes, open space and other areas are protected from substantial light overflow and glare. This applies to all exterior lighting.

Furthermore, there is a three-story townhome building and parking structure south of the project, across Route 66, that generates light and glare similar to the project, if not more due to its larger height, width, and visibility along the street. It does not present a hazard or nuisance as a source of light or glare in area, and the proposed project would not substantially alter conditions in addition to the existing sources that it would be a hazard or nuisance. The new landscaping such as trees and shrubs would also provide a form of light shielding from nighttime sky glow as well as nighttime and daytime glare. The trees, shrubs, and lawn, with a 20% Reflection Factor,[18] would provide relief from the sun and shield reflection from the surrounding area during daytime as well as provide shade creating a cooler space than current conditions. In addition, during nighttime, the tree canopies would shield the light from traveling upward and decreasing nighttime light pollution thus adding a net benefit while adhering to the City's Route 66 Corridor Specific Plan and Municipal Code outdoor lighting regulations.

Businesses within the area and other commercial buildings northwest of the project also generate light and glare in the immediate project vicinity. While the proposed project would generate more light and glare compared to the existing uses on the site, the new landscaping would help reduce any potential spill over, plus the light and glare would not be new or out of character with the light and glare that is currently generated from existing uses adjacent to the project. It would not substantially differ such that the new sources of light or glare would cause adverse impacts on day or nighttime views.

Therefore, the proposed project would result in less than significant impacts to aesthetics related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the proposed project area. No mitigation or further analysis is warranted.

[18] Homer Energy Pro 3.13. "Ground Reflectance." Accessed December 2, 2019. Available at: https://www.homerenergy.com/products/pro/docs/latest/ground_reflectance.html

3.2 AGRICULTURE AND FORESTRY RESOURCES

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to agriculture and forestry resources, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Agriculture and forestry resources at the proposed project site were evaluated with regard to the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP),[2] the adopted City of Glendora General Plan (Glendora Community Plan 2025),[3] the City of Glendora Zoning Code,[4] Public Resource Codes 12220 and 4526,[5,6] and Government Code 51104.[7]

State CEQA Statutes [(§21060.1(a)) Public Resources Code 21000-21177)] define agricultural land to mean "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria, as modified for California," and is herein collectively referred to as "Farmland." State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impacts to agriculture and forestry resources.

"Forest land" is defined in Public Resources Code § 12220 (g) as land that can support 10-percent native tree cover of any species including hardwoods, under natural conditions, and that allows for management of one of more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.[8]

"Timberland" is defined in Public Resources Code § 4526 as land other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products.[9]

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[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2004. *Important Farmland in California, 2002*. Sacramento, CA.

[3] City of Glendora. "Glendora Community Plan 2025." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[4] City of Glendora. *Glendora Municipal Code, Title 21 Zoning*. Available at: http://qcode.us/codes/glendora/

[5] California Public Resources Code, Division 10.5 California Forest Legacy Program Act of 2007 [21200-12276], Chapter 1. General provisions [12200-12231], Article 3. Definitions § 12220 (g). Effective January 2008. Accessed September 23, 2019. Available at https://leginfo.legislature.ca.gov/faces/codes.xhtml

[6] California Public Resources Code, Division 4. Forests, Forestry and Range and Forage Lands [4001-4958], Chapter 8. Z'berg-Nejedly Forest Practice Act of 1973 [4511-4630.2], Article 2. Definitions [4521-4529.5], § 4526. Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[7] California Government Code, Title 5. Local Agencies [50001-57550], Chapter 6.7. Timberland [51100-51155], Article 1. General Provisions [51100-51104], § 51104 (g). Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[8] California Public Resources Code, Division 10.5 California Forest Legacy Program Act of 2007 [21200-12276], Chapter 1. General provisions [12200-12231], Article 3. Definitions § 12220 (g). Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[9] California Public Resources Code, Division 4. Forests, Forestry and Range and Forage Lands [4001-4958], Chapter 8. Z'berg-Nejedly Forest Practice Act of 1973 [4511-4630.2], Article 2. Definitions [4521-4529.5], § 4526. Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

A "Timberland Production Zone" (TPZ) is defined in Government Code § 51104 (g) as an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.[10]

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

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 non-agricultural use?

The proposed project would result in no impacts related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP, to non-agricultural use. There are no lands mapped in the FMMP as Prime Farmland, Unique Farmland, or Farmlands of Statewide Importance within or adjacent to the proposed project site. The FMMP allows use of the California Important Farmland Finder, which serves as a current inventory of agricultural land resources using the most recent maps and data from 2016. Much of Los Angeles County, including the proposed project site, falls outside of the soil survey boundary and was not mapped by the FMMP. The available maps prior to 2016 were also not surveyed in the project study area, and the nearest Farmland to the project site is located over 10.0 miles away in San Bernardino County. Therefore, the Master Plan Area is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to FMMP.[11,12] The proposed project would result in no impacts and no further analysis is warranted.

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project would result in no impacts to agricultural resources as a result of a conflict with existing zoning for agricultural use or with a Williamson Act contract. The project site is currently zoned as Route 66 Corridor Specific Plan - Town Center Mixed-Use (8639-027-900) and

[10] California Government Code, Title 5. Local Agencies [50001-57550], Chapter 6.7. Timberland [51100-51155], Article 1. General Provisions [51100-51104], § 51104 (g). Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[11] California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program, Important Farmland Finder. 2016 Data. Sacramento, CA. Accessed January 17, 2019. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/

[12] California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program, Los Angeles County Farmland Data. 2006-2016 Data. Sacramento, CA. Accessed January 17, 2020. Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx

Multi-family Residential (8639-027-901 and 8639-027-902). The Land Use Element of the Glendora Community Plan 2025 designates two of the proposed project parcels as High Density Residential and one as Route 66 Specific Plan, a mixed-use zone designation with seven different land use districts.[13] The Route 66 Specific Plan parcel falls under Town Center Mixed Use, which is intended to provide for a complementary mix of land use and development types that are compatible with and reinforce pedestrian activity and transit utilization, including mixed residential, commercial, and retail development and expanded housing opportunities such as the proposed project.[14] The City has no agriculturally designated land.[15] Therefore, the proposed project does not conflict with existing zoning for agricultural land.

The Williamson Act Program enters local governments and private landowners in a contract to restrict agricultural and open space lands to farming and ranching uses through the California Department of Conservation, Division of Land Resource Protection. However, there are no agricultural or open space lands with Williamson Act contracts in effect in the entirety of Los Angeles County, with the exception of Catalina Island.[16] Therefore, there is no farmland located in or immediately adjacent to the proposed project site that is in a Williamson Act Contract. Therefore, there would be no impacts regarding conflict with existing zoning for agricultural use or with a Williamson Act contract. No further analysis is warranted.

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

The proposed project would result in no impacts to forestry resources by conflicting with existing zoning for forest land, timberland, or timberland zoned Timberland Production. The proposed project site is currently an unused building foundation and paved asphalt lot. There is a total of 14 trees at the site,[17,18] none of which are grown or used as a forestry resource. Given that the site does not grow a crop of trees of a commercial species used to produce lumber, harvest timber, or other forest products, the proposed project is not defined as "Forest land" under Public Resources Code § 12220 (g),[19] "Timberland" under Public Resources Code § 4526,[20] nor a "Timberland

[13] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[14] City of Glendora. *Glendora Municipal Code, Title 21 Zoning, Chapter 21.10 Route 66 Corridor Specific Plan*. Available at: http://qcode.us/codes/glendora/

[15] City of Glendora. Updated November 2013. "2013–2021 Housing Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[16] County of Los Angeles. March 2015. *CEQA Findings of Fact and Statement of Overriding Considerations for the Final Environmental Impact Report for the Los Angeles County General Plan Update EIR*. State Clearinghouse No. 2011081042. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_lac-fof-soc-final.pdf

[17] Thelwell, Alfred (LS 6999). June 2019. *501 Route 66 Glendora Alta Survey*. Riverside, CA: So Cal Engineering.

[18] Sapphos Environmental, Inc., January 2020. Data available at: G:\2397\2397-002\Data\20200121 RJB Site Visit Daytime Photos.

[19] California Public Resources Code, Division 10.5 California Forest Legacy Program Act of 2007 [21200-12276], Chapter 1. General provisions [12200-12231], Article 3. Definitions § 12220 (g). Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

Production Zone" (TPZ) under Government Code § 51104 (g).[21] Therefore, the proposed project would result in no impacts to forestry resources by conflicting with existing zoning for forest land, timberland, or timberland zoned Timberland Production as defined in California Code. No further analysis is warranted.

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

The proposed project would result in no impacts in relation to the loss of forest land or conversion of forest land to non-forest use. The proposed project site is not forest land; it is currently an unused existing remnant building foundation and what partially remains of an old paved parking lot. The Land Use Element of the Glendora Community Plan 2025 designates it as High Density Residential and Route 66 Specific Plan[22] (Town Center Mixed Use), neither of which are intended for forest use.[23] The project site is located in an urban area, and although the City's foothills contain United States Forest Service (USFS) lands, the nearest forest land is located approximately 1.8 miles northwest of the project site in the Angeles National Forest.[24,25] Additionally, there are a total of 14 trees at the site,[26] none of which are grown or used as a forestry resource. Given that the site does not grow a crop of trees of a commercial species used to produce lumber, harvest timber, or other forest products, it is not a forestry resource. Therefore, the proposed project would result in no impacts in relation to the loss of forest land or conversion of forest land to non-forest use. No further analysis is warranted.

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

The proposed project would result in no impacts involving other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. It is not categorized as Farmland according to the FMMP, [27,28] nor zoned for agricultural or forest use in the Glendora Community

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[20] California Public Resources Code, Division 4. Forests, Forestry and Range and Forage Lands [4001-4958], Chapter 8. Z'berg-Nejedly Forest Practice Act of 1973 [4511-4630.2], Article 2. Definitions [4521-4529.5], § 4526. Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[21] California Government Code, Title 5. Local Agencies [50001-57550], Chapter 6.7. Timberland [51100-51155], Article 1. General Provisions [51100-51104], § 51104 (g). Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[22] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[23] City of Glendora. *Glendora Municipal Code, Title 21 Zoning, Chapter 21.10 Route 66 Corridor Specific Plan*. Available at: http://qcode.us/codes/glendora/

[24] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[25] U.S. Forest Service. 13 November 2012. National Forest GIS Data. Los Angeles County GIS Data Portal. Accessed January 23, 2020. Available at: https://egis3.lacounty.gov/dataportal/2012/11/13/national-forest/drp_forest/

[26] Thelwell, Alfred (LS 6999). June 2019. *501 Route 66 Glendora Alta Survey*. Riverside, CA: So Cal Engineering.

[27] California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program, Important Farmland Finder. 2016 Data. Sacramento, CA. Accessed January 17, 2019. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/

Plan 2025 or California Code.[29,30,31,32] Its current use is a existing remnant building foundation and what partially remains of an old paved parking lot. Therefore, the proposed project would result in no impacts that would convert agricultural or forest use, and no further analysis is warranted.

[28] California Department of Conservation, Division of Land Resources Protection, Farmland Mapping and Monitoring Program, Los Angeles County Farmland Data. 2006-2016 Data. Sacramento, CA. Accessed January 17, 2020. Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx

[29] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[30] California Public Resources Code, Division 10.5 California Forest Legacy Program Act of 2007 [21200-12276], Chapter 1. General provisions [12200-12231], Article 3. Definitions § 12220 (g). Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[31] California Public Resources Code, Division 4. Forests, Forestry and Range and Forage Lands [4001-4958], Chapter 8. Z'berg-Nejedly Forest Practice Act of 1973 [4511-4630.2], Article 2. Definitions [4521-4529.5], § 4526. Effective January 2008. Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

[32] California Government Code, Title 5. Local Agencies [50001-57550], Chapter 6.7. Timberland [51100-51155], Article 1. General Provisions [51100-51104], § 51104 (g). Accessed September 23, 2019. Available at: https://leginfo.legislature.ca.gov/faces/codes.xhtml

3.3 AIR QUALITY

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to air quality, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Air quality at the proposed project site was evaluated with regard to the City of Glendora General Plan (Glendora Community Plan 2025),[2] the National Ambient Air Quality Standards (NAAQS), the California Ambient Air Quality Standards (CAAQS), and the Clean Air Act (CAA).[3]

Data on existing air quality in the South Coast Air Basin, in which the proposed project site is located, is monitored by a network of air monitoring stations operated by the California Environmental Protection Agency (CalEPA), Air Resources Board (CARB) and the South Coast Air Quality Management District (SCAQMD). The air quality assessment considers all phases of project planning, construction, and operation. The analysis of construction impacts was based on a construction scenario and site plans provided.

State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impacts to air quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:

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

The proposed project would result in less than significant impacts to air quality in relation to conflict with or obstruct the implementation of the applicable air quality plan. Air quality compliance with NAAQS and CAAQS is overseen by the SCAQMD pursuant to the Air Quality Management Plan (AQMP).[4] The proposed project area is in the County of Los Angeles within the South Coast Air District portion of the South Coast Air Basin. The potential air quality impacts occurring during the construction and operation of the proposed project is evaluated using the CEQA Guidelines and the quantitative thresholds of significance established by the SCAQMD (Table 3.3-1, *SCAQMD Air Quality Significance Thresholds*).

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora. 2008. City of Glendora General Plan (Community Plan 2025). Glendora, CA.

[3] U.S. Environmental Protection Agency. 2005. Title I Air Pollution Prevention and Control." In *Federal Clean Air Act*. Available at: http://www.epa.gov/oar/caa/contents.html

[4] South Coast Air Quality Management District. March 2017. *Final 2016 Air Quality Management Plan*. Available at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15

TABLE 3.3-1
SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (including carcinogens and noncarcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO_2eq for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants[a]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	 10.4 $\mu g/m^3$ (construction)[b] & 2.5 $\mu g/m^3$ (operation) 1.0 $\mu g/m^3$	
$PM_{2.5}$ 24-hour average	 10.4 $\mu g/m^3$ (construction)[b] & 2.5 $\mu g/m^3$ (operation)	
SO_2 1-hour average 24-hour average	 0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu g/m^3$ (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average	 1.5 $\mu g/m^3$ (state) 0.15 $\mu g/m^3$ (federal)	

NOTE: lbs/day = pounds per day; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; MT/year CO_2eq = metric tons per year of CO_2 equivalents; NO_x = nitrogen oxide; VOC = volatile organic compounds; PM_{10} = particulate matter 10 microns or less in diameter (coarse PM); $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter (fine PM); SO_x = sulfates; CO = carbon monoxide; TACs = toxic air contaminants; GHG = greenhouse gases; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide.

[a] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

[b] Ambient air quality threshold based on SCAQMD Rule 403.

SOURCE: South Coast Air Quality Management District. April 1993. CEQA Air Quality Handbook.

The CARB-maintained air monitoring stations measure SCAB air pollutant levels. The nearest monitoring station to the project site is the Los Angeles North Main Street Monitoring Station, located at 1630 North Main Street, Los Angeles, California 90012, which is approximately 5.0 miles northeast. The most recent three years of available data for this location include measurements for

ozone, $PM_{2.5}$, PM_{10}, and nitrogen dioxide (NO_2) (Table 3.3-2, *Summary of Ambient Air Quality at the Glendora-Laurel and Azusa Monitoring Station*).

TABLE 3.3-2
SUMMARY OF AMBIENT AIR QUALITY AT GLENDORA-LAUREL AND AZUSA MONITORING STATIONS

Pollutant	Year		
	2016	2017	2018
Ozone			
Maximum 1-hr concentration (ppm)	0.148	0.157	0.140
Days exceeding CAAQS (0.09 ppm)	38	45	32
Days exceeding NAAQS (no standard)	0	0	0
State Maximum 8-hour concentration (ppm)	0.114	0.121	0.104
National Maximum 8-hour concentration (ppm)	0.078	0.086	0.073
Days exceeding CAAQS (0.070 ppm)	38	45	32
Days exceeding NAAQS (0.070 ppm)	6	9	5
$PM_{2.5}$			
National maximum 24-hour concentration ($\mu g/m^3$)	32.1	24.9	41.8
State maximum 24-hour concentration ($\mu g/m^3$)	32.1	24.9	41.8
Measured days exceeding NAAQS (35 $\mu g/m^3$)	0	0	3
AAM ($\mu g/m^3$)	10.1	10.4	10.8
Does measured AAM exceed NAAQS (15 $\mu g/m^3$)?	*	*	*
Does measured AAM exceed CAAQS (12 $\mu g/m^3$)?	*	*	No
PM_{10}			
National maximum 24-hour concentration ($\mu g/m^3$)	74.0	83.9	68.2
State maximum 24-hour concentration ($\mu g/m^3$)	74.0	83.9	68.2
Measured days exceeding NAAQS (150 $\mu g/m^3$)	0	0	0
Measured days exceeding CAAQS (50 $\mu g/m^3$)	0	0	0
AAM ($\mu g/m^3$)	33.7	31.7	32.7
Does measured AAM exceed NAAQS (no standard)?	No	No	No
Does measured AAM exceed CAAQS (20 $\mu g/m^3$)?	*	*	Yes
NO_2			
National maximum 1-hour concentration (ppb)	50.0	48.0	45.0
State maximum 1-hour concentration (ppb)	70.0	60.0	60.0
Days exceeding NAAQS (0.100 ppm)	0	0	0
Days exceeding CAAQS (0.18 ppm)	0	0	0
State AAM (ppb)	11	10	9
Does measured AAM exceed NAAQS (0.053 ppm)?	No	No	No
Does measured AAM exceed CAAQS (0.03 ppm)?	No	No	No
CO (not measured at Los Angeles monitoring station)			
SO_2 (not measured at Los Angeles monitoring station)			
HS (not measured at Los Angeles monitoring station)			

NOTE: ppm = parts per million by volume; $\mu g/m^3$ = micrograms per cubic meter; AAM = annual average; CO = carbon monoxide; SO_2 = sulfur dioxide; HS = hydrogen sulfide; CAAQS = California Ambient Air Quality Standards; NAAQS = the National Ambient Air Quality Standards; ppb = parts per billion by volume; * Denotes insufficient data.
SOURCE: California Air Resources Board. Accessed January 30, 2020. Top 4 Summary: Select Pollutant, Years, & Area. http://www.arb.ca.gov/adam/topfour/topfour1.php

Construction Emissions

Construction emissions were quantified using CalEEMod 2016.3.1 (see Appendix B, *CalEEMod Data*). CalEEMod is a statewide land use emissions computer model that calculates both construction and operation emissions from land use projects such as the proposed project. Inputs into the model included the construction duration based on a 16-month schedule for the approximately 0.32-acre project site. The model inputs included separate models to represent construction and operation of the Residential buildings A and B, Commercial building, the parking lot and the open area (see Tables 3.3-3 through 3.3-6 *Residential/Commercial/Open Area/Parking Lot Estimated Daily Construction Emissions* and Tables 3.3-7 through 3.3-10, *Residential/Commercial/Open Area/Parking Lot Estimated Summer Daily Operation Emissions*). The construction phase of the proposed project would result in less than significant impacts to air quality related to violating any air quality standard or contributing substantially to an existing or projected air quality violation with regard to construction.

TABLE 3.3-3
RESIDENTIAL: ESTIMATED SUMMER DAILY CONSTRUCTION EMISSIONS

Construction Phase	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
2022 maximum daily emissions	17.6	7.13	7.82	0.01	0.77	1.2
Maximum estimated daily emissions for residential	17.6	7.13	7.82	0.01	0.77	1.2
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

TABLE 3.3-4
COMMERCIAL: ESTIMATED SUMMER DAILY CONSTRUCTION EMISSIONS

Construction Phase	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
2020 maximum daily emissions	2.09	8.85	8.03	0.01	0.89	1.33
Maximum estimated daily emissions for commercial	2.09	8.85	8.03	0.01	0.89	1.33
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

TABLE 3.3-5
PARKING LOT: ESTIMATED SUMMER DAILY CONSTRUCTION EMISSIONS

Construction Phase	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
2021 maximum daily emissions	0.94	8.19	7.94	0.01	0.83	1.27
Maximum estimated daily emissions for parking lot	0.94	8.19	7.94	0.01	0.83	1.27
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

TABLE 3.3-6
OPEN AREA: ESTIMATED SUMMER DAILY CONSTRUCTION EMISSIONS

Construction Phase	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
2021 maximum daily emissions	8.90	14.85	15.13	0.03	0.83	1.27
Maximum estimated daily emissions for open area	8.90	14.85	15.13	0.03	0.83	1.27
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

The main plans of concern for the project site are the Air Quality Element of the City General Plan (Community Plan 2025), the 2016 SCAQMD AQMP,[5] and Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; Connect SoCal).[6] The construction, operation, and maintenance of the proposed project would not cause a violation of the SCAQMD AQMP because it would not impede the ability of the basin to achieve the NAAQS attainment deadlines for those pollutants not in attainment. The ambient air emissions are less than the maximum allowable amount. Designations for attainment are determined from the ambient air quality. Since each land use was analyzed separately, the total emissions of each land use would not exceed the emission thresholds. The proposed project would not have a long-term consequence on achieving attainment deadlines in the SCAQMD AQMP for criteria pollutants that are not in attainment because construction and operational emissions are below the level of significance.

[5] South Coast Air Quality Management District. March 2017. *Final 2016 Air Quality Management Plan*. Available at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15

[6] Southern California Association of Governments (SCAG). Adopted September 3, 2020. *Adopted Final Connect SoCal*. Available at: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx

Operations

Operation emissions were also quantified using CalEEMod 2016.3.1 (see Appendix B, *CalEEMod Data*). The operation phase of the proposed project would result in less than significant impacts to air quality related to violating any air quality standard or contributing substantially to an existing or projected air quality violation with regard to operation. Tables 3.3-7 through 3.3-10 include the quantified results.

TABLE 3.3-7
RESIDENTIAL: ESTIMATED SUMMER DAILY OPERATION EMISSIONS

Category	Construction Emissions (Pounds/Day)					
	ROGs	**NO_x**	**CO**	**SO_x**	**$PM_{2.5}$**	**PM_{10}**
Area	2.42	0.17	4.73	0.01	0.61	0.61
Energy	0.00	0.03	0.01	0.01	0.00	0.0
Mobile	0.08	0.35	1.15	0.00	0.11	0.11
Total	2.50	0.55	5.89	0.02	0.72	0.72
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

TABLE 3.3-8
COMMERCIAL: ESTIMATED SUMMER DAILY OPERATION EMISSIONS

Category	Construction Emissions (Pounds/Day)					
	ROGs	**NO_x**	**CO**	**SO_x**	**$PM_{2.5}$**	**PM_{10}**
Area	0.02	0.17	0.00	0.00	0.00	0.00
Energy	0.00	0.03	0.00	0.00	0.00	0.00
Mobile	0.02	0.35	0.26	0.00	0.02	0.08
Total	0.04	0.10	0.26	0.00	0.02	0.08
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

TABLE 3.3-9
PARKING LOT: ESTIMATED SUMMER DAILY OPERATION EMISSIONS

Category	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

TABLE 3.3-10
OPEN AREA: ESTIMATED SUMMER DAILY OPERATION EMISSIONS

Category	Construction Emissions (Pounds/Day)					
	ROGs	NO_x	CO	SO_x	$PM_{2.5}$	PM_{10}
Area	0.09	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.09	0.00	0.00	0.00	0.00	0.00
SCAQMD daily significance construction threshold (pounds/day)	75	100	550	150	55	150
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

NOTE: ROG = reactive organic gases; NO_x = oxides of nitrogen, CO = carbon monoxide, SO_x = oxides of sulfur; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; SCAQMD = South Coast Air Quality Management District.
SOURCE: Appendix B.

The proposed project would be consistent with the AQMP's goals to invest in strategies that improve air quality by supporting infill development and higher-density housing in urban areas. The proposed project would also be consistent with the forecasted growth for the City of Glendora per the RTP/SCS. The proposed project is consistent with the strategies in the 2020 RTP/SCS for reducing regional per capita vehicle miles traveled (VMT) by providing residential and a commercial building (office space) within a mapped High-Quality Transit Area (HQTA). The proposed project is served by Foothill Transit and there are 10 existing bus stops within a 0.5-mile radius of the project site. The proposed project site is also located within 0.5 mile of a planned fixed guideway transit stop along the Metro Gold Line Foothill Extension, which meets the SCAG criteria for a HQTA.[7] Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

[7] Los Angeles County Metropolitan Transportation Authority (LA Metro). September 2018. *Foothill Gold Line Extension to Montclair.* Project map available at: https://media.metro.net/projects_studies/foothill_extension/images/map_goldlineExtension_2018-09.pdf Main project website: https://www.metro.net/projects/foothill-extension/

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The proposed project would result in less than significant impacts to air quality regarding resulting in cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment. Compared to the NAAQS, the County of Los Angeles portion of the South Coast Air Basin is a nonattainment area for 1-hour ozone, 8-hour ozone, $PM_{2.5}$, and lead for near-source monitors. Compared to the CAAQS, the County portion of the South Coast Air Basin is a nonattainment area for 1-hour ozone, 8-hour ozone, $PM_{2.5}$, and respirable particulate matter (PM_{10}). Short-term cumulative impacts related to air quality could occur if project construction and nearby construction activities were to occur simultaneously. In particular, with respect to local impacts, cumulative construction particulate matter (i.e., fugitive dust) impacts are considered when projects are located within a few hundred yards of each other. The nearest project to the proposed project site is the 422 S. Glendora Avenue, a residential project, which is currently undergoing environmental review with the City. Construction of the proposed project may occur during the construction of 422 S. Glendora Avenue. During operation, emissions from the related projects and the proposed project would not be substantial enough to cause a cumulatively considerable increase to any criteria air pollutant. The residential component of the proposed project has a less than significant contribution to operational emissions similar to the proposed project's operation levels which are shown in Tables 3.3-7 through 3.3-10. The cumulative contribution of the project and other projects in the region would not exceed the significant thresholds established by SCAQMD. The construction of the proposed project is expected to begin after the completion of 422 S. Glendora Avenue.

Therefore, the addition of the proposed project would have a less than significant impact regarding a cumulatively considerable net increase of any criteria pollutant. The proposed project is an infill development that provides residential units and commercial building (office space) in the City of Glendora, and it would result in construction and operational emissions that are below the level of significance (see Tables 3.3-3 and 3.3-6). Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project would result in less than significant impacts to air quality in relation to exposing sensitive receptors to substantial pollutant concentrations. Land uses identified to be sensitive receptors by SCAQMD in the CARB's Air Quality Handbook include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.[8] The sensitive receptors within a 0.25-mile radius of the proposed project site include 318 Single-family residential, 24 Multi-family residential, 11 Mixed residential, 2 Open space and recreation areas, 1 senior housing and 1 hospital (Figure 3.3-1, *Sensitive Receptors*). As shown in Tables 3.3-3 through 3.3-6, the construction of the proposed project would not result in substantial pollutant concentrations during construction. As shown in Tables 3.3-7 through 3.3-10, the emissions from operation of the proposed project would not result in substantial pollutant concentrations. Concentrations of pollutants disperse with increasing distance from the construction area. Sensitive receptors are directly adjacent to the project site to 0.25 mile away from the construction area. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations. During operations and maintenance of the proposed project,

[8] California Air Resources Board. April 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available at: http://www.arb.ca.gov/ch/handbook.pdf

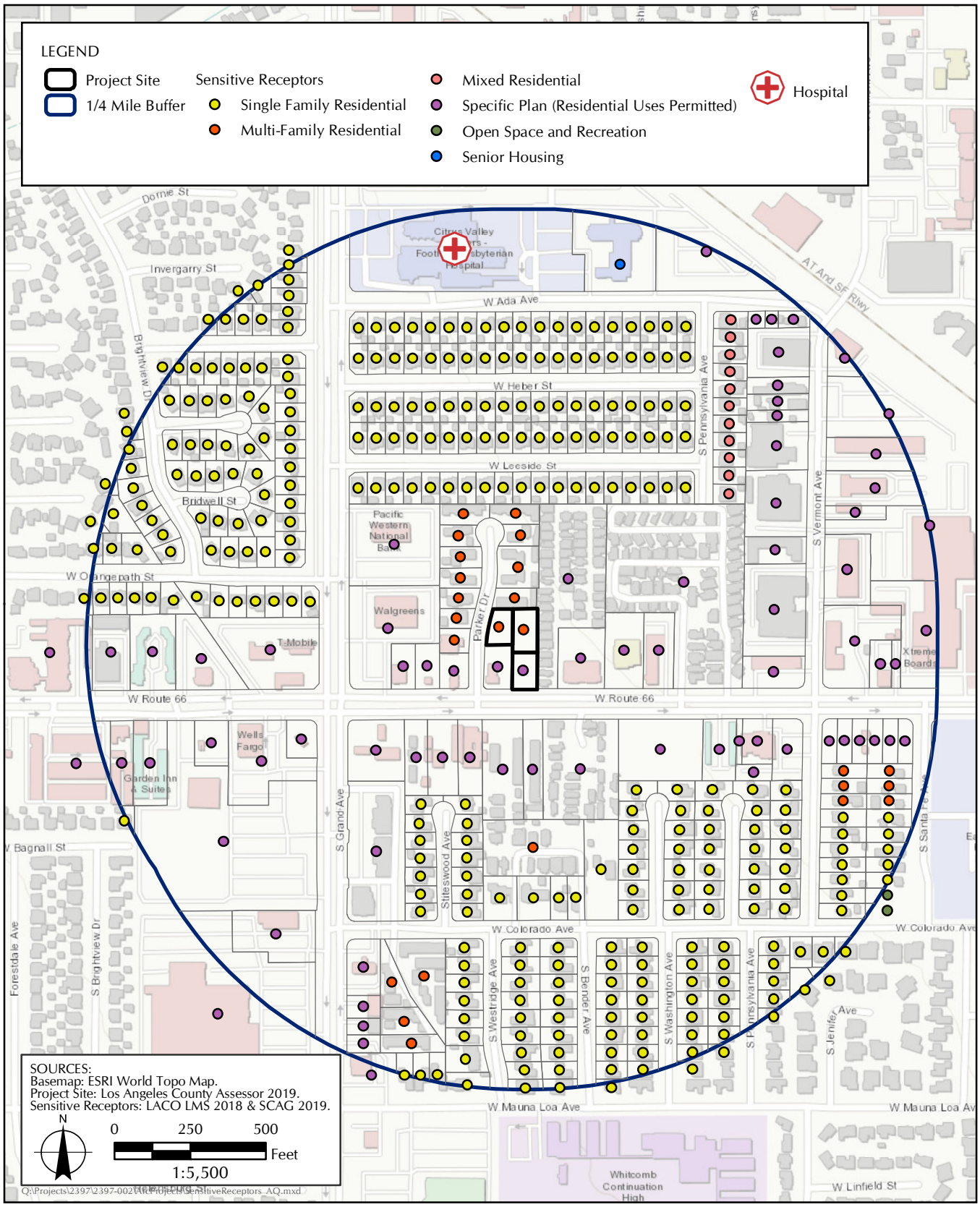

FIGURE 3.3-1
Sensitive Receptors

sensitive receptors would not experience a long duration of exposure. These emissions, as shown in Tables 3.3-3 through 3.3-6, would also below the level of significance and would decrease rapidly with distance from the proposed project. Therefore, impacts would be less than significant regarding exposing sensitive receptors to substantial pollutant concentrations. No mitigation or further analysis is warranted.

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

The proposed project would result in no impacts to air quality in relation to resulting in other emissions (such as those leading to odors adversely affecting a substantial number of people). According to the CARB's Air Quality Handbook,[9] land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The construction, operation, and maintenance of the proposed project would not involve the type of land uses or industrial operations typically associated with odor nuisance. A trash receptable would be placed on the northwestern corner of the project site to support the trash from both the residential and commercial buildings. There are no land uses typically associated with the generation of nuisance odors in the proposed project area. Therefore, there would be no impact. No mitigation or further analysis is warranted.

[9] California Air Resources Board. April 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available at: http://www.arb.ca.gov/ch/handbook.pdf

3.4 BIOLOGICAL RESOURCES

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact on biological resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.[1] Biological resources at the proposed project site were evaluated with regard to the Los Angeles County General Plan 2035,[2] Glendora Community Plan 2025,[3] a query of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database,[4] the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB),[5] and the California Native Plant Society (CNPS)[6] Electronic Inventory for the U.S. Geological Survey (USGS) 7.5-minute series Glendora topographic quadrangle, where the proposed project is located, and all surrounding USGS 7.5-minute series topographic quadrangles: Waterman Mountain, Crystal Lake, Mount San Antonio, Azusa, Mt. Baldy, Baldwin park, San Dimas, Ontario, to identify special status species having the potential to occur at the proposed project site.[7] Additionally, an official species list was requested and received from the USFWS on January 10, 2020.[8] The potential occurrence of listed species within the proposed project site was determined by conducting a desktop analysis of habitat requirements and a site visit performed on January 21, 2020. The CNDDB, the National Wetland Inventory (NWI),[9] and aerial imagery were reviewed for the USGS 7.5-minute Glendora topographic quadrangle maps and all eight surrounding topographic quadrangle maps to identify the nearest riparian habitats, wetlands potentially subject to protection under Section 404 of the Clean Water Act, and sensitive natural communities to the proposed project site. A desktop analysis, including review of aerial photographs, was conducted to identify any potential wildlife movement corridors and nursery sites within the area of the proposed project. The proposed project would result in no impact to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the CDFW or USFWS.

State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impacts to biological resources:

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] County of Los Angeles Board of Supervisors. Adopted October 6, 2015. Los Angeles County 2035 General Plan, Chapter 9: Conservation and Natural Resources Element.

[3] City of Glendora Planning Department. Adopted 2007. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[4] U.S. Fish and Wildlife Service. 2020. Environmental Conservation Online System: Information for Planning and Conservation. Available at: https://ecos.fws.gov/ipac/

[5] California Department of Fish and Wildlife. 2016. Rarefind 5: California Natural Diversity Database. Sacramento, CA.

[6] California Native Plant Society. 2020. Accessed January 10, 2020. CNPS Electronic Inventory. Available at: www.cnps.org

[7] U.S. Geological Survey. 7.5-Minute Series, Glendora Topographic Quadrangle. Accessed January 10, 2020.

[8] U.S. Fish and Wildlife Service, Carlsbad Office. 10 January 2020. Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

[9] U.S. Fish and Wildlife Service. National Wetlands Inventory Map. Available at: http://www.fws.gov/wetlands/Wetlands-Mapper.html

(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 the U.S. Fish and Wildlife Service?

The proposed project would result in no impacts to biological resources related to a substantial adverse effect directly or through habitat modification on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation or the CDFW or USFWS. The proposed project is located within a highly anthropogenically modified area of the city and is encompassed by existing infrastructure. Records searches identified 18 species of plants and animals known to historically occur within the vicinity of the proposed project. These 18 species of plants and wildlife include those listed as candidate, threatened, or endangered pursuant to the federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA). This includes 5 plant species and 13 wildlife species (1 fish, 2 invertebrates, 2 amphibians, and 8 bird species). As the site of the proposed project is paved over with asphalt, the proposed project site is suitable habitat for any of the 18 species that historically occurred in the region (see Appendix C, *Habitat Evaluation and Assessment*). Similarly, the adjacent parcels are designated as mixed-use parcels to the east, multi-family and single-family residential to the north, multi-family residential to the west of the project site. There is no suitable habitat for any of the 18 species that historically occurred in the region (Table A). The nearest known occupied habitat for a sensitive species of plant or wildlife is the South Hills Park which contains coastal sage scrub. South Hills is located roughly 1 mile to the south of the proposed project. There is no proposed or designated critical habitat with the proposed project site or adjacent parcels; therefore, there is no impact to USFWS-designated Critical Habitat. The nearest USFWS-designated Critical Habitat is approximately 3 miles to the northwest for the Thread-leaved brodiaea. The proposed project would have no adverse effect to any candidate, sensitive, or special status species or designated Critical Habitat and no mitigation or further analysis is warranted.

(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 the U.S. Fish and Wildlife Service?

The proposed project would result in no impacts to biological resources in terms of having a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or afforded protection by the CDFW or USFWS. The City of Glendora describes communities as sensitive if they provide suitable habitat for species regulated by local, State, or Federal resource agencies.[10] The proposed project site is paved over with asphalt. As a result of a review of available historic records and maps and a site reconnaissance, it has been determined that there are no sensitive natural communities, woodlands, coastal sage scrub, chaparral, natural drainages or riparian habitat within the proposed project, or in the adjacent parcels. The closest sensitive natural community is Riversidian alluvial fan sage scrub, located approximately 1.5 miles south of the site. The proposed project would result in no substantial adverse changes to riparian habitat and other sensitive natural resources, and no mitigation or further analysis is warranted.

[10] City of Glendora Planning Department. Adopted 2007. Community Plan 2025.

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

The proposed project would result in no impact to biological resources regarding having a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The proposed project site is covered in asphalt and there are no wetlands, streams, or other riparian or aquatic habitats present on the site. The USGS 7.5 minutes series Glendora topographic quadrangle and the NWI were reviewed, and a site reconnaissance conducted and there are no state or federally protected wetlands located within the proposed project property or adjacent parcels. The nearest state or federally protected wetlands are located within 1 mile of the proposed project site, the Little Dalton Wash to the north, and the Big Dalton Wash to the south, both classified as riverine (Figure 3.4-1, *Wetlands Identified within 5 Miles of Project Site*). There would be no substantial adverse changes to these wetlands or any other areas potentially subject to 1600 or 404 jurisdictions. No mitigation or further analysis is warranted.

(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?

The proposed project would result in no impact to biological resources regarding interfering substantially with the movement of any native resident or migratory fish and/or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. There are no prominent topographic or vegetative features associated with or surrounding the project area that would funnel wildlife through the area; nor is there any contiguous natural habitat through which wildlife would be expected to move through. The nearest potential wildlife corridors are within the foothills of the San Gabriel Mountains, which are approximately 2 miles directly north of the proposed project site. Important areas that facilitate wildlife movement are limited to foothill, streambed, canyon, ridgelines, and hillside areas. As the proposed project does not contain any of these areas, there would be no substantial adverse changes to biological resources as a in terms of interference with wildlife movement, and no mitigation or further analysis is warranted.

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project would result in less than significant impacts to biological resources in relation to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The City of Glendora Urban Forestry Manual recognizes oak trees and other native California trees as significant aesthetic and ecological resources.[11] The Glendora Conservancy owns and provides stewardship for approximately 300 acres in the City of Glendora. The project property is not part of the lands managed by the Glendora Conservancy. There are 12 existing private trees on the subject parcels and two street trees that border the western edge of the proposed project, all of which are afforded protection pursuant to the City of Glendora Urban Forestry Manual. Fourteen (14) existing ash trees (*Fraxinus* sp.) were identified within the proposed project site, all of which would be removed (see Section 1.0, *Project Description:* Figure 1.8-2, *Site*

[11] City of Glendora Community Services Department. 2010. *Urban Forestry Manual*. Accessed June 15, 2020. https://www.cityofglendora.org/home/showdocument?id=23006

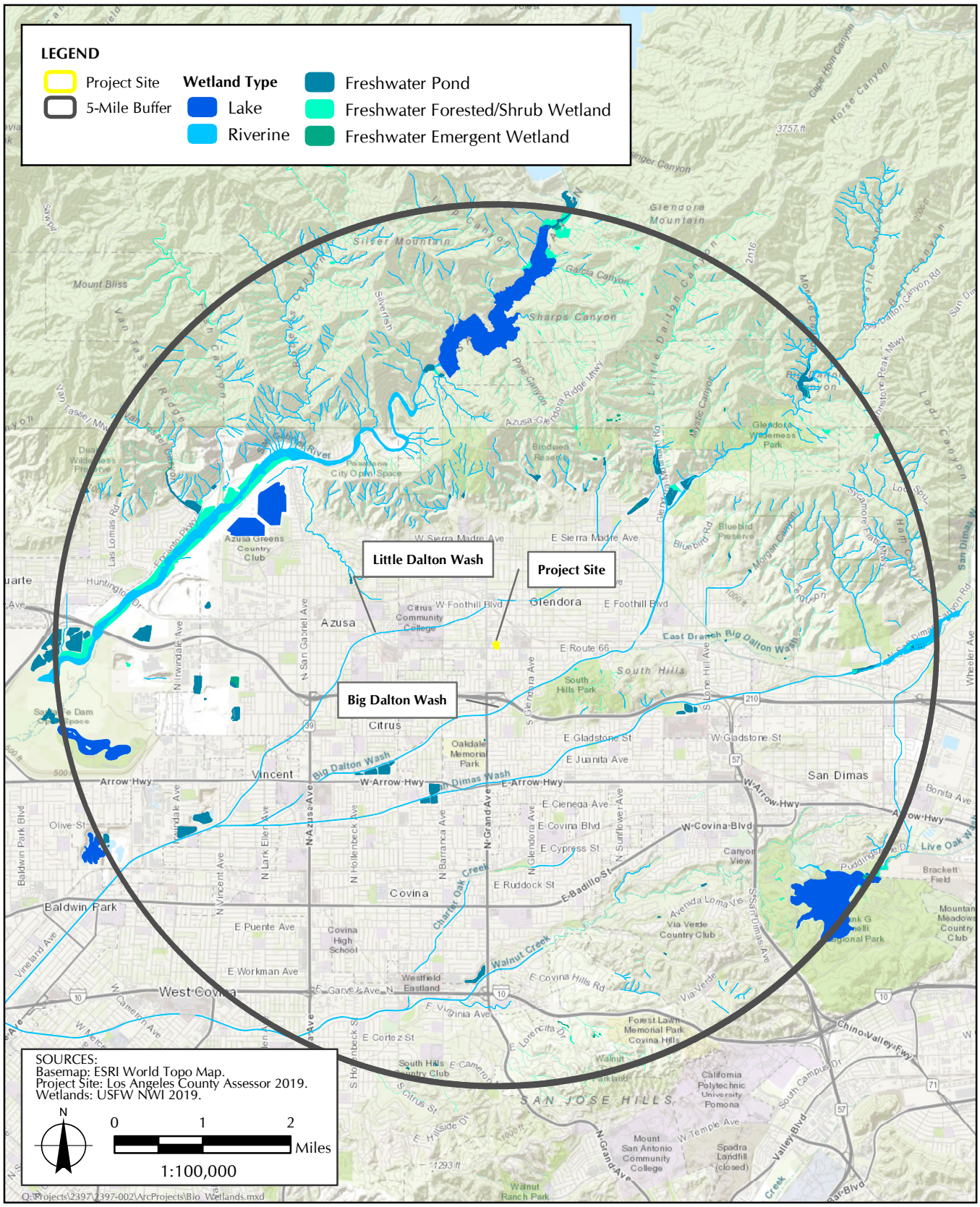

FIGURE 3.4-1

Wetlands within 5 Miles of Project Site

Photos; Appendix A, *Project Plans*). One tree was determined to be a City tree, half of which is onto the rtight-of-way. The removal of the tree would require a City permit and payment based on the tree value. During the January 21, 2020 site visit, no oak or walnut trees were recorded. All private trees with a diameter at breast height (DBH) of 10 inches or greater, regardless of the species, must be replaced according to the size scale (Table 3.4-1, *Tree Removal and Replacement* Requirements):[12]

TABLE 3.4-1
TREE REMOVAL AND REPLACEMENT REQUIREMENTS

Existing DBH	Required Replacement
10″ –15″	24″ boxed tree – 1:1 replacement
16″ –36″	36″ boxed tree – 1:1 replacement
37″ – 48″	48″ boxed tree – 2:1 replacement
49″ or greater	Tree replacement to be determined by the City Forester

As stated in the project description, prior to any tree removal, a qualified biologist or arborist would take a current DBH measurement that most accurately reflects the size of the trees to be removed, these results would be sent to the City Forester for final review and approval.

The Migratory Bird Treaty Act (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit the take of all birds and their active nests including raptors and other migratory nongame birds.[13,14] As construction activities including tree removal are anticipated to occur during the nesting bird season (generally February 1–September 1), the proposed project would have the potential to impact nesting birds afforded protection pursuant to the MBTA and California Fish and Game Code. However, with the incorporation of Mitigation Measure BIO-1, impacts would be reduced to below the level of significance.

Mitigation Measure BIO-1: To avoid impacts to nesting birds protected under the MBTA:

- Construction related to proposed projects should take place outside of the nesting bird season, which generally occurs between February 1 and September 1.
- If construction activities cannot avoid the nesting bird season, pre-construction nesting bird surveys shall be conducted by a qualified biologist a maximum of three days prior to the start of construction.
- Should nesting birds be discovered within or adjacent to the construction footprint during these surveys, a non-disturbance buffer shall be placed on the active nest as determined by the biologist to prevent impacts to nesting birds.
- Construction shall be halted within the non-disturbance buffer of 250 feet of songbirds and 500 feet for raptors until the biologist has determined that the young have fledged and are flying well enough to avoid the proposed construction activities.
- Additionally, if signs of stress are identified, the biologist shall halt activity in the immediate area until the birds resume their normal behavior or until the nest has been determined to no longer be active.

[12] City of Glendora Community Services Department. 2010. *Urban Forestry Manual*. Accessed June 15, 2020. https://www.cityofglendora.org/home/showdocument?id=23006

[13] Migratory Bird Treaty Act, 50 § § FR 13710 (April 5, 1985).

[14] California Fish and Game Code §§ 3503 & 3513 (2019).

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

The proposed project would result in no impact to biological resources regarding conflicts with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP),[15]or other approved local, regional, or state habitat conservation plan. The closest HCP or NCCP is the Orange County Transportation Authority NCCP/HCP, located more than 10 miles from the proposed project site. The proposed project would result in no substantial adverse changes to biological resources in terms of conflicts with the provisions of an HCP, NCCP or other local, regional, or state habitat conservation plan. No mitigation or further analysis is warranted.

[15] California Department of Fish and Wildlife. April 2019. California Regional Conservation Plans. Accessed January 10, 2020. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline

3.5 CULTURAL RESOURCES

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to cultural resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines. Cultural resources at the proposed project site were evaluated with regard to a query of the U.S. Geological Survey (USGS) 7.5-minute series Glendora topographic quadrangle.[1] Published and unpublished literature were also reviewed.

State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impacts to cultural resources:

Would the project:

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The proposed project is expected to result in less than significant impacts to cultural resources related to a substantial adverse change in the significance of a historical resource. A record search was completed at the South Central Coastal Information Center (SCCIC) on the campus of California State University, Fullerton (part of the California Historic Resources Inventory System [CHRIS]), noting all previously recorded resources within 0.5 mile of the proposed project area. No previously recorded resources are located within the proposed project footprint. One resource, the former Old Hickory Inn Restaurant (P19-180677), was identified as adjacent to the subject property to the west, which was recorded in a 1996 survey (Figure 3.5-1, *Historic Resources*). Since that time, the building has been demolished and replaced with a paved surface parking lot. Additionally, four City of Glendora Historic Landmarks, the Brubaker House, Glendora City Hall, the Gard House, and the Morton Bay Fig Tree and Big Tree Park, are located within the 0.5-mile radius of the proposed project site (see Figure 3.5-1). One additional resource, 304 South Wabash Avenue, straddles the eastern border of the 0.5-mile buffer. Also, the southwest corner of the Glendora Historic District, including approximately 30 buildings, falls within the 0.5-mile radius of the proposed project site, to the northeast. As these resources are located approximately 0.25–0.5 mile from the proposed project site, it is anticipated that construction would not directly or indirectly affect the resources due to distance and intervening buildings and structures. The proposed project site also fronts onto Historic Route 66, which was designated a National Historic Trail in 2018.[2] New projects have been constructed along Historic Route 66 over the course of time, and the section surrounding the proposed project site has been substantially built up over time; thus, the setting of the resource would not be impacted. Work is not anticipated on the roadway, and thus less than significant impacts to Historic Route 66 are anticipated. Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

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

The proposed project would result in less than significant impacts to cultural resources related to a substantial adverse change in the significance of an archaeological resource with the incorporation

[1] U.S. Geological Survey, 20150225, USGS US Topo 7.5-minute map for Glendora, CA 2015: USGS - National Geospatial Technical Operations Center (NGTOC).

[2] S.3609, the Route 66 National Trail Designation Act, Companion Bill H.R.801, June 5, 2018.

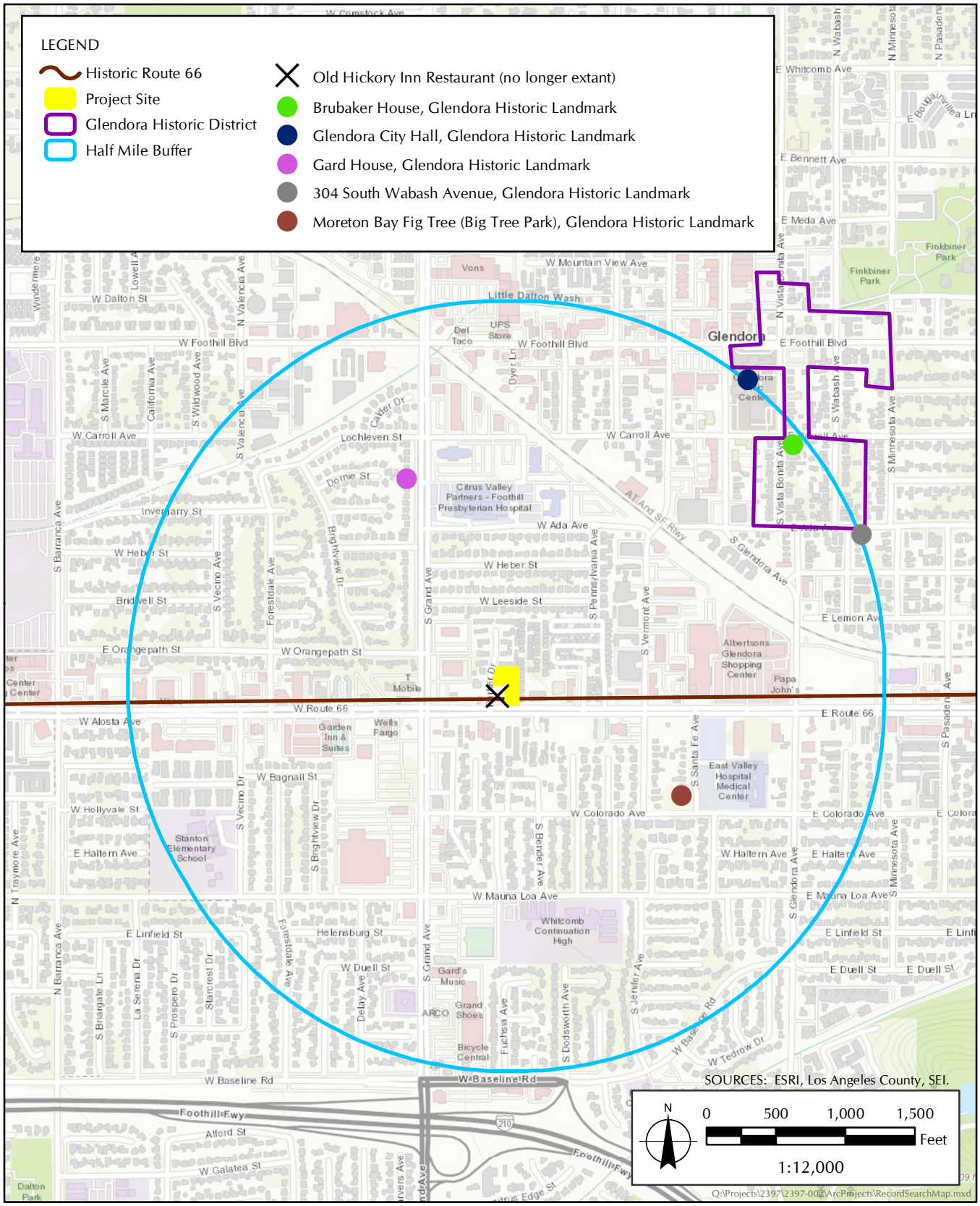

FIGURE 3.5-1
Historic Resources

of mitigation measures. A record search was completed at the SCCIC at California State University, Fullerton in January 2020. The results of the records search indicate that no previously identified archaeological resources are known to exist within the project area or within a 0.5-mile radius of the project area. Two previously completed studies have been conducted within portions of the project area and the 0.5-mile radius, and no previously identified archaeological resources were located within the proposed project site or 0.5-mile radius as a result. The previous studies were conducted within the northeast portion of the proposed project area and extended into the 0.5-mile buffer zone. The previous studies consisted of (1) a records search and literature review[3] and; (2) a records search and site visit to delineate an the Area of Potential Effect.[4] A formal archaeological survey of the proposed project site has not been conducted in support of the proposed project; however, ground visibility is completely impeded by the existing paved surface. A review of historic quadrangle maps was included in this analysis in order to ascertain the potential for subsurface archaeological remains to be present in the proposed project area (Appendix D, *Historic Topographic Maps and Aerial Photographs*) and include the following:

- 7.5-minute series, Glendora topographic quadrangle, 1925,1927,1939
- 7.5-minute series, Azusa topographic quadrangle, 1953,1966,1976
- 1:250,000, San Bernardino topographic quadrangle, 1953,1966
- 1:62,500 Pomona topographic quadrangle, 1894,1904

The review of historic maps and aerial photography indicates that a previous historic development existed in proximity to the project site. Buried archaeological remains associated with this earlier development may be encountered as a result of ground disturbing activities that occur in the vicinity. The proposed project would result in ground disturbance to a depth of 3 feet. The project site is currently paved over and heavily disturbed. Ground disturbance associated with the proposed project is not expected to reach depths below the initial disturbed matrix and into native undisturbed soils. However, if native soils are reached, *in situ* archaeological remains may be encountered. To avoid significant impacts to unique or significant archaeological resources as a result of the proposed project construction, the initial ground disturbance from grading shall be monitored by or under the direct supervision of a qualified archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards*. Incorporation of CUL-1, Construction Monitoring, would mitigate potential impacts to archaeological resources as a result of the proposed project construction activities to a level that is less than significant under CEQA.

Therefore, impacts would be less than significant with incorporation of mitigation measure CUL-1. No further analysis is warranted.

> **Mitigation Measure *CUL-1 Construction Monitoring.*** *Ground disturbance resulting from the project construction has the potential to encounter buried archaeological remains if excavation reaches depths containing native undisturbed soils. Implementation of monitoring during the initial phase of ground disturbing construction activities will mitigate potential impacts to buried archaeological deposits are avoided or reduced below the significance threshold.*

[3] Brechbiel, Brant A. Cultural Resources Records Search and Literature Review Report for a Pacific Bell Mobile Services Telecommunications Facility: Cm 200-13 in the City of Glendora, California. Chambers Group, Inc. Report No: LA-4166. 1998.

[4] Bonner, Wayne H. Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA2304B (VZW Growth Investment), 320 West Carroll Avenue, Glendora, Los Angeles County, California. Michael Brandman Associates. Report No: LA-09235. 2007.

Construction monitoring shall be carried out by or under the direct supervision of a Qualified Archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards.[5] *Similarly, should archaeological resources be encountered during project construction, treatment of such resources, including identification, documentation, and evaluation shall be consistent with the Secretary of the Interior's Treatment Guidelines and Standards for Archaeology and Historic Resources.*[6]

(c) Disturb any human remains, including those interred outside of dedicated cemeteries?

The proposed project would result in a less than significant impact in relation to disturbing any human remains, including those interred outside of dedicated cemeteries with the incorporation of mitigation measures. The record search and supplemental research did not reveal any formal cemeteries or burial sites within the proposed project area, including a 0.5-mile radius. Historic quadrangle maps were reviewed during the supplemental research and included the following USGS maps (see Appendix D):

- 7.5-minute series, Glendora topographic quadrangle, 1925,1927,1939
- 7.5-minute series, Azusa topographic quadrangle, 1953,1966,1976
- 250,000:1, San Bernardino topographic quadrangle, 1953,1966
- 62,500:1 Pomona topographic quadrangle, 1894,1904

The review of historic topographic quadrangle maps and historic aerial photographs did not reveal any previously unknown internments and the anticipated depth of disturbance existing throughout the project area likely reaches the extent of ground disturbance (3 feet) expected to be reached for the proposed project. In the event that human remains are encountered, incorporation of mitigation measure CUL-2, *Inadvertent Discoveries,* would reduce potential project impacts to human remains to below the significance threshold for CEQA.

Mitigation Measure CUL-2 *Inadvertent Discoveries*. Human remains could potentially be encountered during project construction. Treatment of the unanticipated discovery shall be consistent with existing California laws as prescribed in the California Health and Safety Code (Section 7050.5),[7] which states that:

(a) Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the Public Resources Code.

In the event that human remains are inadvertently discovered during project construction, and in accordance with Health and Safety Code Section 7050.5 (b), ground disturbing activities must cease in the area of the discovery including nearby areas reasonably suspected to overlie human remains. The County Coroner shall be immediately contacted and construction activities may not resume until the County Coroner has made a determination in accordance with the provisions of Section 27491

[5] National Park Service. "Professional Qualifications Standards." Available at: https://www.nps.gov/history/local-law/arch_stnds_9.htm

[6] National Park Service. "Professional Qualifications Standards." Available at: https://www.nps.gov/history/local-law/arch_stnds_9.htm

[7] California Health and Safety Code Section 7050.5. (Amended by Stats. 1987, Ch. 404, Sec. 1.

of the Government Code and Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code).

Pursuant to California Health & Safety Code §7050.5 (c),[8]

> *If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.*

[8] California Health and Safety Code Section 7050.5. (Amended by Stats. 1987, Ch. 404, Sec. 1.

3.6 ENERGY

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive (proposed project) may have a significant impact to energy, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Energy resources at the proposed project site were evaluated with regard to the California Green Building Standards Code (CALGreen), the California Energy Commission Guidebook for the Renewable Portfolio Standard Eligibility, Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; Connect SoCal), and the Conservative Element of the City of Glendora General Plan (Community Plan 2025).

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impact to energy any of the following:

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?

The proposed project would result in no impacts to energy in relation to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The goals of the 2020 RTP/SCS include promoting energy efficiency. Some of the key SCAG SCS policies include striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity though improved systems management; providing transportation choices; and promoting economic growth, environmental protection, and public health.

Electrical power in the City of Glendora is supplied by the Southern California Edison (SCE). Electricity provided by SCE has met the State's 2020 targets from renewable energy.[2] For natural gas, the Southern California Gas Company provides services to the City of Glendora, including a high-pressure distribution natural gas pipeline beneath Route 66, on the southern border of the project site.[3] There are no existing energy uses at the vacant lot. As described in Section 3.19, *Utilities and Service Systems*, the residential units would contain three to four bedrooms per unit, which, assuming approximately 3.5 residents per eight units, would increase the residential population in the area by an estimated 28 residents. The office building would likely bring a maximum of eight daily workers, assuming a high-density office space at 150 square feet per employee.[4,5] The estimated daily water use is 100 gallons per day (mgd) per person for an apartment house and 15 gpd per

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] Southern California Edison. *Mountainview Generating Station*. Accessed February 6, 2020. Available at: https://www.sce.com/about-us/environment/power-generation

[3] Southern California Gas Company. *Natural Gas Pipeline Map (Los Angeles County)*. Accessed January 31, 2020. Available at: https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/natural-gas-pipeline-map

[4] Simmons, Kristi Svec. 14 June 2018. *How Much Office Space Do I Need? (Calculator and Per Person Standards)*. Aquila Commercial. Available at: https://aquilacommercial.com/learning-center/how-much-office-space-need-calculator-per-person/

[5] CoreNet Global. 6 August 2013. *Property Paradox: Space for Office Workers Continues to Decline, Even as Companies Expect Hiring to Increase in Months Ahead*.

employee for an office.[6] The new construction would meet California Title 24 requirements and reduce per capita energy consumption through use of water and energy efficiencies in the residential and commercial structures. The proposed project would also be constructed in compliance with CALGreen and 2019 Building Energy Efficiency Standards.

The operation of the proposed project would provide residential units of housing with surface parking, open area, and a commercial building for office space. The proposed project is located off Route 66, which is served by 10 public transit stops within walking distance operated by Foothill Transit which would reduce the average Vehicle Miles Traveled (VMT) by encouraging employees and resident to use public transit. Therefore, there would be no impact. No mitigation or further analysis is warranted.

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

The proposed project would result in no impact regarding conflict to renewable energy or energy efficiency with adopted state and local plans.

State Renewable Energy Portfolio Standards

The State Renewable Energy Portfolio Standard (RPS) is a regulatory mandate to increase production of energy from renewable sources such as wind, solar, biomass and other alternatives to fossil and nuclear electric generation. It is also known as a renewable electricity standard. The California state legislature passed Senate Bill (SB) 350 in fall 2015, which requires all utilities in the state to source half of their electricity sales from clean, renewable sources such as wind, solar, geothermal, and biopower, by 2030[7]. SB 350 sets ambitious annual targets for energy efficiency and renewable electricity aimed at reducing greenhouse gas (GHG) emissions. SB 350 directs the California Energy Commission (CEC) to establish annual targets that will achieve a statewide cumulative doubling of energy efficiency savings and demand reductions in electricity and natural gas end uses by January 1, 2030. This mandate is one of the primary measures to help the state achieve its long-term climate goal of reducing GHG emissions to 40 percent below 1990 levels by 2030.

2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings

The 2019 Building Energy Efficiency Standards contain energy and water efficiency requirements for newly constructed buildings, additions to existing buildings, and alternations to existing buildings. The standards include both a prescriptive option, using known efficient methods, and a performance option, which allows building designers to use their own methods as long as they achieve equivalent building energy efficiency as the prescriptive option. The 2016 update brings the California standard in consistency with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1 2013 national standards, which describe the minimum requirements for energy-efficient design and construction of most buildings and is the benchmark for commercial building energy codes in the United States. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

[6] Office of Energy Efficiency and Renewable Energy. *Federal Water Use Indices: Commercial*. Accessed January 30, 2020. Available at: https://www.energy.gov/eere/femp/federal-water-use-indices

[7] California Energy Commission. 2020. "Renewables Portfolio Standards." Available at: https://www.energy.ca.gov/programs-and-topics/programs/renewables-portfolio-standard

SCAG SCS Goals and Policies for Energy Efficiency

Key SCAG SCS policies include striving for sustainability, protecting and preserving existing transportation infrastructure, increasing capacity though improved systems management, providing transportation choices, and promoting economic growth, environmental protection and public health. SCAG's Regional Comprehensive Plan[8] includes the following energy goals: supplying the energy needs in a way that reduces the negative environmental impacts, social inequities and economic hardship on future generations, and develops infrastructure and social capital to adapt to a future energy economy with a constrained supply.

City of Glendora Community Plan Goals and Policies for Energy Efficiency

The City of Glendora's Community Plan 2025 includes an energy component within the Conservation Element. The City of Glendora's goals include reducing the demand for energy resources through the use of conservation techniques. The City requires all new development to incorporate energy conservation features in the design and energy-efficient lighting, heating, and cooling systems pursuant to the Uniform Building Code.

The proposed project would conform with State, regional, and local standards for use of renewable energy and energy efficiency. As stated in the Project Description, the proposed project's designs are consistent with Title 24 requirements as required by the City. The proposed project would be required to meet the standards articulated in 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings with regard to energy efficiency in the following areas: pipe insulation; elevators; roof and wall insulation; commissioning requirements; fenestration standards; cool roof requirements; boilers; and, lighting systems and equipment. The proposed project will also meet the CALGreen standards for energy, water, and resource efficiency.

Construction of the proposed project would require petroleum fuels used for on- and off-site construction equipment and construction worker trips, hauling trips, vendor trips, and water truck trips for dust control. Some construction equipment like the generators and air compressors would require electricity to operate. Because the construction activities would be temporary, there would be no long-term energy impacts associated with the construction of the proposed project. None of the project activities would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, there would be no impact. No mitigation or further analysis is warranted.

[8] Southern California Association of Governments 2020. *Regional Comprehensive Plan*. Available at: http://scag.ca.gov/NewsAndMedia/Pages/RegionalComprehensivePlan.aspx

3.7 GEOLOGY AND SOILS

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive (proposed project) may have a significant impact to geology and soils, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Geology and soils at the proposed project site were evaluated with regard to the Glendora Community Plan 2025 Safety Element;[2] the U.S. Geological Survey (USGS) 7.5-minute series Glendora topographic quadrangle;[3] Seismic Hazard Zone Report for the 7.5-minute Glendora topographic quadrangle;[4] the U.S. Department of Agriculture Natural Resources Conservation Service Soil Survey Division, Online Web Soil Survey;[5] and Alquist-Priolo Earthquake Fault Zoning (APEFZ) Maps[6] and *Report of Geotechnical Engineering Investigation, Proposed Eight (8) – Unit Residential Condominiums, One (1) Commercial Building and associated Structures, APN: 8539-027-900, 901, & 902; 501 West Route 66, Glendora, Los Angeles, County California, EGL Project No.: 19-128-004GE* prepared by Environmental Geotechnical Laboratory dated August 19, 2019 (see Appendix E).

State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impact to 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? Refer to Division of Mines and Geology Special Publication 42.

The proposed project would result in no impacts to geology and soils in relation to exposing people or structures to potential substantial effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. The project site is not located within the 2014 CGS Earthquake Fault Zones and Seismic Hazard Zones map[7] or Glendora Community Plan 2025 Safety

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora Community Development Planning Division. Adopted November 26, 1996. "Glendora Community Plan 2025 Safety Element." Available at: https://www.cityofglendora.org/home/showdocument?id=7229

[3] U.S. Geological Survey. Current and Historical Topo Maps of the U.S. Accessed January 30, 2020. Available at: https://viewer.nationalmap.gov/basic/?basemap=b1&category=histtopo,ustopo&title=Map%20View

[4] California Department of Conservation. 1998. *Seismic Hazard Zone Report for the Glendora 7.5-minute Quadrangle, Los Angeles County, California*. Available at: http://gmw.conservation.ca.gov/SHP/EZRIM/Reports/SHZR/SHZR_025_Glendora.pdf

[5] U.S. Department of Agriculture Natural Resources Conservation Service Soil Survey Division. Online Web Soil Survey. Accessed January 30, 2020. Available at: http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/survey/

[6] California Geological Survey. 2014. Earthquake Fault Zones and Seismic Hazard Zones Glendora 7.5-minute Quadrangle, Los Angeles County, California, CGS Information Warehouse: Regulatory Maps. California Geological Survey.

[7] California Geological Survey. 2014. Earthquake Fault Zones and Seismic Hazard Zones Glendora 7.5-minute Quadrangle, Los Angeles County, California, CGS Information Warehouse: Regulatory Maps. California Geological Survey.

Element Regional Fault Map[8] (Figure 3.7-1, *Earthquake Fault Zones*). Furthermore, no mapped active or potentially active faults cross or project towards the project site. Faults do exist within City of Glendora, and seismic events can impact the project site due to ground shaking and/or vibration that are considered indirect impacts. One major fault zone is located within the City of Glendora. 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 of the City of Glendora.[9] The Sierra Madre Fault Zone is located approximately 1.6 miles to the northeast of the proposed project site. 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. The western coast of California lies within one of the most seismically active regions on earth. However, because these faults do not pass directly through the project site, significant concerns attributable to them are limited to ground shaking and aftereffects.[10] The construction, operation, and maintenance of the project would not exacerbate the frequency or magnitude of seismic activity for regional fault lines. As such, the project site would not be at risk of damage from surface fault ruptures of any known faults; nor would the proposed project exacerbate the risk of rupture of a known earthquake fault. Therefore, there would be no impact. No mitigation or further analysis is warranted.

(ii) Strong seismic ground shaking?

The proposed project would result in less than significant impacts from exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. While the proposed project is in a seismically active region and would result in a change to the surface structure and use of some portions of the project area, it would not represent a change in land use from the existing environment. As such, the proposed project would not exacerbate the project site's existing vulnerability to strong seismic ground shaking events. Ground shaking could occur at the proposed site if a seismic event occurred along the Sierra Madre Fault. However, there are numerous variables (depth and magnitude of seismic event, condition and structure of buildings being impacted, relevant radius of aftershocks and their magnitude, etc.) that determine the level of damage to a specific location. Although the project site could be subjected to strong ground shaking in the event of a nearby or more distant regional earthquake, this hazard is common in Southern California, and the effects of ground shaking would be limited by proper engineering design and construction in conformance with current building codes and engineering practices.

In addition, the proposed project would comply with all applicable California Building Standard Code (California Code of Regulations, Title 24), and City of Glendora Building Code (Building Code) and Grading Codes and the requirements of the project-level geotechnical reports to minimize any potential risk related to seismic hazards, and all structures will be designed in accordance with appropriate industry standards, including established engineering and construction practices and methods. The California Building Code (CBC), which is included in Title 24 of the California Administrative Code, provides "minimum standards to safeguard life or limb,

[8] City of Glendora Community Development Planning Division. Adopted November 26, 1996. "Glendora Community Plan 2025 Safety Element: Exhibit SAF-3, Regional Fault Map." Available at: https://www.cityofglendora.org/home/showdocument?id=7229

[9] City of Glendora Community Development Planning Division. Adopted November 26, 1996. "Glendora Community Plan 2025 Safety Element." Available at: https://www.cityofglendora.org/home/showdocument?id=7229

[10] California Geological Survey. Revised 1999. Fault-Rupture Hazard Zones in California. Special Publication 42.

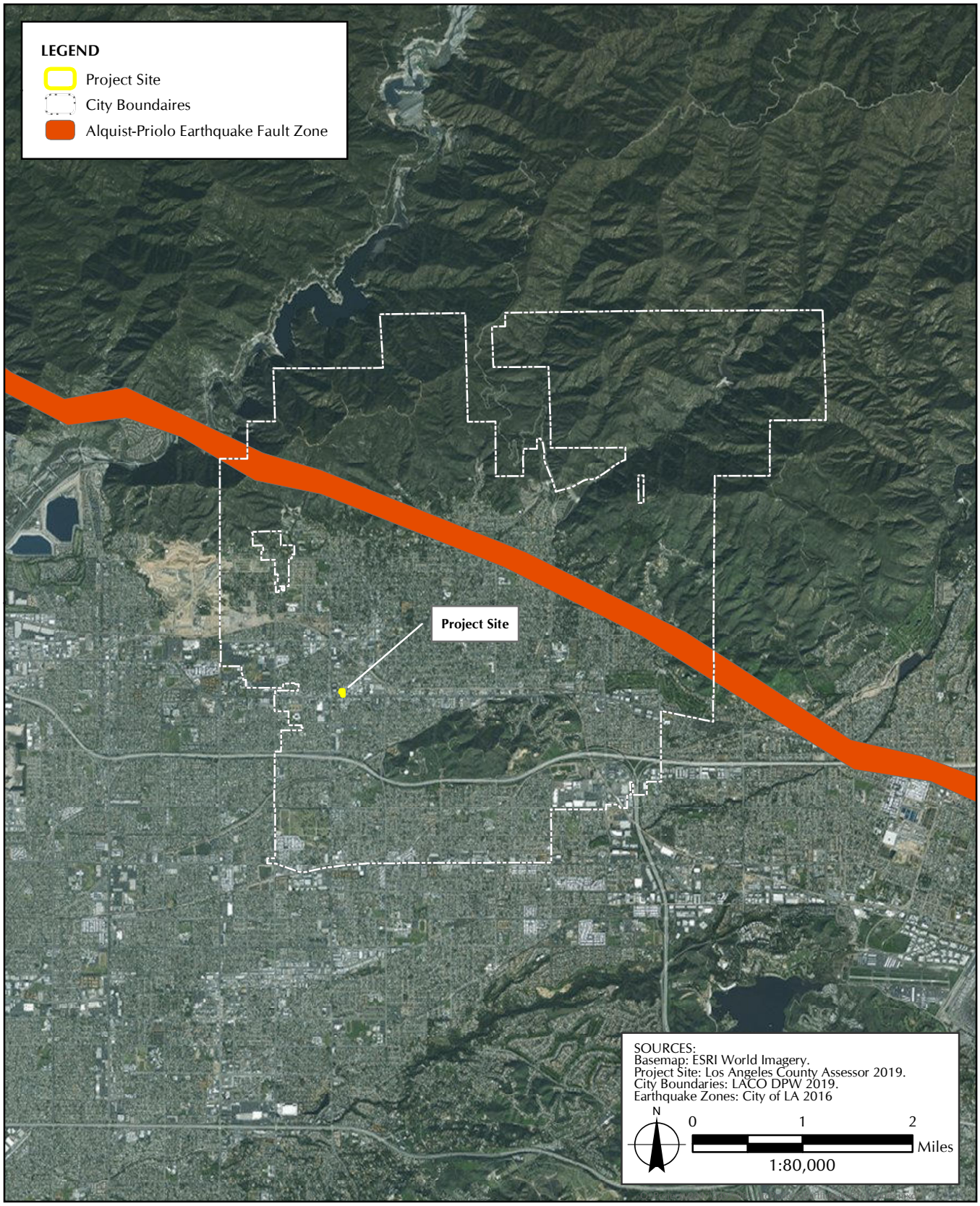

FIGURE 3.7-1

Alquist Priolo Earthquake Fault Zones

health, property and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures." Beginning on January 1, 2020, the City of Glendora is required by State law to enforce the 2019 Edition of California Building Standards Codes (also known as Title 24 of the California Codes of Regulations) and has been adopted by the City of Glendora with local amendments.[11] Use of the project site would remain similar to the existing condition. The Geotechnical Engineering Investigation concludes that the proposed project is feasible from a geotechnical standpoint, provided the recommendations provided in the Geotechnical Engineering Investigation are incorporated into the design and construction of the proposed project. Implementation of recommendations related to seismic hazards identified in the Geotechnical Study Report are included as standards under the City Building and Grading Code (refer to PDF GEO-1). Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

(iii) Seismic-related ground failure, including liquefaction?

The proposed project would result in no impacts relation to exposure of people or structures to seismic-related ground failure, including liquefaction. Liquefaction during a seismic event would result in the loss of structural integrity of the perimeter improvements and the surrounding structures, with damage or collapse of these structures resulting in human lives in the vicinity at risk of bodily injury or death. The Seismic Hazard Zone Report for the Glendora 7.5-minute Quadrangle prepared by the California Department of Conservation indicates that the project site is not located in an area prone to liquefaction or other seismic related ground failure.[12] The project site is not located within a CGS-mapped liquefaction zone.[13] The nearest designated liquefaction zone is located 0.9 mile to the northwest of the project site (Figure 3.7-2, *Liquefaction and Landslide Zones*). In addition, static groundwater levels were not encountered at depths of 25 feet below the existing ground surface at the project site.[14] Further, the historic ground water level within the project based on the historically high groundwater depth map by CDMG Seismic Hazards Zone Report 025 is estimated to be greater than 150 feet below ground surface.[15] Liquefaction typically occurs where ground water levels are 50 feet or less below ground surface. Thus, the proposed project would not expose buildings or structures to seismic-related ground failure, including liquefaction. In addition, The Geotechnical Engineering Investigation concludes that the proposed project is feasible from a geotechnical standpoint, provided the recommendations provided in the Geotechnical Engineering Investigation are incorporated into the design and construction of the proposed project. Implementation of recommendations related to seismic hazards identified in the Geotechnical Study Report are included as standards under the City Building and Grading Code (refer to PDF GEO-1) to minimize any potential risk related to liquefaction. Therefore, no impacts would occur. No mitigation or further analysis is warranted.

[11] City of Glendora Community Development Building Division. 2020. 2019 Code Update, *California Building Standards Code Changes to take effect on January 1, 2020.* Accessed January 30, 2020. Available at: https://www.cityofglendora.org/departments/community-development/code-updates

[12] Seismic Hazard Zone Report for the Glendora 7.5-minute Quadrangle, Los Angeles County, California. 1998. Available at: http://gmw.conservation.ca.gov/SHP/EZRIM/Reports/SHZR/SHZR_025_Glendora.pdf

[13] California Geological Survey. 2018. Earthquake Fault Zones and Seismic Hazard Zones Glendora 7.5-minute Quadrangle, Los Angeles County, California, CGS Information Warehouse: Regulatory Maps. California Geological Survey.

[14] Environmental Geotechnical Laboratory, Inc. 19 August 2019. *Geotechnical Engineering Investigation* (Appendix E)

[15] Environmental Geotechnical Laboratory, Inc. 19 August 2019. *Geotechnical Engineering Investigation* (Appendix E)

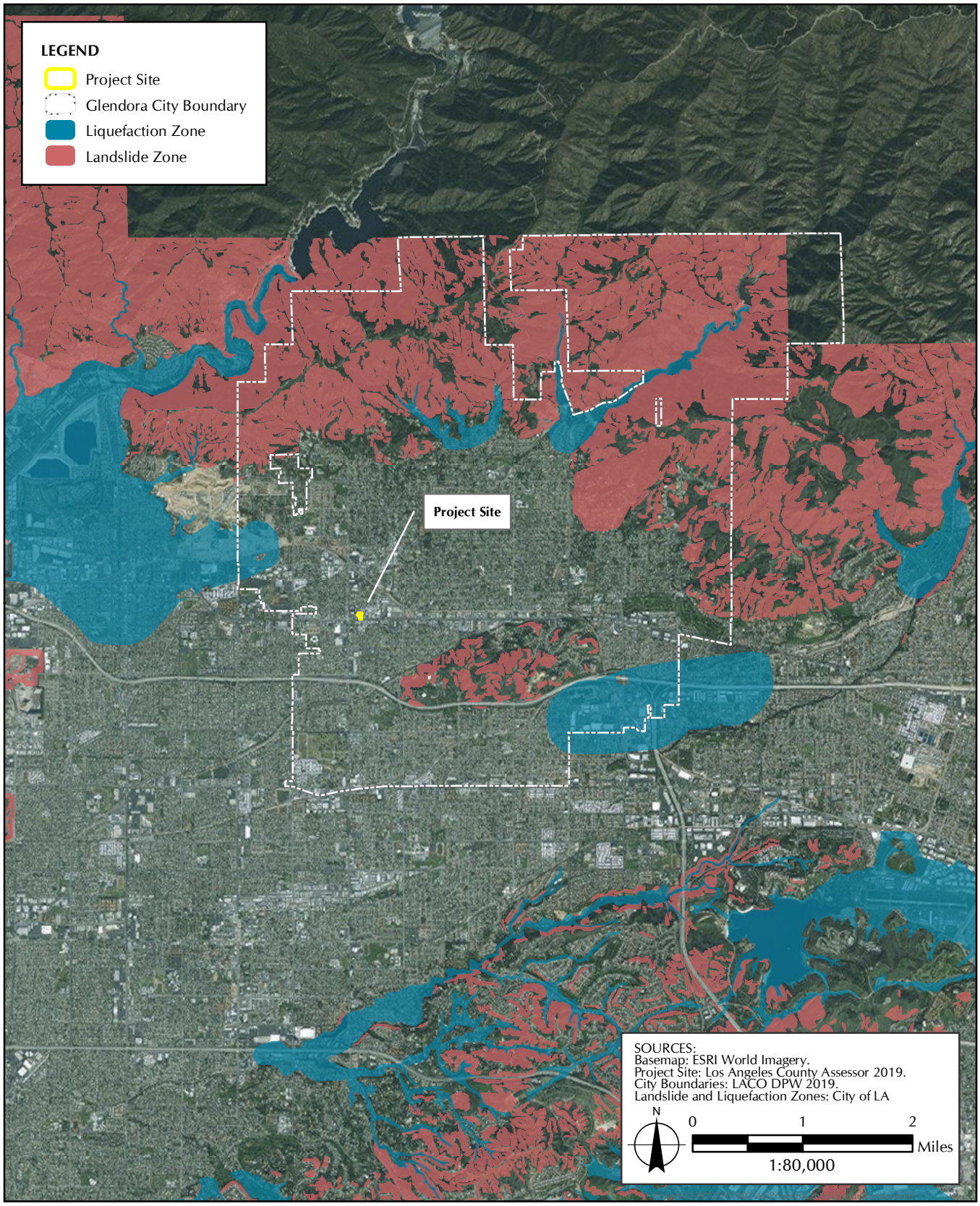

FIGURE 3.7-2

Liquefaction and Landslide Zones

(iv) Landslides?

The proposed project would result in no impacts to geology and soils in relation to exposing people or structures to potential substantial adverse effects involving landslides. The project site is relatively flat and highly urbanized and lacks geologic or topographic features such as hilltops, ridges, and hill slopes. The project site is not located within an earthquake-induced landslide zone area on the CGS-mapped landslide hazards zone.[16] The nearest designated landslide zone is located 0.6 mile to the southeast of the project site (see Figure 3.7-2). Thus, the proposed project it is unlikely to be susceptible to landslide. In addition, the proposed project would comply with all applicable City Building Code and Grading Codes and the requirements of the project-level geotechnical report to minimize any potential risk related to landslides. Therefore, there would be no impact. No mitigation or further analysis is warranted.

(b) Result in substantial soil erosion or the loss of topsoil?

The proposed project would result in less than significant impacts to geology and soils in relation to substantial soil erosion or the loss of topsoil. Factors that contribute to potential soil erosion include climate, physical characteristics of the soils, topography, slope and terrain steepness, and soil disturbance including construction activities that can increase soil erosion potential. The project site is located within a highly urbanized areas covered by impermeable surfaces, and thus, the potential for erosion is relatively low. The proposed project is in a relatively flat, highly urbanized area, with an extensive drainage system and impervious surfaces. The project site is not subject to high levels of wind or rain with a rare frequency of flooding, factors that may result in soil erosion. In addition, the proposed project would comply with all applicable City Code and Grading Codes regulating grading, excavations, landfill, and other construction activities that might cause or be impacted by slope or ground instability, erosion, or flooding and implementation of PDF GEO-1 to minimize any potential risk related to soil erosion or loss of topsoil.

In addition, a stormwater pollution prevention plan (SWPPP), as required by the Regional Water Quality Control Boards (RWQCB), would be required to include stormwater Best Management Practices (BMPs) (structural and operational measures) and would be prepared for the construction and operation phase proposed project in keeping with the requirements of the City's LID ordinance[17] and Los Angeles County LID Standards Manual design and reporting requirements, as applicable. The proposed project would comply with all Standard Urban Stormwater Mitigation Plan (SUSMP) and Stormwater Quality Management Program (SQMP) measures in order to minimize the potential degradation of surface and ground water quality. During the construction phase of the project, erosion control, sediment control, flow control, and good housekeeping BMPs would be utilized to further minimize the potential degradation of surface and ground water quality (see Section 3.10, *Hydrology and Water Quality*). Furthermore, the proposed project site is largely protected from erosion by impervious surfaces:

- Subarea A: 59%
- Subarea B: 79%[18]

[16] California Geological Survey. 2018. Earthquake Fault Zones and Seismic Hazard Zones Glendora 7.5-minute Quadrangle, Los Angeles County, California, CGS Information Warehouse: Regulatory Maps. California Geological Survey.

[17]City of Glendora. Glendora Municipal Code. Title 21 ZONING, Chapter 21.03 GENERAL REGULATIONS, 21.03.090 Urban runoff pollution. Available at: http://www.qcode.us/codes/glendora/?view=desktop&topic=21-21_03

[18] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA

During the construction phase of the project, erosion control, sediment control, flow control, and good housekeeping BMPs would be utilized to further minimize the potential for siltation or substantial erosion.[19] The proposed project's impervious surface area would increase from 59 percent to 73 percent in Subarea A and decrease from 79 percent to 76 percent in Subarea B.[20] The small increase in impermeable surface, would have negligible impacts on groundwater recharge or groundwater supplies (see Section 3.10, *Hydrology and Water Quality*). These BMPs would be designed on a site-specific basis to prevent pollutant runoff during the construction phase and during rain events. Therefore, with the implementation of site-specific BMPs, and compliance with the SUSMP, SQMP requirements, and City of Glendora standard grading and building permit requirements, impacts would be less than significant. No mitigation or further analysis is warranted.

(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?

The proposed project would result in less than significant impacts to geology and soils in relation to location 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. The potential for landslides within the project site is minimal due to the area's relatively flat topography and absence of major hills or landforms. Additionally, there are no areas within the project site located within a landslide zone area on the CGS-mapped landslide hazards zone.[21]

Lateral spreading occurs when large blocks of intact soil move downslope in a rapid fluid-like flow movement, primarily as a result of liquefaction. Lateral spreading often occurs along riverbanks and shorelines where loose, saturated sandy soils are commonly encountered, as well as in liquefaction-prone areas. The project site is not located within a CGS-mapped liquefaction zone.[22] The nearest area located within a CGS designated liquefaction zone is 0.9 mile northwest of the project site. Thus, the proposed project is unlikely to be susceptible to liquefaction or lateral spreading.

Subsidence occurs as a localized mass movement that involves the gradual downward settling of or sinking of the ground surface, resulting from the mineral resources extraction, subsurface oil extraction, natural gas extraction or ground eater extraction. Collapse is a visible depression of the ground which is usually caused by the extraction of subsurface liquids or mining of mineral resources. There are currently no subsurface mineral, oil, natural gas, groundwater or other subsurface liquid extraction facilities within the project site. Additionally, no mining activities or extraction of mineral resources occur within the project site (see Section 3.12, *Mineral Resources*). Furthermore, the project will incorporate all recommendations provided in the Geotechnical

[19] Los Angeles Regional Water Quality Control Board. "Standard Urban Storm Water Mitigation Plan." Available at: www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_details.shtml.

[20] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA

[21] California Geological Survey. 2018. Earthquake Fault Zones and Seismic Hazard Zones Glendora 7.5-minute Quadrangle, Los Angeles County, California, CGS Information Warehouse: Regulatory Maps. California Geological Survey.

[22] California Geological Survey. 2018. Earthquake Fault Zones and Seismic Hazard Zones Glendora 7.5-minute Quadrangle, Los Angeles County, California, CGS Information Warehouse: Regulatory Maps. California Geological Survey.

Engineering Investigation into the design and construction of the proposed project (refer to PDF GEO-1) avoiding any potential impacts related to soil instability. Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

(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?

The proposed project would result in less than significant impacts to geology and soils in relation to location on expansive soil creating substantial risks to life or property. Soils with a certain percentage of clay have the potential to expand when water is added and shrink when water is lost, resulting in expansive soils. Expansive soils can result in damage to overlying structures. The area encompassing the project site is underlain by a thick alluvium found at boring depths of up to 25 feet. The soil is composed of predominantly a dark olive brown and olive brown clayey sand (SC), silty sand (SM) and well-graded sand (SW). Overall, soils found at an approximately 3-foot depth were comprised of dark olive brown, fine to coarse grained, slightly moist, and loose to medium dense clayey (SC). Layers of dark olive brown to olive brown, fine to coarse grains, dry to very moist, and medium dense to very dense SM and SW were encountered at depths up to 25 feet below the existing ground surface.[23] Thus, as described in the Geotechnical Engineering Investigation (see Appendix E), existing soils at the project site will require remedial grading. The proposed project would comply with all applicable City Code and Grading Codes regulating grading, excavations, landfill, and other construction activities that might cause or be impacted by slope or ground instability, erosion, or flooding and implementation of PDF GEO-1 to minimize any potential risk related to soil erosion or loss of topsoil. Therefore, with implementation of PDF GEO-1 and compliance with all applicable City Code and Grading Codes regulating grading impacts would be less than significant. No mitigation or further analysis is warranted.

(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?

The proposed project would result in no impact to geology and soils in relation to having soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The proposed project's sanitary sewer flows will be connected to existing municipal sewer systems, and no septic tanks or alternative wastewater disposal systems are proposed. Therefore, there would be no impact. No mitigation or further analysis is warranted.

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

The proposed project would result in less than significant impacts to geology and soils in relation to directly or indirectly destroying a unique paleontological resource or site or unique geological feature. After reviewing the USGS 7.5-minute Dibblee Geologic Map for the Glendora Quadrangle, the project is in an area mapped as *Qa* (Quaternary Alluvial; surficial sediments of alluvial sand and gravel of valley areas). These deposits were deposited recently during the Holocene Epoch and have a low paleontological sensitivity.

[23] Environmental Geotechnical Laboratory, Inc. 19 August 2019. *Geotechnical Engineering Investigation* (Appendix E).

Under CEQA, impacts to paleontological resources would be considered significant if there is a high likelihood of encountering unique paleontological resources that could be damaged or destroyed as a result of excavation. Younger Quaternary alluvial and surficial deposits have a low potential to yield significant paleontological resources (Table 3.7-1, *Potential for Impact to Paleontological Resources*).

TABLE 3.7-1
POTENTIAL FOR IMPACT TO PALEONTOLOGICAL RESOURCES[24]

Parent Formation/ Sediment Deposit	Age of Deposit	Known Potential to Contain Paleontological Resources	Known Depth of Sediment Deposit
Quaternary Alluvium	Holocene	Low	Surficial

The parent material at the project site consist of clayey sand, silty sand and well-graded sand.[24] The younger Quaternary alluvial deposits have a low potential to yield significant paleontological resources. The sediments have been deposited under conditions that are unfavorable for preservation of paleontological resources. The nearest rock formation containing paleontological resources is the Monterey (Puente) Shale approximately 3.0 miles to the west.[25] In addition, a fossil locality search was ordered on February 7, 2020, from the Los Angeles County Museum of Natural History. It is not expected that the fossil locality search would alter the determination that there will be no impacts to geology and soils in relation to directly or indirectly destroying a unique paleontological resource or site or unique geological feature.

Development of the parking lot involves grading to depths of 3 feet below surface (see Section 1.11, *Construction Scenario*), and due to the shallow excavation depth, and low sensitivity of the underlying surficial deposit, the potential to encounter paleontological resources is very low. Thus, potential impacts to unique paleontological resources contained within younger Quaternary alluvial deposits would be less than significant. No mitigation or further analysis is warranted.

[24] Association of Environmental and Engineering Geologists and the Geological Society of America. May 2007. Geology of Los Angeles, California, United States of America. pp. 107–110. Available at: https://www.earthconsultants.com/cms/pdf/Geology_of_Los_Angeles.pdf

[24] Environmental Geotechnology Laboratory, Inc. August 2019. Report of Geotechnical Engineering Investigation, Proposed Eight (8) – Unit Residential Condominiums, One (1) Commercial Building and Associated Structures, APN: 8539-027-900,901, &902; 501 West Route 66, Glendora, Los Angeles County, California, EGL Project No.: 19-128-004GE.

[25] Dibblee, Jr., Thomas W.E. 2002. Geologic Map of the Glendora Quadrangle.

3.8 GREENHOUSE GAS EMISSIONS

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to greenhouse gas (GHG) emissions, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Greenhouse gas emissions at the proposed project site were evaluated with regard to the City of Glendora General Plan,[2] the National Ambient Air Quality Standards (NAAQS), the California Ambient Air Quality Standards (CAAQS), the Clean Air Act (CAA), and the 2020 Southern California Association of Government (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS; Connect SoCal).[3]

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to greenhouse gas emissions any of the following:

Would the project:

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

The proposed project would result in less than significant impacts to GHG emissions in relation to generating GHG emissions, either directly or indirectly, that may have a significant impact on the environment. There are no existing sources of GHG emissions within the vacant project site. The proposed project includes the development of two residential buildings, one commercial building, a surface parking lot and an open area. The proposed project would introduce a total of 25 parking spaces.

Pursuant to Senate Bill 375, the California Air Resources Board (CARB) issued a GHG reduction target of a regional 8 percent per capita for 2020 and 13 percent per capita by 2035. Per the SCAG 2020 RTP/SCS, the six-County SCAG region is on track to meet these goals as it applies to emissions from automobiles and light trucks.[4] The principal anthropogenic GHGs that enter the atmosphere are carbon dioxide (CO_2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (CFCs), perfluorocarbons (HCFCs), and sulfur hexafluoride (SF6). Among these GHGs, CO_2 emissions are considered to be the most abundant type of GHG emissions contributing to global climate change.

Construction Phase

As discussed under Section 3.3, *Air Quality*, a reasonable "worst-case" scenario for the construction phase was developed over the duration of 16 months. GHG emissions for each construction element (residential, commercial, parking lot and open area) were estimated with CalEEMod, Version 2016.3.2. Construction emission results are as followed based on the annual emissions output from

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendale Planning Division. Accessed January 25, 2020. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[3] Southern California Association of Governments (SCAG). Adopted September 3, 2020. *Adopted Final Connect SoCal*. Available at: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx

[4] Southern California Association of Governments (SCAG). Adopted September 3, 2020. *Adopted Final Connect SoCal*. Available at: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx

CalEEMod (Table 3.8-1 *Construction GHG Emissions in $MTCO_2e$ per Year*). The amortized annual GHG emissions is 25.07 $MTCO_2e$ per year, which is below the SCAQMD threshold of 3,000.

TABLE 3.8-1
CONSTRUCTION GHG EMISSIONS IN $MTCO_2e$ PER YEAR

	Construction Year			
	2020	**2021**	**2022**	**Total**
Construction Annual Emissions	61.2	129.4	65.2	255.8
Amortized Annual Emissions (over 30 years)	8.52	—	—	—
SCAQMD Threshold	3,000	3,000	3,000	3,000
Exceeds Threshold?	**No**	**No**	**No**	**No**
NOTE: Amortized annual emissions apply to the total emissions from 2020 to 2022. This data can be found in the "Annual" CalEEMod data files.				

Operation Phase

The proposed project would introduce increased residential and commercial usage to the project site and operation emissions are shown in Section 3.3, *Air Quality*: Tables 3.3-7 through 3.3-10, *Estimated Daily Operation Emissions*. The proposed project's GHG emission sources would include the transportation to and from the project site for residents and employees working at the commercial building. The 2020 RTP/SCS recommendations associated with GHG emissions include identifying the transportation needs of the region and the general location of land uses to reduce GHG emissions from automobiles and light trucks to achieve reduction targets approved by the state board. There are 10 public transit stops that serve the project site and are operated by Foothill Transit within a 0.5-mile radius of the project site. The nearest Metro station to the project site, APU/Citrus College Station, is located 1.3 miles northeast of the project site. The proposed project site is also located in a SCAG-defined high-quality transit area (HQTA) because it is located within 0.5 mile of the LA Metro planned Glendora Station for the Foothill Gold Line Expansion project and consistent with the 2020 RTP/SCS strategy for reducing per capita VMT by placing housing and services close to transit and in urban areas.

Both construction and operation GHG emissions are well below the suggested GHG reporting threshold of 25,000 $MTCO_2e$ per year and the SCAQMD recommended thresholds for a mixed-use project. Therefore, the proposed project would result in less than significant impacts regarding generating GHG emissions. No mitigation or further analysis is warranted.

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

The proposed project would result in no impacts to GHG emissions in relation to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The primary applicable plans are the RTP/SCS[5] and Community Climate Action Plan (CCAP).[6] The CARB has set GHG reduction targets for the SCAG region of reducing per capita GHG emissions 8

[5] Southern California Association of Governments (SCAG). Adopted September 3, 2020. *Adopted Final Connect SoCal*. Available at: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx

[6] County of Los Angeles Department of Regional Planning. August 2015. *Unincorporated Los Angeles County Community Climate Action Plan 2020*. Available at: http://planning.lacounty.gov/assets/upl/project/ccap_final-august2015.pdf

percent below 2005 levels by 2020 and 13 percent by 2035. The proposed project would retain or enhance the achievement of six goals established in SCAG's 2016 SCS (Table 3.8-2, *SCAG 2020 Connect SoCal Goals in Relation to the Proposed Project*).[7]

TABLE 3.8-2
SCAG 2020 CONNECT SOCAL GOALS IN RELATION TO THE PROPOSED PROJECT

SCS Goals	Proposed Project
1. Encourage regional economic prosperity and global competitiveness	The proposed project would introduce both housing and job opportunities. The proposed project would also retain the existing opportunities.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods 3. Enhance the preservation, security, and resilience of the regional transportation system 4. Increase person and goods movement and travel choices within the transportation system	The proposed project site is located within a HQTA. The proposed project would include two bicycle storage lockers next to the commercial unit and two outdoor bicycle lock stations next to the entrances for the two townhome buildings. Pedestrian access and entryways would be improved to provide more access.
5. Reduce greenhouse gas emissions and improve air quality 6. Adapt to a changing climate and support an integrated regional development pattern and transportation network 7. Support healthy and equitable communities 8. Encourage development of diverse housing types in areas that are supported by multiple transportation options	The proposed project introduces new multi-family homes and an office space near other job centers and within a HQTA. The proposed project would further introduce a range of residential units within the City of Glendora and include parking and bicycle storage facilities towards supporting multi-modal transportation options.
9. Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Transit networks and service frequency would remain the same. The project site is located in a HQTA.
10. Promote conservation of natural and agricultural lands and restoration of habitats	The project site is currently vacant and was previously developed. There is no loss in open space that would result from the project. The project would include an open area with natural landscaping in an urban context.

Among the 10 objectives established by Connect SoCal, the proposed project would be consistent with the goals that focus on housing and job growth within existing urbanized areas giving people greater accessibility to job opportunities, high-quality transit and active transportation options, and amenities. The proposed project would introduce both housing and job opportunities near job centers. The proposed project site is served by 10 bus stops provided by Foothill transit in a 0.5-mile radius of the project site, which is located in a HQTA. The reasonable worst-case construction scenario analysis of the proposed project is well below state thresholds and in alignment with the SCAG 2020 RTP/SCS. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation related to reducing GHG emissions. No mitigation or further analysis is warranted.

[7] California Air Resources Board. "What Are Sustainable Communities Strategies?" Accessed November 12, 2019. Available at: https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/what-are-sustainable-communities-strategies

3.9 HAZARDS AND HAZARDOUS MATERIALS

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to hazards and hazardous materials, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Hazardous wastes are by-products of society that can pose a substantial or potential hazard to human health or the environment when improperly managed. Hazardous wastes possesses at least one of four characteristics (ignitability, corrosivity, reactivity, or toxicity), or appears on special U.S. Environmental Protection Agency (EPA) lists.[2] Hazards and hazardous materials at the proposed project site were evaluated based on expert opinion supported by facts, review of a Phase I Environmental Site Assessment (ESA) prepared for the proposed project site (see Appendix F, *Phase I Environmental Site Assessment of 501 W. Route 66, Glendora, CA 91740*), review of environmental databases by Environmental Data Resources (EDR; included in Appendix F),[3] and the Safety Element of the City of Glendora General Plan (Community Plan 2025).[4]

State CEQA Guidelines recommend the consideration of seven questions when addressing the potential for significant impact to 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?

The proposed project is expected to result in less than significant impacts to hazards and hazardous materials with respect to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The City of Glendora General Plan Safety Element provides guidance and references regulations relating to the transport, use, or disposal of hazardous materials.[5]

The proposed project site is currently vacant, and the topography is relatively flat. The existing lot consists of an asphalt surface without designated parking spots within the gate surrounding the three parcels. There are three designated parking spots west of parcel 8639-027-902 located at the access, northwest of the project site. Between the northern two parcels (8639-027-901, and 8639-027-902) there are 14 existing trees (see Section 1.0, *Project Description*: Figures 1.8-1 and 1.8-2).

The use of hazardous materials is typically associated with industrial land uses. Activities such as manufacturing, plating, cleaning, refining, and finishing frequently involve chemicals that are considered hazardous when accidentally released into the environment. To a lesser extent,

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] Title 40, Code of Federal Regulations (CFR), Chapter 1, Part 261.

[3] Enviroassessors Inc. 15 July 2019. Phase I Environmental Site Assessment of 501 W. Route 66, Glendora, CA 91740.

[4] City of Glendora. 2008. "Glendora Community Plan 2025 Safety Element." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[5] City of Glendora. 2008. "Glendora Community Plan 2025 Safety Element." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

hazardous materials may also be used by various commercial enterprises as well as residential uses. A review of historic aerial maps, Sanborn Fire Insurance Maps, and topographic maps indicates that there has been development on the proposed project property since 1948, including an orchard, a model home, a nursery, an auto sales yard with auto repair, and a single-family residence.

The proposed project would not involve the production of any hazardous materials; therefore, the project would not involve the disposal of hazardous materials. Residential, institutional land uses associated with the project would use materials such as cleaning solvents, herbicides, and pesticides that may be classified as hazardous materials. The use of hazardous materials typically associated with residential and commercial mixed uses include household cleaning solvents and fuels that may constitute hazardous waste, if not properly handled, stored, or disposed of in the proper manner. The Phase I ESA revealed no evidence of recognized environmental conditions (RECs) in connection with the subject property. The Phase I ESA revealed no controlled recognized environmental conditions (CRECs). CREC is an REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). The Phase I ESA revealed no evidence historical recognized environmental conditions (HCRECs) in connection with the subject property. An HCREC is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). ENVIROASSESSORS, the preparer of the Phase I ESA, determined that the property has a low to moderate potential for impairment liability when taking into consideration 11 factors:

- Present use the property;
- No observed industrial wastewater generation;
- No friable or non-friable asbestos-containing materials;
- Non-generation of hazardous wastes requiring special handling;
- No potentially hazardous materials found during the site visit;
- No observed potentially PCB-containing electrical devices requiring special management at this time;
- No observed pesticide use;
- Neighboring land use;
- Presence of listed potential hazardous waste sites within one mile of the subject property;
- The historical use of the property; and
- Public domain information on the property.

Emergency response plans are in place with the City per the California's Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan in the case that a hazardous or toxic materials event occurs. In addition, the Los Angeles County Fire Department provides emergency response to hazardous materials. The County provides two engines, one hazardous materials task force, one squad and a battalion chief that directly respond to hazardous materials incidents. The construction of the proposed project would require limited use of hazardous materials, particularly

fuels, solvents, and paint; however, construction would occur pursuant to County and City building code requirements. The routine use, and transport of hazardous materials would be comparable to historic uses consisting of paints and cleaning solvents. The City of Glendora participates in the Los Angeles County-sponsored monthly Household Waste Collection Program. The commercial land uses would be required to have a Business Plan, including posting of Material Safety Data Sheets (MSDS) to ensure the safe use, transport, and disposal of hazardous materials.

Therefore, the proposed project is not expected to result in significant impacts to hazards and hazardous materials, related to their use, transport or disposal associated with residential or commercial land use. No mitigation or further analysis is warranted.

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

The proposed project would result in less than significant impacts to hazards and hazardous materials regarding creating significant hazards to the public and environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. The Toxic Substance Control Act, Hazardous Material Transportation Act, Resource Conservation Act, Certified Unified Program Agency, and California Accidental Release Prevention Program govern the proper transport of hazardous materials; on-site storage and use; and procedures to implement in the event of a spill. Construction activities would involve the use of hazardous materials, such as paints, thinners, solvents, acids, curing compounds, grease, oils, and other chemicals, as required pursuant to federal, state, and local statutes and regulation. As in the construction scenario, the construction contractor would be required to complete a DigAlert and records search to identify any existing underground utilities. There were no such facilities identified based on the records search conducted in conjunction with the Phase I ESA.

Compliance with Title 8, Section 1541 of the California Code of Regulation regarding notification of and coordination with the pipelines' owners/operators (through the DigAlert program) and their approval and monitoring of activities near the pipelines would avoid damage to these lines and would prevent the creation of hazards to the surrounding area. The Federal and State Occupational Safety and Health Acts include regulations pertaining to worker safety, including standards for safe workplaces and work practices. The California Office of Emergency Services, Hazardous Materials Section, under the Fire and Rescue Division, coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the Section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance. The proposed project would be required to be constructed, operated, and maintained consistent with the City building codes.

The Phase I ESA included a search of government data bases for known sources of contamination within and including the subject property. The Phase I ESA based on the associated EDR report determined that there are no known sources of contamination within the proposed project property. The Phase I ESA resulted in a determination that there are no records of reported hazardous materials spillage/leakage at the subject property based on the review of databases. The owner of the subject property is an unlikely potential responsible party for any contamination due to hazardous materials traceable to any listed sites, based on the information from the database reports. Under Section 26 (4) d of the amended Part 201 of the Natural Resources and

Environmental Protection Act, (NREPA, 1994, P.A. 451), "the owner or operator of property onto which contamination has migrated is not liable for that contamination, unless the owner or operator is responsible for an activity causing the release that is the source of the contamination." Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

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

The proposed project is expected to result in less than significant impacts to hazards and hazardous materials in relation to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of sensitive land uses, such as a school. There are no schools located within 0.25 mile of the project site. The nearest school is Whitcomb Continuation High School, which is 0.3 mile away, and Stanton Elementary School, which is 0.42 mile away. Therefore, there would be less than significant impact. No mitigation or further analysis is warranted.

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

The proposed project would result in no impacts to hazards and hazardous materials such that the proposed project is located on a site, which is included on a list of hazardous materials sites. A review of federal, state, and tribal databases indicated that there were no active remediation sites or past environmental investigations conducted on the project site. The Phase I ESA included a search of government data bases for known sources of contamination within and including the subject property. The Phase I ESA, based on the associated EDR report, determined that there are no known sources of contamination within the proposed project property. There were also no active remediation sites within 0.25 mile of the project site.[6] Therefore, there would be no impact. No mitigation or further analysis is warranted.

(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 or excessive noise for people residing or working in the project area?

The proposed project would result in no impacts to hazards and hazardous materials in relation to the proximity from an airport and the safety hazard or excessive noise for people residing or working in the project area. There are no public airports within 2 miles of the project site. The nearest public airport to the project site is El Monte Airport that is located at 4233 Santa Anita Ave, El Monte, California 91731, which is 5.4 miles southeast of the project site. The nearest private airport to the project site is the Brackett Field Airport which is 5.7 miles southeast of the project site. Therefore, there would be no impact. No mitigation or further analysis is warranted.

[6] Enviroassessors Inc. 15 July 2019. Phase I Environmental Site Assessment of 501 W. Route 66, Glendora, CA 91740.

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

The proposed project is not expected to result in impacts from hazards and hazardous materials from impairing the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City of Glendora General Plan Safety Element provides guidance and references regulations relating to the transport, use, or disposal of hazardous materials.[7] Emergency response plans are in place with the City per the SEMS Multi-Hazard Functional Plan in the case that a hazardous or toxic material event occurs. Construction at the project site should not impact emergency vehicle access to evacuation routes, as there are no proposed closures of Route 66. Therefore, there are no expected impacts from hazards and hazardous materials from impairing the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No mitigation or further analysis is warranted.

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

The proposed project is expected to result in no impacts from hazards and hazardous materials from exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The proposed project site is not located within or adjacent to a very high fire hazard severity zone, as designated by State of California Office of the State Fire Marshall[8] (see Section 3.20, *Wildfire* of this report for the discussion of wildfires and their relation to the project site). Therefore, there are no impacts from exposure of 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. No mitigation or further analysis is warranted.

[7] City of Glendora. Glendora Community plan 2025 Safety Element. 2008. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[8] Cal Fire Office of the State Fire Marshal. Accessed February 10, 2019. Available at: https://osfm.fire.ca.gov/media/5844/san_dimas.pdf

3.10 HYDROLOGY AND WATER QUALITY

This analysis is undertaken to determine if the proposed 501 Route 66 and 532 Parker Drive (proposed project) may have a significant impact to hydrology and water quality, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Hydrology and water quality at the proposed project site were evaluated with regard to the applicable County and/or local general plan, City of Glendora General Plan,[2] State of California Regional Water Quality Control Board Basin Plan for the Los Angeles Regional Board 4 Los Angeles Basin Plan[3] Region, National Flood Insurance Program Flood Insurance Rate Maps for the appropriate County, and the USGS 7.5-minute series topographic quadrangles for the proposed project area Glendora topographic quadrangle,[4] the *Preliminary Hydrology Analysis* dated December 5, 2019, prepared by EGL Associates, Inc. (see Appendix G), and the *Preliminary Standard Urban Stormwater Mitigation Plan (SUSMP)* dated December 6, 2019 prepared by EGL Associates, Inc. (see Appendix H).

State CEQA Guidelines recommend the consideration of nine questions when addressing the potential for significant impacts to hydrology and water quality:

Would the project:

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

The proposed project would result in less than significant impacts to hydrology and water quality in relation to water quality standards or waste discharge requirements. The project site currently drains to a Los Angeles County Flood Control District-owned storm drain (ID #2298197) located roughly 490 feet west of the proposed project site.[5] The project site is located in the San Gabriel Watershed, approximately 0.4 mile southeast of the channelized Little Dalton Wash, 0.6 mile northwest of the channelized Big Dalton Wash, and approximately 9 miles northeast of the channelized San Gabriel River. This portion of the San Gabriel Watershed is not on the 303(d) impaired water body list.[6] The proposed project would comply with all Standard Urban Stormwater Mitigation Plan (SUSMP)[7] and Stormwater Quality Management Program (SQMP) measures in order to minimize the potential degradation of surface and ground water quality. During the construction phase of the project, erosion control, sediment control, flow control, and good housekeeping Best Management Practices (BMPs) would be utilized to further minimize the potential degradation of surface and ground water

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora Community Development Planning Division. Adopted 26 November 1996. Glendora Community Plan 2025 Conservation Element. Available at: https://www.cityofglendora.org/home/showdocument?id=7229

[3] Los Angeles Region Water Quality Control Board. 2020 *LARWQCB Basin Plan*. Accessed February 10, 2020. Available at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/

[4] U.S. Geological Survey. Current and Historical Topo Maps of the US. Accessed January 30, 2020. Available at: https://viewer.nationalmap.gov/basic/?basemap=b1&category=histtopo,ustopo&title=Map%20View

[5] County of Los Angeles. "Los Angeles County Storm Drain System." Available at: pw.lacounty.gov/fcd/StormDrain/index.cfm

[6] State of California. "Impaired Water Bodies." *State Water Resources Control Board*. Available at: www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2012.shtml?wbid=CAR405150101998091714435 6

[7] EGL Associates, Inc. 6 December 2019. *Preliminary Standard Urban Stormwater Mitigation Plan*.

quality.[8] Furthermore, these BMPs would be designed on a site-specific basis to prevent pollutant runoff during the construction phase and during rain events. Therefore, the proposed project is not expected to result in less than significant impacts to hydrology and water quality, and no further analysis related to water quality standards or waste discharge is warranted.

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

The proposed project would result in no impacts to hydrology and water quality in relation to groundwater supplies or groundwater recharge. The Conservation Element of the City of Glendora General Plan[9] describes the local groundwater resources in the City:

> *"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.* [...] *The City pumps groundwater from its active wells located at the mouth of Azusa Canyon and upper Glendora Basin. "*

The proposed project area is not designated as a groundwater recharge area by the City of Glendora. Over half of the proposed project site is covered in impervious hardscape, concrete, and asphalt. The project site is comprised of approximately 69.4 percent impervious surface area and approximately 30.6 percent pervious surface area. The proposed project's impervious surface area would increase from 59 percent to 73 percent in Subarea A and decrease from 79 percent to 76 percent in Subarea B, for an overall net increase in impervious surface area by approximately 6.5 percent.[10] The proposed project would increase impervious surface area on the project site from approximately 69.4 percent to 75.9 percent impervious area, totaling approximately 23,906 square feet (SF) proposed impervious surface area.[11] The small increase in impermeable surface would have negligible impacts on groundwater recharge or groundwater supplies. Therefore, there are no expected impacts to hydrology and water quality related to groundwater supplies or groundwater recharge, and no further analysis is warranted.

(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;

The proposed project would result in no impacts to hydrology and water quality in relation to alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation on or off site. The proposed project site is largely protected from erosion by impervious surfaces:

- Subarea A: 59%

[8] Los Angeles Regional Water Quality Control Board. "Standard Urban Storm Water Mitigation Plan." Available at: www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_details.shtml

[9] City of Glendora Community Development Planning Division. Adopted 26 November 1996. Glendora Community Plan 2025 Conservation Element. Available at: https://www.cityofglendora.org/home/showdocument?id=7229

[10] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA.

[11] EGL Associates. 05 December 2019. Hydrology Maps: Pre- and Post-Development. In the *Preliminary Hydrology Analysis*. EGL Job No. 19-128-004. Prepared for 501 W. Route 66.

- Subarea B: 79%[12]

During the construction phase of the proposed project, erosion control, sediment control, flow control, and good housekeeping Best Management Practices (BMPs) would be utilized to further minimize the potential for siltation or substantial erosion.[13] The project site is comprised of approximately 69.4 percent impervious surface area and approximately 30.6 percent pervious surface area. The proposed project's impervious surface area would increase from 59 percent to 73 percent in Subarea A and decrease from 79 percent to 76 percent in Subarea B, for an overall net increase in impervious surface area by approximately 6.5 percent.[14] The proposed project would increase impervious surface area on the project site from approximately 69.4 percent to 75.9 percent impervious area, totaling approximately 23,906 SF proposed impervious surface area.[15] The small increase in impermeable surface would have negligible impacts on groundwater recharge or groundwater supplies. Furthermore, these BMPs would be designed on a site-specific basis to prevent pollutant runoff during the construction phase and during rain events. Therefore, there are no expected impacts to hydrology and water quality related to alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation on or off site, and further analysis is not warranted.

(ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site;

The proposed project is not expected to result in less than significant impacts to hydrology and water quality in relation to alteration of existing drainage patterns in a manner that would result in flooding on site or off site. Over half of the proposed project sites is covered in hardscape, concrete, or asphalt. Most of the rainfall runs offsite to drains to a Los Angeles County Flood Control District-owned storm drain (ID #2298197) located roughly 490 feet west of the proposed project site.[16] The proposed project would utilize Low Impact Developments (LIDs) as required in the Los Angeles County LID ordinance.[17] As part of this development, the proposed project would direct runoff from impervious surfaces to landscaping areas; thus, resulting in no net increase in stormwater runoff and no net decrease in stormwater quality.

The project site is comprised of approximately 69.4 percent impervious surface area and approximately 30.6 percent pervious surface area. The proposed project would increase impervious surface area on the project site by approximately 6.5 percent, from approximately 69.4 percent to 75.9 percent impervious area, totaling approximately 23,906 SF of proposed impervious surface area.[18] This is a less than 10 percent increase, which is not sufficient to warrant expansion of the existing storm drainage system and new drainage patterns due to the potential of flooding on site or

[12] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA.

[13] Los Angeles Regional Water Quality Control Board. "Standard Urban Storm Water Mitigation Plan." Available at: www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_details.shtml

[14] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA.

[15] EGL Associates. 05 December 2019. Hydrology Maps: Pre- and Post-Development. In the *Preliminary Hydrology Analysis*. EGL Job No. 19-128-004. Prepared for 501 W. Route 66.

[16] Los Angeles County Department of Public Works. "Los Angeles County Storm Drain System." Available at: pw.lacounty.gov/fcd/StormDrain/index.cfm

[17] City of Glendora. Glendora Municipal Code. Title 21 ZONING, Chapter 21.03 GENERAL REGULATIONS, 21.03.090 Urban runoff pollution. Available at: http://www.qcode.us/codes/glendora/?view=desktop&topic=21-21_03

[18] EGL Associates. 05 December 2019. Hydrology Maps: Pre- and Post-Development. In the *Preliminary Hydrology Analysis*. EGL Job No. 19-128-004. Prepared for 501 W. Route 66.

off site. Furthermore, the proposed project would utilize downspout routing which would connect roof drain downspouts to nearby catch basin drainage pipes. Runoff is not expected to increase substantially such that it would result in flooding on site or off site. Therefore, there are less than significant impacts to hydrology and water quality related to alteration of existing drainage patterns in a manner that would result in flooding on site or off site and no further analysis is warranted.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

The proposed project would result in no impacts to hydrology and water quality in relation to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff. The project site currently drains to a Los Angeles County Flood Control District-owned storm drain (ID #2298197) located roughly 490 feet west of the proposed project site.[19] A project specific hydrology report has been prepared for the proposed project.[20] Pipe capacity calculations have been prepared to determine if the proposed project would exceed the capacity of existing stormwater drainage systems. Calculations for both Subareas A and B show that the stormwater drainage systems have adequate capacity to accommodate the proposed project.[21] Additionally, the proposed project would implement BMPs according to SUSMP, LID, and SQMP requirements.[22] Therefore, there are no impacts to hydrology and water quality related to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff and no further analysis is warranted.

(iv) Impede or redirect flood flows?

The proposed project would result in no impacts related to impeding or redirecting flood flows. According to the Flood Insurance Rate Map (FIRM) for the proposed project area, the proposed project area is in an area of "Minimal Flood Hazard."[23] The nearest flood hazard area is located in San Dimas roughly 5.0 miles south east of the proposed project site. Therefore, the proposed project would have no impacts to impeding or redirecting flood flows.

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

The proposed project would have no impact in regard to flood hazards, tsunami, or seiche zones, or risk release of pollutants due to project inundation. The proposed project is in a Low Risk Flood Zone.[24] The nearest flood hazard area is located in San Dimas roughly 5.0 miles south east of the

[19] Los Angeles County Department of Public Works. "Los Angeles County Storm Drain System." Available at: pw.lacounty.gov/fcd/StormDrain/index.cfm

[20] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA.

[21] EGL Associates. 5 December 2019. *Preliminary Hydrology Analysis*. Arcadia, CA.

[22] Los Angeles Regional Water Quality Control Board. "Standard Urban Storm Water Mitigation Plan." Available at: www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_details.shtml

[23] "FEMA Flood Map Service Center: Search by Address." *View/Print FIRM: View an Image of the FIRM Panel or Print a FIRMette for Your Chosen Location. NOTE: This Is a Static Map and Has Not Been Updated since the Effective Date. Please Refer to Any Amendments or Revisions (LOMC) in the Changes to This FIRM Section.* Available at: msc.fema.gov/portal/search?AddressQuery=501 Route 66 Glendora#searchresultsanchor

[24] "FEMA Flood Map Service Center: Search by Address." *View/Print FIRM: View an Image of the FIRM Panel or Print a FIRMette for Your Chosen Location. NOTE: This Is a Static Map and Has Not Been Updated since the Effective Date.*

proposed project site. Furthermore, the proposed project is not located in a seiche zone. The nearest water body is Percolation Basin located roughly 2.0 miles north of the proposed project site. Lastly, the project is not located in a tsunami risk zone. The nearest tsunami risk zone is located in Long Beach roughly 27.0 miles south of the proposed project site. There is no existing or proposed storage of pollutants on the proposed project property. Therefore, the proposed project would have no impacts from flood hazards, tsunamis, seiches, or risk the release of pollutants due to project inundation.

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

The proposed project would have no impact to hydrology or water related to conflicting with or the obstruction of implementation of a water quality control plan or sustainable groundwater management plan. The proposed project property is vacant and over 50 percent of the property is characterized by impermeable hardscape surface; therefore, the proposed project property does not contribute pollutants to natural water bodies. Similarly, the project site is not designated as a groundwater recharge basin. The project would stay compliant with the National Pollutant Discharge Elimination System (NPDES), SUSMP, LID, and SQMP requirements and would not generate new sources or contribute to existing sources of surface water pollutants. As the proposed project would have negligible change in overall pervious surface, and is not located in groundwater recharge area, it would not affect the City's groundwater recharge basins or associated infrastructure. Furthermore, the proposed project would not obstruction the implementation of the Upper San Gabriel River Enhanced Watershed Management Plan.[25] Therefore, the proposed project would have no impact to hydrology or water related to conflicting with or the obstruction of implementation of a water quality control plan or sustainable groundwater management plan.

Please Refer to Any Amendments or Revisions (LOMC) in the Changes to This FIRM Section. Available at: msc.fema.gov/portal/search?AddressQuery=501 Route 66 Glendora#searchresultsanchor

[25] Los Angeles Regional Water Quality Control Board. "Upper San Gabriel River Watershed Management Group." Available at: www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/watershed_management/san_gabriel/upper_san_gabriel/index.html

3.11 LAND USE AND PLANNING

This analysis is undertaken to determine if the 501 Route 66 Project and 532 Parker Drive (proposed project) may have a significant impact to land use and planning, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines. Land use and planning at the proposed project site was evaluated in light of the adopted published maps, adopted plans, and with regard to the applicable proposed or adopted land use plans and regulations.

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to land use and planning:

Would the project:

(a) Physically divide an established community?

The proposed project would result in no impact to land use and planning regarding physically dividing an established community. The project site is located within the City's Central Business District (CBD) and is surrounded by existing residential and commercial development. As described in the project description, ingress and egress to the site is provided by W. Historic Route 66 to the south and Parker Drive to the west (see Section 1.0, *Project Description*). The proposed project would introduce residential housing, commercial office space, open area and a surface parking lot to a vacant lot. The proposed project goes towards the City's State Regional Housing Needs Assessment (RHNA) housing allocation with productive additional residential units. The proposed project does not require any change to surrounding transportation network. The proposed project is located on a developed site and would not physically divide an established community. No mitigation or further analysis is warranted.

(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?

The proposed project would result in a less than significant impact due to a conflict with the land use plan, policy or regulation adopted. The City of Glendora's General Plan (Community Plan 2025; City General Plan) land use designations for the proposed project site are multi-family residential (parcels 8639-027-900, 8639-027-901) and mixed-use (parcel 8639-027-902).[1] The proposed project site is located in an area designated for high-density residential development in the City General Plan and is bordered by mixed-use parcels to the east, multi-family and single-family residential to the north, multi-family residential to the west of the project site. The proposed project site has transformed over the years from an orchard, in the late 1940s, to a model home, in the mid-1950s, followed by a nursery, an auto sales yard and auto repair, to a vacant lot by 2010 and its current condition which is considered incompatible uneconomic land use by the City's General Plan.[2] The proposed project is encompassed within the General Plan's Route 66 Corridor Specific Plan (Specific Plan), representing the primary east-west commercial arterial through the city. The proposed project site would include R-3 for the townhome units, U-1 for the garages to

[1] City of Glendora. 1999. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[2] City of Glendora. 1999. "Glendora General Plan: Land Use Element." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

be constructed for the residential units, and a commercial unit C-1. The proposed General Plan Amendment and zone change consists of changing two of three parcels to the RT66-TCMU designation. Furthermore, the proposed project under one of the Specific Plan's sub-districts, the Town Center Mixed Use, is intended to be a complimentary mix of land use and development types compatible with mobility.[3] As the city is almost entirely developed, with only 0.3 percent vacant lands remaining throughout the city, vacant lands are suitable for residential, commercial, or industrial infill development based on size, orientation, shape, location, property value, and regulations. The General Plan Amendment and proposed zone change is consistent with the City of Glendora Land Use Planning policies with the General Plan amendment and zone change. No mitigation or further analysis is warranted.

[3] City of Glendora. 1999. "Glendora General Plan: Land Use Element." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

3.12 MINERAL RESOURCES

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to mineral resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Mineral resources at the proposed project site were evaluated with regard to publications from the California Geological Survey[2] and the adopted City of Glendora General Plan (Glendora Community Plan 2025)[3] for the proposed project site.

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to mineral resources:

Would the project:

(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?

The proposed project would result in no impacts to mineral resources in relation to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The Surface Mining and Reclamation Act (SMARA) was enacted in 1975 to regulate surface mining operations in order to reduce environmental impacts, while also encouraging the production, conservation, and protection of the state's mineral resources.[4] The California Geological Survey (formerly California Division of Mines and Geology) website provides the SMARA mineral land classification maps and reports for a given area.[5] Based on a review of these maps, the proposed project site is not a Mineral Resource Zone (MRZ) where geologic data indicate that significant mineral resources are present, otherwise known as an MRZ-2, nor does it contain active mine operations.[6] The project is designated as MRZ-3, or an area containing mineral deposits the significance of which cannot be evaluated from available data.[7,8] Furthermore, the Glendora Community Plan 2025 has no mention of any of its mines, mineral resource recovery

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] California Department of Conservation. n.d. *CGS Information Warehouse: Mineral Land Classification/SMARA Maps and Reports*. Accessed January 17, 2020. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/

[3] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[4] Public Resources Code (PRC), Division 2 Geology, Mines, and Mining, Chapter 9 Surfacing Mining and Reclamation Act of 1975, Sections 2710-2796.5.

[5] California Department of Conservation. n.d. *CGS Information Warehouse: Mineral Land Classification/SMARA Maps and Reports*. Accessed January 17, 2020. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/

[6] California Department of Conservation. Kohler, Susan L. 2010. Plate 1: San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations. In *Special Report 209: Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Gabriel Valley P-C Region, Los Angeles County*. California Geological Survey.

[7] California Department of Conservation. Kohler, Susan L. 1982. Plate 4.8: Glendora Quadrangle Mineral Land Classification Map. In *Special Report 143: Mineral Land Classification of the Greater Los Angeles Area, Part IV*. California Division of Mines and Geology.

[8] California Department of Conservation. Russell V. Miller. 1994. Plate 1B: Generalized Mineral Land Classification Map of Los Angeles County – South Half. In *Open File Report 94-14: Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part II*. California Division of Mines and Geology.

sites, or known mineral resources, and is therefore not considered an important aspect of the City's planning.[9]

Based on a review of the Glendora Community Plan 2025 and California Geological Survey publications, there are no known mineral resources within the project site that would be of value to the region and the residents of the state. Therefore, there would be no impacts to mineral resources related to the loss of availability of a known mineral resource and no further analysis is warranted.

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

The proposed project would result in no impacts to mineral resources in relation to the loss of availability of a known mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Based on a review of Chapter 8: Conservation Element of the Glendora Community Plan 2025, there are no known mineral resource recovery sites of local importance located within the proposed project site. The Glendora Community Plan 2025 contains no mention of any of its mines, mineral resource recovery sites, or known mineral resources, and is therefore not considered an important aspect of the City's planning.[10] Therefore, there are no expected impacts to mineral resources related to the loss of availability of a mineral resource recovery site and no further analysis is warranted.

[9] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[10] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

3.13 NOISE

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to noise, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Noise at the proposed project site was evaluated with regard to the City of Glendora Community Plan 2025 Noise Element.[2]

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impact to 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?

The proposed project would result in less than significant impacts to noise regarding exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

The State of California has developed a Land Use Compatibility Matrix for community noise environments that further defines the four categories of acceptance and assigns CNEL values to them (Table 3-13.1, *Land Use Compatibility for Community Noise Environments*). Pursuant to the State Land Use Compatibility Standards, noise levels of up to 60 dB are acceptable for low density single-family residence, up to 65 dB for multi-family residences, and up to 70 dB for commercial land uses. In addition, the State Building Code (Title 24, California Code of Regulations [CCR], Part 2) establishes uniform minimum noise insulation performance standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and residential units other than detached single-family residences from the effects of excessive noise, including, but not limited to, hearing loss or impairment and interference with speech and sleep. Residential structures to be located where the CNEL or Ldn is 60 dBA or greater are required to provide sound insulation to limit the interior CNEL to a maximum of 45 dBA. An acoustic, or noise, analysis report prepared by an experienced acoustic engineer is required for the issuance of a building permit for these structures. Land use changes that result in increased noise levels at residences of 60 dBA or greater must be considered in the evaluation of impacts to ambient noise levels.

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora Community Plan 2025. Noise Element. https://www.cityofglendora.org/home/showdocument?id=7233. Accessed February 5, 2020.

TABLE 3.13-1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Community Noise Exposure (Ldn or CNEL, dB)						
	55	60	65	70	75	80	
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE: Adapted from: Governor's Office of Planning and Research. 2003. *State of California General Plan Guidelines. Appendix C, Noise Element Guidelines*. Figure 2. Sacramento, CA.

General Plan

As discussed in the Noise Element of the Glendora Community Plan 2025 (General Plan), noise can be generally defined as unwanted or excessive sound, varying in intensity by over one million times within the range of human hearing; thus, the logarithmic scale, or decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

The Noise Element of the General Plan identifies and evaluates unwanted noise sources in the city, and establishes goals and policies for the reduction of noise levels. The Noise Element addresses the general noise sources that affect the overall community versus site-specific conditions. Further, the City has adopted the state's noise standards in its General Plan to serve as the basis for the land use compatibility guidelines (Table 3.13-2, *Noise and Land Use Compatibility Matrix*).

TABLE 3.13-2
NOISE AND LAND USE COMPATIBILITY MATRIX

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential – Multiple Family	50–65	60–70	70–75	70–85
Transient Lodging - Motel, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70–80	80–85
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	NA

KEY: *NA: Not Applicable*

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

SOURCE: Glendora Community Plan 2025, Chapter 4, Noise Element.

The City of Glendora Municipal Code regulates noise levels in the City (Table 3.13-3, *City of Glendora Noise Limits*).[3] Noise levels are required to not exceed the levels established by City Municipal Code when measured inside any dwelling unit or commercial structure at a point at least four feet from the wall, ceiling or floor nearest the noise source with windows and doors opening to the exterior of the structure in a closed position.

[3] City of Glendora Municipal Code, Chapter 9.44.040 (Ambient noise base levels). http://qcode.us/codes/glendora/view.php?topic=9-9_44-9_44_040. Accessed February 5, 2020.

TABLE 3.13-3
CITY OF GLENDORA NOISE LIMITS

Noise Zone	Noise Level (dBA)		
	Day: 7 AM – 7 PM	Evening: 7 PM – 10 PM	Night: 10 PM – 7 AM
Single Family Residential (R-1)	55	50	45
Multi-Family Residential (R-3 and R-4)	55	55	50
Commercial	65	65	60
Industrial and Light Manufacturing	70	70	70
Special Zones (MS)	55	50	45
SOURCE: *Glendora Municipal Code, Chapter 9.44.040 (Ambient noise base levels)*			

The City of Glendora General Plan establishes Goals and Policies related to control of non-transportation noise impacts, including the temporary effects of construction:

> Goal N-2: Reduced noise impacts from non-transportation sources.
>
> N-2.4 Ensure that construction noise does not cause an adverse impact to the residents of the City by requiring that noise mitigation techniques be incorporated into all construction-related activities.

As stated in Section 3.3.2 of the City's Noise Element of the General plan, stationary noise sources, including construction are best controlled by application of the City Noise Ordinance which requires maintenance of noise levels for daytime, evening, and nighttime.

Noise monitoring was conducted at the project site to characterize ambient noise conditions. Noise monitoring was conducted on the northeastern, northwestern and southeastern corners (Figure 3.13-1, *Noise Measurements*). Ambient noise measurements were recorded with a Larson Davis Spartan 730 Noise Dosimeter (serial number 10383, 10384, 10385), which meets and exceeds the minimum industry standards performance requirements as defined in the American National Standard Institute (ANSI) S1.4 (Appendix I, *Noise Measurement Results*). The dosimeter was calibrated and the City measuring guidelines were consulted prior to recording measurements. The dosimeter was operated according to the manufacturer's written specifications. The ambient noise conditions range from 52.0 to 88.9 leq, consistent with the existing land uses (Table 3.13-4, *Ambient Noise Levels*; see Appendix I). The peak noise levels during the measurements were due to the vibration and damage caused by the wind to the existing gate surrounding the project site.

TABLE 3.13-4
AMBIENT NOISE LEVELS

Location	Description	Serial #	Date	Start Time	End Time	Leq	Max
1	NE Corner	10383	2/3/20	14:52:25	18:30:40	52.0	81.6
2	NW Corner	10385	2/3/20	14:54:14	18:34:39	65.0	88.9
3	SW Corner	10384	2/3/20	14:52:21	18:33:06	52.3	73.4

As indicated in Exhibit N-2 of the City Noise Element, noise levels associated with Route 66 are with the 60-75 CNEL level due to traffic on Route 66.

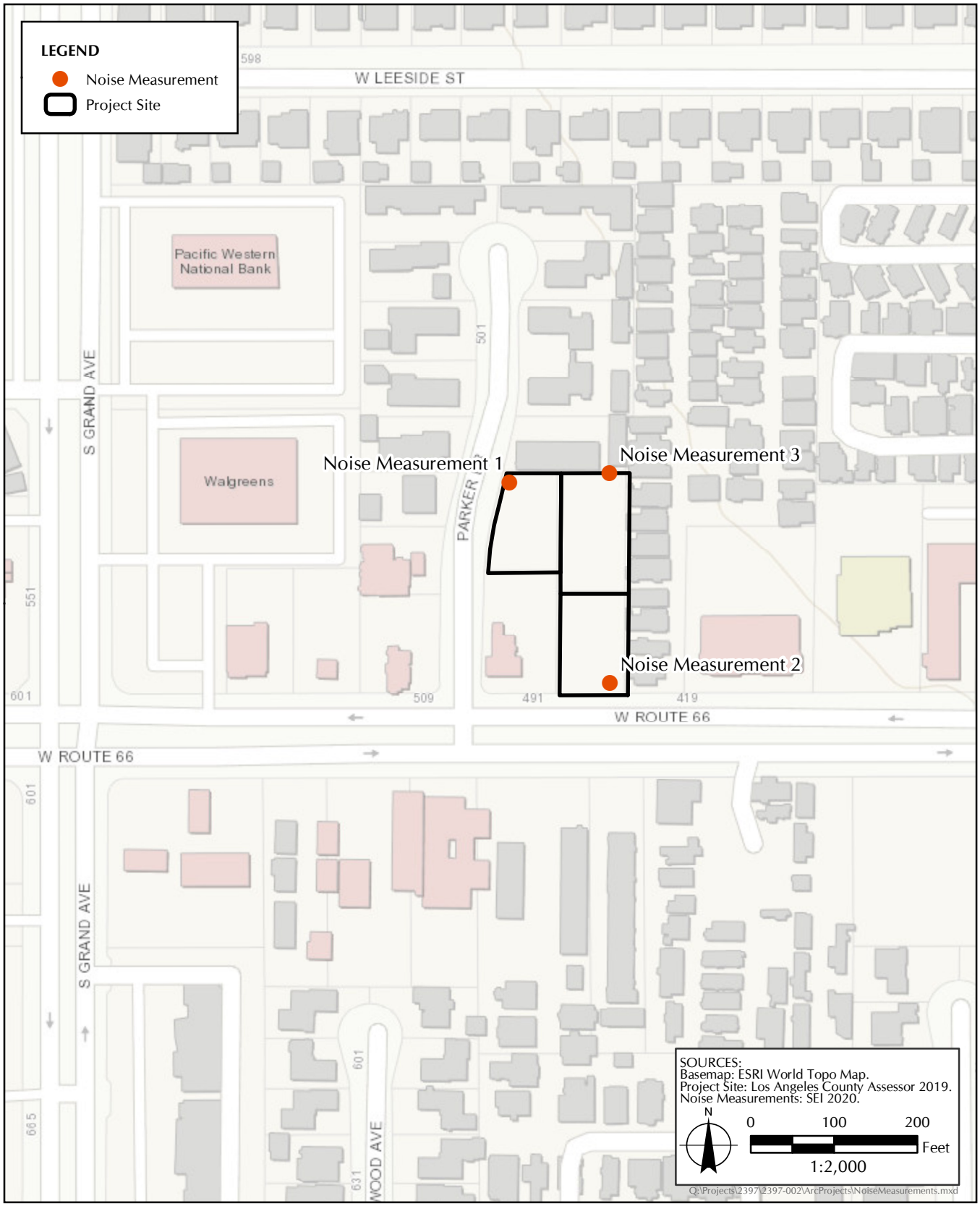

FIGURE 3.13-1

Noise Measurements

The proposed project would require the use of heavy equipment for the demolition and grading of the project site during the initial two weeks of the anticipated 16-month construction phase (see Section 1.11, *Construction Scenario*, in the Project Description). As indicated in the Project Description, construction and maintenance activities would be limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, prohibiting work on federal holidays and weekends. The U.S. Environmental Protection Agency has established the noise levels for the heavy equipment that will be used during construction to range from 65 to 85 dBA within 50 feet.

Construction

Noise impacts from construction of the proposed project would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise sensitive receptors. Construction activities would generally include ground clearing, site grading, and building construction. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. For example, site grading typically requires the use of earth-moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Noise from construction equipment generate both steady-state and episodic noise that could be heard within and adjacent to the project site.

Individual pieces of construction equipment that would be used during construction of the proposed project could potentially generate maximum noise levels ranging from 74 to 90 dBA at the Federal Highway Administration's reference distance of 50 feet from the noise source (Table 3.13-5, *Noise Levels for Typical Construction Equipment*). These maximum noise levels would occur when equipment is operating under full power conditions (i.e., with the equipment engine at maximum speed). However, equipment on construction sites often operates under less than full power.

TABLE 3.13-5
NOISE LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Estimated Usage Factor* (%)	Typical Noise Level at 50 feet from Source (dBA)
Air Compressors	5	80
Cement and mortar mixer	50	80
Concrete saw	20	90
Crane	16	81
Dozer	20	82
Forklift	10	75
Grader	40	85
Dump / haul truck (light)	40	76
Excavator	40	81
Roller	20	80
Rubber tired loader	40	79
Tractor / loader / backhoe	40	80
Welders	10	73

NOTE: * Usage factor represents the percentage of time the equipment would be operating at full speed.

SOURCE: U.S Environmental Protection Agency. October 1974. Background Document for Interstate Motor Carrier Noise Emission Regulations.
Federal Highway Administration. January 2006. FHWA Roadway Construction Noise Model User's Guide. Prepared by U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe National Transportation Systems Center Acoustics Facility.

The ambient noise levels with construction have the potential to exceed the noise level thresholds for single-family residences that are directly adjacent to the project site.

Furthermore, in accordance with the City's Municipal Codes, Section 9.44.110 Construction of Buildings and Projects, "it is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of 9:00 p.m. of one day and 7:00 a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefore has been duly obtained from the city. No permit shall be required to perform emergency work as defined in Section 9.44.020(c). (Ord. 1173 § 1, 1972)." Construction activities would not occur outside of this time frame. Additionally, implementation of the proposed project shall limit the delivery of materials and equipment and the outdoor use of mobile and stationary equipment such as hammers, and power tools to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, with no work allowed on Saturdays, Sundays, or federal holidays with the exception of interior work. Outdoor construction activities shall be permitted as long as it does not involve the use of heavy or noise producing equipment.

Maximum noise levels would occur when equipment is operating under full power conditions (i.e., with the equipment engine at maximum speed). However, equipment on construction sites often operates under less than full power conditions.

Construction noise levels were then calculated based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance. Based on these noise levels, and the fact that noise attenuates at a rate of approximately 6.0 dBA per doubling of distance from a point source,

the noise impacts on sensitive receptors can be determined by Equation 1 for noise attenuation over distance:

(1) $L_2 = L_1 - 20\ log_{10}\left(\frac{d_1}{d_2}\right)$

where

L_1 = known sound level at d_1
L_2 = desired sound level at d_2
d_1 = distance of known sound level from the noise source
d_2 = distance of the sensitive receptor from the noise source

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

During each phase of construction, there would be a different mix of equipment operating, and noise levels would vary based on the amount of equipment in operation and the location of the activity. The EPA has compiled data regarding the noise-generating characteristics of specific types of construction equipment during typical construction phases (Table 3.13-6, *Typical Outdoor Construction Noise Levels*, for a reference distance of 50 feet). Ground-borne noise and other types of construction-related noise impacts would typically occur during the excavation and grading and finishing construction phases at a level of 89 dBA L_{eq} measured at 50 feet from sensitive receptors. As previously discussed, these phases of construction have the potential to create the highest levels of noise generated by construction equipment. Please note that construction equipment listed would be limited to short duration of use at full power and followed by lower power settings during construction activities. These noise levels would attenuate with distance from the construction site at a rate of approximately 6.0 dB per doubling of distance.

TABLE 3.13-6
TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level (dBA L_{eq})	
	50 Feet	50 Feet with Mufflers
Ground clearing	84	82
Excavation, grading	89	86
Foundations	78	77
Structural, paving	85	83
Finishing	89	86
SOURCE: U.S. Environmental Protection Agency. 1971. Noise from Construction Equipment and Operation, Building Equipment and Home Appliances. PB 206717.		

By assigning the highest potential noise level during construction with incorporation of equipment mufflers at 86 dBA (L_1) at a distance of 50 feet (d_1) and assuming a construction staging area that is 32 feet (d_2) away from the nearest sensitive receptor located adjacent to the eastern property line, the sound level at the sensitive receptor would be 89.88 dBA (L_2) from construction. Construction of the permanent masonry wall surrounding the project site on the northern and eastern boundary would result in noise reduction of 5–10 dBA. Further, installation of temporary noise barriers, in

addition to the use of noise baffles and blankets, would reduce the sound level by up to an additional 10 dBA reducing the noise levels to conditionally acceptable levels for Residential – Low Density, Single-Family, Duplex, Mobile Homes between 55 and 70 dBA (see Table 3.13-2).

As discussed in Section 1.12, *Project Design Features*, during construction activities, the use of equipment mufflers, sound blankets and baffles, and sound walls shall be incorporated into the design of the proposed project. Construction barriers shall be constructed by the contractor to be used during all construction phases. Use of equipment mufflers, sound blankets and baffles, and sound walls shall reduce noise levels up to 20 dBA based on placement and structure to bring construction noise levels at or below 70 dBA, as required at the nearest sensitive receptors adjacent to the project site. The temporary sound barrier would reduce the sound level experienced at the property line to 70.44 dBA, which would bring construction noise levels into compliance with the City's requirement for conditionally accepted sound levels at the nearest sensitive receptors abutting the northern and eastern project boundary.[4]

Thus, construction activities associated with the proposed project would result in less than significant impacts in relation to exposing sensitive receptors to noise levels in excess of the standards established by the Glendora Municipal Code. The proposed project would comply with all applicable construction standards and requirements.

Operation

The project would be required to comply with the City's Noise Ordinance for daytime Noise Level (dBA) between the hours of 7:00 a.m. and 6:00 p.m. in Single-Family Residential (R-1) at 55 dBA and Multi-Family Residential (R-3 and R-4) at 55 Dba (see Table 3.13-3*)*. New sources of noise that are attributable to the project would include noise from traffic and the noise from the roof mounted HVAC units in addition to similar urban, residential noise sources such as mechanical equipment, parking activities along local roadways and lots, dogs barking, garbage collection, and landscaping activities. Further, as discussed in the Noise Element of the Glendora General Plan, the majority of the existing noise experienced near the project site is generated from vehicle sources along Route 66 between Grand Avenue and Vermont Avenue at a noise level of 64.7 dBA L_{eq} (consistent with the ambient noise measured at 65 dBA L_{eq} noted at Location 2 along the southwest corner of the project site (see Table 3.13-4).

The development of the proposed project would not significantly increase the traffic noise environment adjacent to the site. Because the area is mostly built out, the addition of the project traffic to the existing noise levels on the roadways adjacent to the site would not contribute to an audible change of 3 dBA or greater above the existing noise environment, Further, with installation of the permanent masonry wall to be installed at the northern and eastern boundaries of the project site noise experienced as a result of roof mounted HVAC units, and residential noise sources would be attenuated by the diagonal distance to the nearest ground level receptor of about 100 feet. Therefore, the proposed project would result in less than significant impacts to noise in relation to exposing persons to or generating noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. No mitigation or further analysis is warranted.

[4] U.S. Environmental Protection Agency. 1971. Noise from Construction Equipment and Operation, Building Equipment and Home Appliances. PB 206717.

(b) Generation of excessive ground-borne vibration or ground-borne noise levels?

The proposed project is expected to result in less than significant impacts to noise in relation to generation of excessive ground-borne vibration or ground-borne noise. Ground-borne vibration in the project site is limited to minor traffic-induced vibrations from nearby streets, highways, and freeway vehicular traffic. At the time of the characterization of the baseline conditions in 2020, there were no construction projects within or adjacent to project site, oil fields, mining operations, blasting, or other activities resulting in ground-borne vibrations within the project site or vicinity. Construction of the proposed project would not require blasting, drilling, or other activities that would result in excessive ground-borne vibrations. The construction equipment and associated industrial machinery would produce vibration.

The typical vibration levels from trucks, which will be used during construction, is 0.076 peak particle velocity (PPV) at 25 feet (inches per second). Vibration levels reduce quickly with distance away from the source, so vibration would decay below the 0.05 inch per second RMS vertical velocity threshold at the residential housing located immediately adjacent to the project. Equipment such as pile drivers, which produce higher vibration levels, would not be used during the construction.

The U.S. Department of Transportation Federal Transit Administration (FTA) guidelines set forth in its technical manual, *Transit Noise and Vibration Impact Assessment*, will be utilized in determining vibration impacts.[5] The FTA measures building vibration damage in PPV, which is measured in inches per second (Table 3.13-7, *FTA Construction Vibration Impact Criteria for Building Damage*, for FTA vibration criteria applicable to construction activities). According to the FTA guidelines, a vibration criterion of 0.2 inch per second should be considered as the significant impact level for non-engineered timber and masonry buildings.

TABLE 3.13-7
FTA CONSTRUCTION VIBRATION IMPACT CRITERIA FOR BUILDING DAMAGE

Building Category	PPV (inches per second)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
SOURCE: U.S. Department of Transportation, Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.	

Construction of the proposed project would generate ground-borne vibration during grading and earth-moving activities. The FTA has published standard vibration velocities for various construction equipment operations. The typical vibration levels (in terms of inches per second PPV) at a reference distance of 25 feet, 50 feet, and 100 feet for construction equipment used during construction activities are listed in Table 3.13-8, *Vibration Source Levels for Construction Equipment*.

[5] U.S. Department of Transportation, Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.

TABLE 3.13-8
VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (inches per second)	PPV at 50 feet (inches per second)	PPV at 100 feet (inches per second)
Large bulldozer	0.089	0.031	0.011
Loaded trucks (haul truck)	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small bulldozer	0.003	0.001	0.000
SOURCE: Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.			

Construction of the proposed project would not include demolition or pile driving methods, and as such, impacts from these activities are not included in this construction vibration analysis. As indicated in Table 3.13-8, vibration velocities from most heavy construction operations that would be used during construction of the proposed project would range from 0.000 to 0.011 inch per second PPV at a reference distance of 100 feet from the equipment. Haul trucks during construction activities would also generate ground-borne vibration as they travel to and from the proposed project site. As indicated in Table 3.13-8, a haul truck traveling on a rough road surface would generate a ground-borne vibration level of 0.076 inch per second PPV at a distance of 25 feet from the haul truck. These levels are well below the potential damage threshold of 0.2 inch per second.

Ground-borne vibration from construction rarely results in a negative response from people who are outdoors. Negative responses are typically associated with the shaking of the building where the person is located. Since construction vibration is transient, the Caltrans guidance manual can be used to categorize the potential human response to construction-induced vibration (Table 3.13-9, *Human Response to Transient Vibration*).[6]

TABLE 3.13-9
HUMAN RESPONSE TO TRANSIENT VIBRATION

Average Human Response	PPV (in/sec)
Severe	2.000
Strongly perceptible	0.900
Distinctly perceptible	0.240
Barely perceptible	0.035
NOTE: PPV = peak particle velocity; in/sec = inches per second.	

The nearest sensitive receptor to the proposed project is a residence located 32 feet away. Solving for Equation 2,

[6] California Department of Transportation. June 2004. Transportation- and Construction-Induced Vibration Guidance Manual. Sacramento, CA.

(2) PPV*equip* = PPV*ref* x (25/D)

where

PPV*equip* is the peak particle velocity in in/sec of the equipment adjusted for distance
PPV*ref* is the reference vibration level in in/sec at 25 feet
D is the distance from the equipment to the receiver,[7]

gives a maximum vibration level of 0.070 PPV at the closest sensitive receptor. This is a barely perceptible level according to the Caltrans guidance manual. However, all construction would be undertaken in accordance with all federal, state, county, and City building codes. Therefore, there would be no impact, and no further analysis is warranted.

Operation of the proposed project would not include the use of any ground-borne vibration producing equipment. Therefore, there are no expected impacts to noise related to generation of excessive ground-borne vibration or ground-borne noise and no mitigation or further analysis is warranted.

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

The proposed project is expected to result in no impacts to noise in relation to public airports. There are no public airports located within a 2-mile radius of the project site. The nearest airport is the San Gabriel Airport located 4.4 miles to the southwest of the project site. The proposed project would be located outside the airport influence area of both airports. Therefore, the proposed project would not result in exposure of residents to excessive noise levels from a public airport or airstrip. No mitigation or further analysis is warranted.

[7] U.S. Department of Transportation, Federal Transit Administration. May 2006. Transit Noise and Vibration Impact Assessment. Washington, DC.

3.14 POPULATION AND HOUSING

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to population and housing, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines. Population and housing at the proposed project site were evaluated with regard to state, regional, and local data and forecasts for population and housing including U.S. Census Bureau and Southern California Association of Governments (SCAG) data,[1,2,3] State of California Economic Development Department Data,[4] City of Glendora General Plan,[5] and City of Glendora Zoning Code.[6]

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to 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)?

The proposed project would result in less than significant impacts to population and housing in relation to inducing substantial direct or indirect population growth. Between 2000 and 2018, the County of Los Angeles had an estimated population growth rate of 8 percent.[7] According to the California Department of Finance (2019) population and housing estimates, the City of Glendora has a population of approximately 52,122 as of January 1, 2019.[8] The proposed project would include the development of eight residential units and one commercial building in the City of Glendora. Each residential unit would contain approximately three to four bedrooms while the commercial building would contain four parking stalls. Given these factors, approximately 32 persons would live on the developed site and approximately 4 persons would utilize Commercial Building C on-site totaling an approximate increase of 36 persons in the city. Due to the development of the proposed project, there would be a 0.01 percent increase in the January 2020 citywide population, which

[1] U.S. Census Bureau. July 2018. "Los Angeles City and Los Angeles County, California Population Estimates." Available at: https://www.census.gov/quickfacts/fact/table/losangelescitycalifornia,losangelescountycalifornia,CA/PST045218

[2] Southern California Association of Governments. May 2019. "Profile of the City of Los Angeles." Available at: https://www.scag.ca.gov/Documents/LosAngeles.pdf

[3] Southern California Association of Governments. 2015. "Demographics and Growth Forecast (2016–2040)." Available at: http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

[4] State of California, Employment Development Department. 2019. "Labor Market Information for Los Angeles-Long Beach-Glendale Metropolitan District." Available at: https://www.labormarketinfo.edd.ca.gov/geography/md/los-angeles-long-beach-glendale.html

[5] City of Glendora. Adopted 2006–2008. "City of Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[6] City of Glendora. January 2020. City of Glendora Zoning Map. Available at: https://www.cityofglendora.org/home/showdocument?id=1013

[7] Southern California Association of Governments. May 2019. "Profile of the City of Los Angeles." Available at: https://www.scag.ca.gov/Documents/LosAngeles.pdf

[8] State of California Department of Finance. May 2019. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011–2019 with 2010 Census Benchmark." Available at: http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

would accommodate anticipated population growth, rather than inducing substantial growth in the area.[9] According to the SCAG Demographics and Growth Forecast (2016–2040), the total city forecast to the year 2040 is 54,300.[10] The planned growth for the City of Glendora is 2,178 persons which represents a 0.2 percent increase of the total city growth projected for 2040. The proposed project's share of the population growth is not considered to be substantial.

The project infrastructure would be sized for the needs of this project and would not provide capacity for or any extensions to other properties that could induce additional development outside of the proposed project site. As of December 2019, the labor force of the County accounted for an unemployment rate of approximately 4.0 percent.[11] The proposed project construction would require a total of 10 construction workers on the project site. According to SCAG's 2019 City of Glendora Profile,[12] the total number or construction jobs in Glendora is approximately 1,060. Due to the location of the project sire being in the Los Angeles Basin, the project would not require the relocation of construction workers for the development of the proposed project.

Additionally, the City of Glendora's 2013–2021 Housing Needs Assessment allocates a total of 686 housing units as a part of the Regional Housing Needs Allocation (RHNA) adopted by SCAG.[13] The proposed project's eight housing units would bring the City of Glendora closer to their housing needs production goals and would pose a beneficial impact for the city. The proposed project would not result in a substantial increase in population as a result of the proposed project. Therefore, there are less than significant impacts to population and housing related to inducing substantial direct or indirect population growth, and no further analysis is warranted.

(b) Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project would result in no impacts to population and housing in relation to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. Displacement, in the context of housing can generally be defined as a persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.[14] The existing project site (proposed) is currently a vacant lot that does not contain any existing housing and would therefore, not cause the displacement of any persons or require the construction of replacement housing elsewhere. Therefore, there would be no impacts to population and housing related to the displacement of substantial amounts of existing housing.

[9] Building A = 5 units. Building B = 3 units. Max 4 persons/unit = 5 + 3 = 8 units x 4 persons = 32 persons. Commercial Building C = 4parking stalls total 4 persons. 32 + 4 = approximately 36 persons on project site. Glendora's 2019 population is 52,122.36/52,122 = 0.00069 or approximately 0.01 percent increase in the citywide population.

[10] Southern California Association of Governments. 2015. "Demographics and Growth Forecast (2016–2040)." Available at: http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

[11] State of California Employment Development Department. "Los Angeles County Profile: Unemployment Rates and Labor Force Data." Accessed February 7, 2020. Available at: https://www.labormarketinfo.edd.ca.gov/geography/losangeles-county.html

[12] Southern California Association of Governments. May 2019. "Profile of the City of Glendora." Available at: https://www.scag.ca.gov/Documents/Glendora.pdf

[13] City of Glendora, November 2013.

[14] United Nations Human Rights Office of the High Commissioner. January 2020. "Questions and Answers about IDPs: Who are internally displaced persons?" Available at: https://www.ohchr.org/EN/Issues/IDPersons/Pages/Issues.aspx

3.15 PUBLIC SERVICES

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to public services, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Public services at the proposed project site were evaluated based on review of the adopted City of Glendora General Plan (Glendora Community Plan 2025)[2] and other substantial evidence.

State CEQA Guidelines recommend the consideration of the following question when addressing the potential for significant impact to the environment as result the need to undertake construction and operation of new facilities to sustain public services:

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

(1) Fire protection

The proposed project would result in less than significant impacts to public services in relation to the provision or need for new or physically altered fire protection facilities. The Los Angeles County Fire Department (LACFD) provides fire protection and emergency response services to the City of Glendora. Three fire stations serve the City: Fire Station 85, Fire Station 86, and Fire Station 151 (Table 3.15-1, *Fire Stations in the City of Glendora*). The closest station to the proposed project site is Fire Station 151, located 0.8 mile away at 231 West Mountain View Avenue. Data released in indicates that 6 minutes and 31 seconds is a best practice for public agency response time, when taking in to consideration an 80-second turnout time, 15-second call answer time, and the 60-second call-processing time, plus the 240 seconds travel time, not to include time before being notified or call center transfers.[3] The Los Angeles County Fire Protection District has no official adopted standards for response; however, for the City of Glendora, the average response time is 4.38 minutes.[4]

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[3] Sheridan, Todd. 9 July 2019. "3 fire service myths: Data, response times and coverage equity." In *Chief Concerns*. Available at: https://www.firerescue1.com/response-time/articles/3-fire-service-myths-data-response-times-and-coverage-equity-GaCh6wfeKUDFrmqr/

[4] City of Glendora. "Chapter 3: Safety Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

TABLE 3.15-1
FIRE STATIONS IN THE CITY OF GLENDORA

Station No. / Address	Number of Personnel	Equipment	Approximate Distance from Station to Project
Station No. 151 231 West Mountain View Avenue	17	3 Captains 3 Firefighter Specialists 9 Firefighters / Paramedics 1 Engine 1 Nurse Educator	0.8 mile N, approx. 3 minutes away
Station No. 85 650 East Gladstone	17	3 Captains 3 Firefighter Specialists 9 Firefighters 1 Engine 1 EST (2-person unit)	2.2 miles SE
Station No. 86 520 South Amelia Avenue	21	6 Captains 3 Firefighter Specialists 12 Firefighters 1 Engine 1 Truck	3.4 miles E
KEY: No. = number; N = north; SE = southeast; E = east **SOURCE:** Safety Element of the Glendora Community Plan 2025[5] and Google Earth Pro[6]			

Construction activities associated with the proposed project would include demolition, site preparation including trenching for utilities, and construction of new buildings over a period of approximately 16 months.[7] These construction activities could temporarily increase the demand for fire protection, and may expose combustible materials such as wood, plastics, sawdust, coverings and coatings; heat sources including machinery and equipment sparking; exposed electrical lines; welding activities; and chemical reactions in combustible materials and coatings. However, in compliance with California Division of Occupational Safety and Health Administration (Cal/OSHA) and Fire Code requirements, construction managers and personnel would be trained in fire prevention and emergency response. Fire suppression equipment specific to construction would be maintained on-site.

Based on the residential development described in the project description, with an assumption of 3.5 residents per each of the eight units, there would an anticipated residential population of 28 residents. The office building would likely bring a maximum of eight daily workers, assuming a high-density office space at 150 square feet per employee.[8,9] The addition of eight townhomes and a small commercial building, within less than 1.0 mile of a fire station, would not have a significant

[5] City of Glendora. "Chapter 6: Safety Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[6] Google Earth Pro. Accessed January 17, 2020. *Fire Stations to 501 West Route 66*.

[7] City of Glendora. 2020. *501 Route 66 Project Description*. Project No. 2397-002. Prepared by: Sapphos Environmental, Inc., Pasadena, CA.

[8] Simmons, Kristi Svec. 14 June 2018. "How Much Office Space Do I Need? (Calculator and Per Person Standards)." Aquila Commercial. Available at: https://aquilacommercial.com/learning-center/how-much-office-space-need-calculator-per-person/

[9] CoreNet Global. 6 August 2013. *Property Paradox: Space for Office Workers Continues to Decline, Even as Companies Expect Hiring to Increase in Months Ahead*.

impact on fire response times and would not otherwise create a substantially greater need for fire protection services than already exists.

Typical of residential developments, project operation would not require the use of substantially hazardous materials or engage in hazardous activities that would require new or modified fire protection equipment to meet potential emergency demand. Additionally, the proposed project site is located less than 600 feet from the City's Grand Avenue emergency evacuation route.[10] The Project would be subject to the requirements of the County Code (e.g., Building Code, Fire Code, Utilities Code, and Subdivision Code) for new construction that addresses structural design, building materials, site access, fire lanes, fire flow requirements, automatic sprinkler systems, alarms, and smoke detectors. In addition, the LACFD would review and approve all project plans at the building permit and plan check phases of the Project to ensure compliance with applicable Fire Code requirements, thereby minimizing the risk of increased operation fire safety hazards.

Given the available fire protection facilities and the minimal increase in residents, impacts would be less than significant. No mitigation or further analysis is warranted.

(2) Police protection

The proposed project would result in no impacts to public services in relation to the provision or need for new or physically altered governmental police protection facilities. Police protection at the proposed project site is provided by Glendora Police Department.[11] It is located at 150 South Glendora Avenue, which is 0.7 mile northeast of the project site. The police department has 53 sworn officers, 40 civilian employees, and a volunteer force.[12] The average emergency response time in August of 2015 for the Glendora Police Department was 3 minutes and 54 seconds.[13] A service ratio of one law enforcement responder per 1,000 residents is considered protective of public safety. The addition of eight townhomes and an office building, occupied by up to 36 individuals within less than 1.0 mile of the police station, would not have a significant impact on police response times and would not result in substantial adverse physical impacts associated with the provision of new or physically altered police stations; the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for community safety response services. No mitigation or further analysis is warranted.

[10] City of Glendora. "Chapter 3: Safety Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[11] City of Glendora. "Chapter 6: Safety Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[12] Glendora Chamber of Commerce. "Glendora Police Department." Accessed January 23, 2020. Available at: https://business.glendora-chamber.org/list/member/glendora-police-department-774

[13] Glendora Police Department. August 2015. "Glendora Police Department Monthly Report." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

(3) Schools

The proposed project would result in less than significant impacts to public services in relation to the provision or need for new or physically altered school facilities. Four school districts serve the City of Glendora: Glendora Unified, Charter Oak Unified, Azusa Unified, and Bonita Unified (Table 3.15-2, *Public Schools in the City of Glendora*). Glendora Unified School District (GUSD) and Charter Oak Unified School District (COUSD) are located within the City and serve the majority of the population, with assistance from Azusa Unified School District (AUSD) and Bonita Unified School District (BUSD). GUSD serves the City with five elementary schools, two middle schools, and two high schools. COUSD maintains two elementary schools and the Oak Knoll Alternative School, AUSD maintains Sierra High School within the City, and several residents attend schools in the BUSD, located outside the City limits.[14,15,16]

TABLE 3.15-2
PUBLIC SCHOOLS IN THE CITY OF GLENDORA

School	Address	Distance from Project Site (miles)	District
Cullen Elementary	440 N. Live Oak Ave. Glendora, CA 91741	1.8 NE	GUSD
La Fetra Elementary	547 W. Bennett Glendora, CA 91741	1.2 N	GUSD
Sellers Elementary	500 N. Lorraine Ave. Glendora, CA 91741	2.5 NE	GUSD
Stanton Elementary	725 S. Vecino Ave. Glendora, CA 91740	0.5 SW	GUSD
Sutherland Elementary	1330 N. Amelia Ave. Glendora, CA 91740	3.3 E	GUSD
Goddard Middle	859 E. Sierra Madre Ave. Glendora, CA 91741	2.6 NE	GUSD
Sandburg Middle	819 W. Bennett Ave. Glendora, CA 91741	1.7 SE	GUSD
Glendora High School	1600 E. Foothill Ave. Glendora, CA 91741	2.7 E	GUSD
Whitcomb High	350 N. Mauna Loa Ave. Glendora, CA 91740	0.5 SE	GUSD
Oak Knoll Alternative	1505 S. Sunflower Ave., Glendora, CA 91740	2.7 SE	COUSD
Willow Elementary	1427 Willow Ave., Glendora, CA 91740	2.9 SE	COUSD
Washington Elementary	325 W. Gladstone St., Glendora, CA 91740	1.4 S	COUSD
Sierra High School	1134 S. Barranca Ave., Glendora, CA 91740	1.5 SW	AUSD

KEY: N = north; E = east, S = south; W = west; NE = northeast; SW = southwest; SE = southeast; Ave. = avenue; St. = street; GUSD = Glendora Unified School District; COUSD = Charter Oak Unified School District; AUSD = Azusa Unified School District
SOURCE: Open Space and Recreation Element of the Glendora Community Plan 2025[17] and Google Earth Pro[18]

[14] City of Glendora. "Chapter 7: Open Space and Recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[15] Glendora Unified School District. "Schools." Accessed January 17, 2020. Available at: https://www.glendora.k12.ca.us/apps/pages/index.jsp?uREC_ID=1439872&type=d&pREC_ID=1602721

[16] California Department of Education. "California School Directory." Accessed January 17, 2020. Available at: https://www.cde.ca.gov/schooldirectory/details?cdscode=19645766013932

[17] City of Glendora. "Chapter 7: Open Space and Recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

The residential units would contain three to four bedrooms per unit, which would increase the residential population in the area by approximately 28 residents. Future households may include one or more school-age children who would attend local elementary, middle, and/or high schools. The numbers of school-age children and their grade level distribution would fluctuate regularly over time. Students from eight new townhomes would not result in an increase beyond the capacity of the existing elementary, middle school, and high school that serve the City of Glendora. The City is adequately served by elementary, middle, and high schools both in and outside of the City limits by GUSD, COUSD, AUSD, and BUSD.

Furthermore, GUSD collects developer impact fees as allowed by Government Code Section 53080. These fees are levied on new construction projects within GUSD boundaries to offset the costs associated with providing additional school facilities for increased student enrollment generated by new housing development within GUSD.[19] There is no new school construction proposed in conjunction with the proposed project.

Therefore, given that the City is adequately served by multiple school districts, the minimal increase in school-aged residents would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools; the construction of which could cause significant environmental impacts, in order to maintain acceptable K–12 classroom capacity. No mitigation or further analysis is warranted.

(4) Parks

The proposed project would result in no impacts to public services in relation to the provision or need for new or physically altered park facilities. The City is adequately served by park facilities (see Section 3.16, *Recreation*). Open space uses account for 37.04 percent of the City, totaling 4644.24 acres of Open Space.[20] Of this, passive and active recreation parks total 46.8 acres, including Big Tree Park, which is less than 0.5 mile from the proposed project site.[21] The City of Glendora provides a variety of park and open space facilities and programs for its residents, servicing at least nine parks, with a range of passive and active recreational parks and wilderness parks. These provide residents with regulation-sized sports facilities, playing courts, athletic fields, picnic areas, youth and community centers, playgrounds, activities and classes, aquatic facilities, and a variety of trails throughout the community.[22] The Los Angeles County Park Needs Assessment analyzed park needs across over 185 study areas in the County, and it determined that Glendora had 1.8 park acres per 1,000 residents, assuming that there are 91.3 park acres (excluding regional open space, nature preserves, or State and National Forest Land) and a population of 52,166.[23] The City's 1.8 park acreage per 1,000 residents would remain unchanged

[18] Google Earth Pro. Accessed January 17, 2020. *501 West Route 66 to Parks*.

[19] Glendora Unified School District. "Doing Business with GUSD." Accessed January 24, 2020. Available at: https://www.glendora.k12.ca.us/apps/pages/index.jsp?uREC_ID=1437366&type=d&pREC_ID=1601139

[20] City of Glendora. "Chapter 2: Land Use Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[21] City of Glendora. Parks Map/Locator. Accessed January 23, 2020. Available at: https://www.cityofglendora.org/departments-services/parks-recreation-senior-services/park-map-locator

[22] City of Glendora. "Chapter 7: Open Space and Recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[23] County of Los Angeles. 9 May 2016. "City of Glendora / Unincorporated Glendora Study Area Profile." In *Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment*. Available at: https://lacountyparkneeds.org/

with the addition of 28 residents anticipated for the residential units described in the project description and the 8 workers anticipated in association with the commercial development described in the project description. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable park acreage per 1,000 residents. No mitigation or further analysis is warranted.

(5) Other public facilities

The proposed project would result in less than significant impacts to public services that would require the provision of other new or expanded public facilities. The 1,170-square-foot office building would bring a less than significant number of eight commuters, and the residential units would increase the residential population in the area by approximately 28 residents. Future residents and commuters of the developed site may occasionally visit other public facilities such as libraries (Glendora Public Library, 0.7 mile northeast), senior centers (La Fetra Senior Center, 1.0 mile northeast), pools (Glendora Aquatics Center, 1.0 mile northwest), post offices (United States Post Office, 0.5 mile northeast), and hospitals (Glendora Community Hospital, 0.4 mile southeast).[24] The project site is adequately served by public facilities, all of which are within 1.0 mile. The added population from this project would have a less than significant impact on those facilities, as only a small percentage of the project's total residents and visitors would visit a particular facility on a given day. This project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities such as libraries, senior centers, pools, post offices, or hospital, the construction of which could cause significant environmental impacts, in order to maintain acceptable public services. No mitigation or further analysis is warranted.

[24] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

3.16 RECREATION

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to recreation, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Recreation at the proposed project site was evaluated with regard to expert opinion, technical studies, the adopted City of Glendora general plan (Glendora Community Plan 2025),[2] Los Angeles County Park Needs Assessment,[3] and other substantial evidence.

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impact to recreation:

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

The proposed project would have less than significant impacts to recreation such that physical deterioration of existing neighborhood and regional parks or other recreational facilities would occur or be accelerated. The nearest park facility to the proposed project site is Big Tree Park, located at 665 South Santa Fe Avenue.[4] It is 0.4 mile southeast of the project site, or an estimated 8-minute walk. Big Tree Park is a City-maintained passive park facility with 0.34 acre of grass, trees, a playground/tot lot, and picnic tables.[5] The closest active park is Finkbiner Park, located at 160 North Wabash Avenue, 1.1 miles away.[6] Finkbiner Park is a City-maintained active park facility with a variety of activities on 10 acres including a baseball diamond and concession stand; basketball, tennis, and volleyball courts; a playground/tot lot; a skateboard park; picnic tables and a barbeque area; exercise equipment; a stage/amphitheater; a community center; and other recreational facilities. Additionally, the City contains special-use parks such as a golf course, an equestrian center, and a historic heritage park, as well as two wilderness parks which provide 938.5 acres of open space, providing ample parks and recreation opportunity for residents.[7] Glendora has a wide variety of options to fulfill this need; therefore, roughly 28 new residents would have a less than significant impact on these facilities, as only a small percentage would visit a particular facility on a given day.

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[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora. "Glendora General Plan." Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[3] County of Los Angeles. 9 May 2016. "City of Glendora / Unincorporated Glendora Study Area Profile." In *Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment*. Available at: https://lacountyparkneeds.org/

[4] City of Glendora. Parks Map/Locator. Accessed January 23, 2020. Available at: https://www.cityofglendora.org/departments-services/parks-recreation-senior-services/park-map-locator

[5] City of Glendora. "Chapter 7: Open Space and recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[6] City of Glendora. Parks Map/Locator. Accessed January 23, 2020. Available at: https://www.cityofglendora.org/departments-services/parks-recreation-senior-services/park-map-locator

[7] City of Glendora. "Chapter 7: Open Space and recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

The existing park resources of 1.8 acres per 1,000 residents would remain unchanged by the addition of the proposed project estimated 28 residents, associated with the residential units described in the project description. The office building would likely bring a maximum of eight daily workers, assuming a high-density office space at 150 square feet per employee.[8,9] The residents and daily commuters could increase the use of existing public recreational facilities; however, this increase in population is not anticipated to cause substantial physical deterioration of any recreational facilities, as 28 new residents is not a substantial amount.

Therefore, given the minimal increase in visitation to existing recreational facilities and the adequate variety of recreation options, the proposed project would have less than significant impacts on recreation regarding the project increasing 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. No mitigation or further analysis is warranted.

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

The proposed project would result in no impacts to recreation in relation to adverse physical effects on the environment as a result of proposed construction or expansion of recreational facilities. The City is adequately served by park facilities. Open space uses account for 37.04 percent of the City, totaling 4,644.24 acres of Open Space (Table 3.16-1*, Open Space Acreage in the City of Glendora*).[10] Of this, passive and active recreation parks total 46.8 acres, including Big Tree Park, which is less than 0.5 mile from the proposed project site.[11] The City of Glendora provides a variety of park and open space facilities and programs for its residents, servicing at least nine parks, with a range of passive and active recreational parks and wilderness parks. These provide residents with regulation-sized sports facilities, playing courts, athletic fields, picnic areas, youth and community centers, playgrounds, activities and classes, aquatic facilities, and a variety of trails throughout the community.[12] The Los Angeles County Park Needs Assessment analyzed park needs across over 185 study areas in the County, and it determined that Glendora had 1.8 park acres per 1,000 residents, assuming that there are 91.3 park acres (excluding regional open space, nature preserves, or State and National Forest Land) and a population of 52,166.[13]

[8] Simmons, Kristi Svec. 14 June 2018. "How Much Office Space Do I Need? (Calculator and Per Person Standards)." Aquila Commercial. Available at: https://aquilacommercial.com/learning-center/how-much-office-space-need-calculator-per-person/

[9] CoreNet Global. 6 August 2013. *Property Paradox: Space for Office Workers Continues to Decline, Even as Companies Expect Hiring to Increase in Months Ahead*.

[10] City of Glendora. "Chapter 2: Land Use Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[11] City of Glendora. Parks Map/Locator. Accessed January 23, 2020. Available at: https://www.cityofglendora.org/departments-services/parks-recreation-senior-services/park-map-locator

[12] City of Glendora. "Chapter 7: Open Space and recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[13] County of Los Angeles. 9 May 2016. "City of Glendora / Unincorporated Glendora Study Area Profile." In *Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment*. Available at: https://lacountyparkneeds.org/

TABLE 3.16-1
OPEN SPACE ACREAGE IN THE CITY OF GLENDORA

Type of Facility	Acreage
Passive and Active Recreation Parks	46.8
Joint Use Facilities	12.7
Special Use Parks	24.0
Wilderness Parks	938.5
Community Centers	N/A
Open Space (Private)	192.3
Open Space	63.58
Open Space (Conservation, excluding Wilderness Parks)	3,366.36
Total	**4,644.24**
SOURCE: Open Space and Recreation Element of the Glendora Community Plan 2025[14]	

The proposed project includes open spaces for project residents, and the project area is adequately served by parks. The project proposes to have an open area for regular passive outdoor activity. It would be 4,006 square feet of a small grassy courtyard with fountains, a walkway, a seating area, and trees.[15] However, this open area is not considered a recreational facility, but rather a courtyard area for the residents of the townhomes. Additionally, the proposed project would not require the construction or expansion of recreational facilities. The Los Angeles County Park Needs Assessment analyzed park needs across over 185 study areas in the County, and it determined that the park needs in Glendora were low relative to the other study areas. Within the Glendora study area, the proposed project area was found to have moderate park needs relative to the rest of the City. The study calculated 1.8 park acres per 1,000 residents, assuming that there are 91.3 park acres (excluding regional open space, nature preserves, or State and National Forest Land) and a population of 52,166.[16] The addition of 28 residents would maintain the City's 1.8 park acreage per 1,000 residents.[17] Therefore, the proposed project would not require recreational facilities, as it is adequately served by them, and the addition of 28 residents would not create a substantial need for new facilities.

Thus, the proposed project would result in no impacts to recreation in relation to adverse physical effects on the environment as a result proposed construction or expansion of recreational facilities. No mitigation or further analysis is warranted.

[14] City of Glendora. "Chapter 7: Open Space and recreation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[15] Landshape, Inc. 6 December 2019. *Multi-Unit Development Conceptual Landscape Plan*.

[16] County of Los Angeles. 9 May 2016. "City of Glendora / Unincorporated Glendora Study Area Profile." In *Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment*. Available at: https://lacountyparkneeds.org/

[17] 91.3 park acres divided by 52,166 residents is 1.7501 (~1.8) acres per 1000 residents. 91.3 park acres divided by (52,166 + 28 residents) is 1.7492 (~1.8). The difference is less than 0.001 park acres decreased per 1000 residents.

3.17 TRANSPORTATION

This analysis is undertaken to determine if the 501 West Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to transportation, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Transportation at the proposed project site were evaluated with regard to the Circulation Element of the City of Glendora General Plan (Community Plan 2025).[2]

State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impact to transportation:

Would the project:

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

The proposed project would result in no impacts to transportation in relation to conflicting with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation systems. Three plans were considered in the evaluation of potential for conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities: the 2020 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);[3] the County of Los Angeles Congestion Management Plan;[4] and the City of Glendora Community Plan 2025 Circulation Element.[5]

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The RTP is prepared by SCAG every four years as mandated by the federal government. The RTP includes a collective vision for the SCAG region and provides a guide for the future development of the regional transportation system. The projects addressed in the RTP become eligible for State and federal funding once the Plan is adopted. The RTP's goals include providing adequate levels of accessibility and mobility for the efficient movement of people, goods, and services within the region. The RTP aims to improve transportation system safety through design, operations and maintenance, system improvements, support facilities, public information, and law enforcement efforts.

The proposed project would include the development of walkway paths within the project site and two service entries. These design elements are consistent with the RTP goals to enhance the transportation safety and provide adequate levels of accessibility. The RTP aims to provide people

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora. "Circulation Element." In *Community Plan 2025*. Accessed February 7, 2020. Available at: https://www.cityofglendora.org/home/showdocument?id=7236

[3] Southern California Association of Governments (SCAG). Adopted September 3, 2020. *Adopted Final Connect SoCal*. Available at: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx

[4] Los Angeles County Metropolitan Transportation Authority. 2010. *2010 Congestion Management Program*. Available at: http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf

[5] City of Glendora. "Circulation Element." In *Community Plan 2025*. Accessed February 7, 2020. Available at: https://www.cityofglendora.org/home/showdocument?id=7236

throughout the region access to high quality transit ensuring that they also have access to more affordable housing.

Reuse of the abandoned property to accommodate housing and commercial activity near the City's Central Business District is also consistent with the SCAG RTP/SCS. Adding commercial and residential opportunities in a 2045 High Quality Transit Area (HQTA) in a region with accessible transportation modalities reduces Vehicles Miles Traveled (VMT) levels. Route 66 consists of four lanes and provides accessible opportunities to the project site. A HQTA is defined in the 2020 RTP/SCS (Connect SoCal) as a "corridor-focused Priority Growth Area within 0.5 mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours."[6] The project site is served by 10 bus stops provided by the Foothill Transit: Lines 187 and 488, which serve the project site every 20 to 30 minutes. The nearest existing Los Angeles County Metropolitan Transportation Authority (LA Metro) station is the APU/Citrus College Station located 1.3 miles northwest of the project site. Bike routes and pedestrian access are provided on portions of Grand Avenue and sidewalks are provided surrounding the project site. The proposed project would include installation of four bicycle storage facilities on-site: two bicycle storage lockers next to the commercial unit and two outdoor bicycle lock stations next to the entrances for the two townhome buildings. Although not currently served by a transit stop that meets the SCAG definition of a HQTA for existing transit stops, the proposed project site is located within one-half mile of a planned fixed guideway transit stop, which meets the SCAG criteria for a HQTA. The 12.3-mile, five-station Metro Gold Line Foothill Extension project (FTIP ID LA29212XY), which was originally approved in 2013 and is undergoing design refinements, is listed in the 2020 RTP/SCS Project List.[7] The Metro Gold Line Foothill Extension will provide a new light rail station in the City of Glendora that will be situated approximately 0.3 mile northeast of the project site (Figure 3.17-1, *High Quality Transit Areas*).[8,9,10] Due to the small scale of the project, the proposed project would not result in significant transportation and Vehicle Miles Traveled (VMT) impacts and does not meet the City's adopted VMT guideline threshold levels to require VMT-related mitigation.

County of Los Angeles Congestion Management Plan

The I-210 Freeway and a portion of the I-210 / SR-57 interchange are the only routes in the City of Glendora designated in the Los Angeles County Congestion Management Program (LA CMP). Since no CMP arterials are designated in Glendora, there are no intersections in Glendora designated as CMP monitoring intersections.

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[6] Southern California Association of Governments (SCAG). Adopted September 3, 2020. *Adopted Final Connect SoCal*. Available at: https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx

[7] Southern California Association of Governments. Adopted on September 3, 2020. *Transportation System Project List*. Technical report available at: https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal_Project-List.pdf

[8] CEQANet. Received September 24, 2020. *Draft Supplemental Environmental Impact Report for Metro Gold Line Foothill Extension Azusa to Montclair*. SCH 2010121069. Available at: https://ceqanet.opr.ca.gov/2010121069/16

[9] Metro Gold Line Foothill Extension Construction Authority. September 2020. *Draft Supplemental Environmental Impact Report for Metro Gold Line Foothill Extension – Azusa to Montclair*. SCH 2010121069. Evaluating Station Area Parking Modifications at Glendora, San Dimas, La Verne, Pomona and Claremont. Available at: https://files.ceqanet.opr.ca.gov/121141-16/attachment/1RPjQHDAOFceTmLBbB6WZ_-S-3q24FTnlLEg-bFF2HzrdZtKUwFoE15k3Efwhz9aDju1sHEXN_W-_Ku_0

[10] Los Angeles County Metropolitan Transportation Authority (LA Metro). September 2018. *Foothill Gold Line Extension to Montclair*. Project map available at: https://media.metro.net/projects_studies/foothill_extension/images/map_goldlineExtension_2018-09.pdf Main project website: https://www.metro.net/projects/foothill-extension/

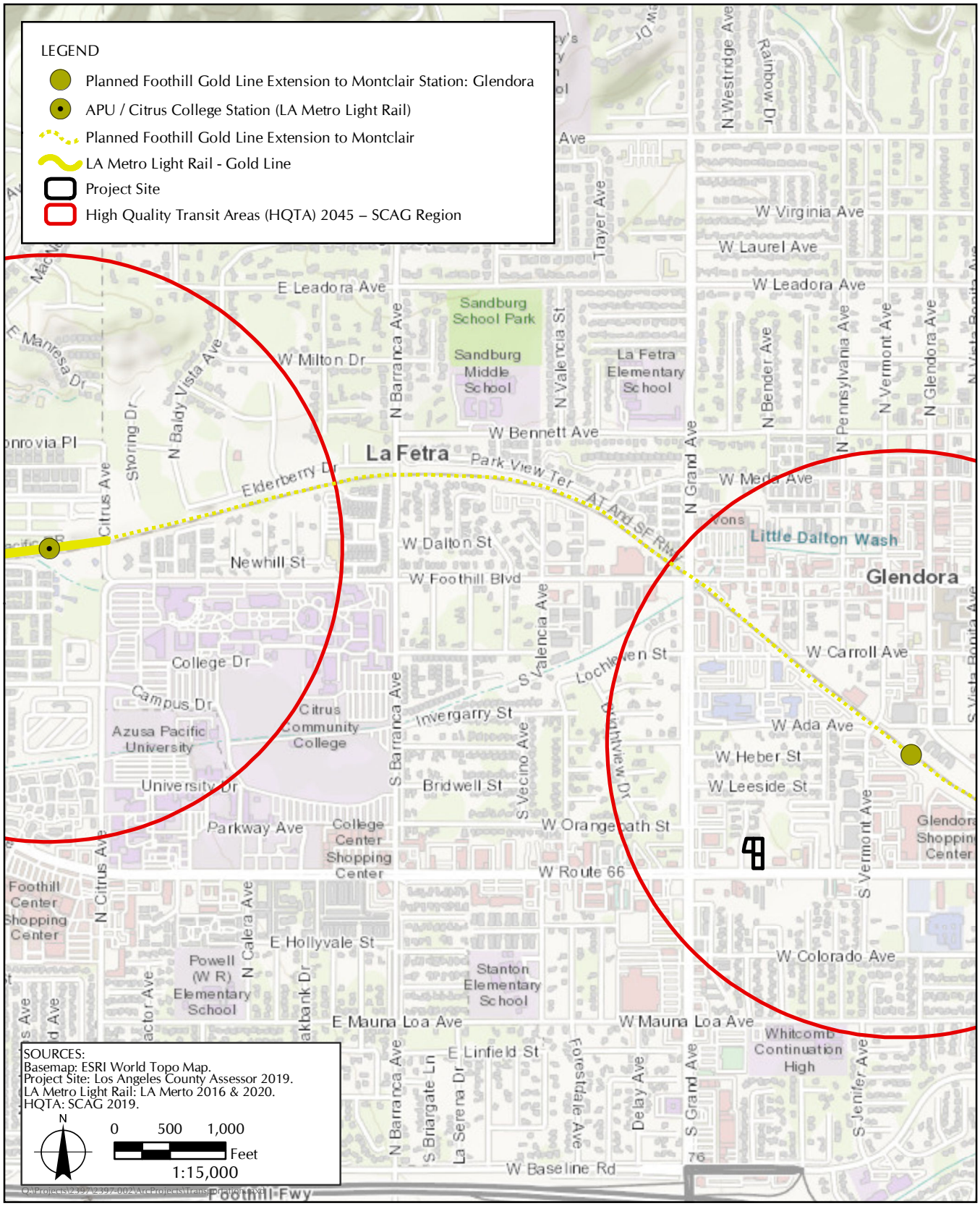

FIGURE 3.17-1

High Quality Transit Areas

The proposed project is located north of Route 66, which is not designated a route in the LA CMP; therefore, there the proposed project does not conflict with the goals or policies established by the LA CMP.

City of Glendora Community Plan 2025 Circulation Element

There is one goal and two policies, that are relevant to the consideration of the proposed project in the City of Glendora Community Plan 2020 Circulation Element:

> Planning Consideration: Local land use planning significantly influences the safe and efficient function of the local roadway system. The ability to adequately serve the transportation needs of the community should be a primary consideration in all land use planning decisions so that impacts of growth and development are reflected by appropriate improvements.
> - Goal CIR-2 Coordinated transportation and land use planning.
>   *Policies*
>   - CIR-2.1 Ensure transportation planning is fully evaluated in the context of future land use planning decisions.
>   - CIR-2.2 Ensure that the evaluation of potential transportation impacts is an integral component of all land use decisions.[11]

The proposed project would result in the addition of up to 28 residents and 8 workers. The proposed residential and commercial uses would not add sufficient trips to change level of service (LOS) at the nearest intersections. However, the provision of housing in close proximity to the Central Business District contributes to meeting the City's RHNA allocation at a location well served by multi-modal transportation, public services, and amenities.

The current roadway network in the vicinity of the project site consists of a broad regional highway, sub-regional arterial, and local residential-oriented road network. Transit service is provided in the vicinity of the project site: there are 10 transit stops operated by Foothill Transit within 0.5 mile of the project site. The LA Metro Gold Line APU/Citrus College Station is located 1.3 miles northwest of the project site. There is also existing parking space without designated parking stalls, adjacent to the fence surrounding the project site.

The proposed project would be consistent with the SCAG 2020 RTP/SCS, the LA CMP, and the Circulation Element of the City of Glendora General Plan by providing more affordable housing and employment with increased accessibility to public transit. Therefore, impacts would be no impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No mitigation or further analysis is warranted.

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

The proposed project would result in less than significant impacts to transportation in relation to conflicting or being inconsistent with CEQA Guidelines § 15064.3, subdivision (b). SB 743 was signed into law in September 2013, requiring the Office of Planning and Research (OPR) to

[11] City of Glendora. "Circulation Element." In *Community Plan 2025*. Accessed February 7, 2020. Available at: https://www.cityofglendora.org/home/showdocument?id=7236

"prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, the office shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

July 1, 2020 is the statewide implementation date for using VMT as the CEQA transportation network for projects. Part 1 of Section 15064.3(b) of the CEQA Guidelines states that, generally, a land use project within 0.5 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor (HQTC) should be presumed to cause a less than significant impact. As stated in the Project Description, the proposed project is located within a SCAG-mapped HQTA (as per the 2045 HQTA and 2020 SCAG RTP/SCS) in an urbanized location and is in close proximity to high-density urban development and a planned fixed guideway transit stop. The proposed project site is well served by three (3) bus lines, and the Glendora Transit Parking Plaza, located approximately 0.9 mile northeast of the project site, operated by the LA Metro. There are 10 Foothill Transit bus stops within a 0.5-mile radius of the proposed project. The nearest LA Metro station is the APU/Citrus College Station located 1.3 miles northwest of the project site. The proposed project includes the provision of on-site parking for both residential and commercial uses. LA Metro has also proposed an extension to include the Glendora station as part of the Foothill Gold Line from Glendora to Montclair, located just south of the City's historic downtown, east of Vermont Avenue and west of Glendora avenue.[12] This station would provide more accessible use of public transit to the proposed project site.

The new surface parking lot for the proposed project would provide 10 parking stalls and 10 parking stalls designated for residential Building A. The proposed project is expected to introduce approximately 20 trips to the project site during operation. While the proposed project adds residential and commercial opportunities that may increase traffic, accessibility to the project is well served by public transit. As a result, VMT would not be increased due to the proposed project. Therefore, impacts would be less than significant. No mitigation or further analysis is warranted.

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

The proposed project is expected to result in no impacts to transportation/traffic in relation to substantially increasing hazards due to a design feature. Access to the proposed project sites is available from two existing streets: from the east via Parker Avenue (runs north to south), from the south via Route 66 (running east to west), and from the west via South Grand Avenue (running north to south). The proposed project does not require reconfiguration of any of the surrounding roadways. The proposed project would not physical change any of the intersections and roads surrounding the project site. Therefore, the proposed project would have no impacts to transportation/traffic in relation to dangerous design features, including sharp or blind curves, dangerous intersections, or any hazardous or incompatible uses. No mitigation of further analysis is warranted.

[12] Metro Gold Line Foothill Extension Construction Authority. *Foothill Gold Line*. Accessed November 17, 2020. Available at: https://foothillgoldline.org/cities_stations/glendora/

(d) Result in inadequate emergency access?

The proposed project is expected to result in less than significant impacts to transportation/traffic in relation to inadequate emergency access. As discussed in Section 3.9, *Hazards and Hazardous Materials*, the City of Glendora General Plan Safety Element provides guidance and references regulations relating to the transport, use, or disposal of hazardous materials. Emergency response plans are in place with the City per the SEMS Multi-Hazard Functional Plan in the case that a hazardous or toxic material event occurs. Construction at the project site would not impact emergency vehicle access to evacuation routes. The operational phase of the proposed project would be well served by fire and police protective services (see Section 3.15, *Public Services* for additional information). Therefore, the proposed project is not expected to result in significant impacts to transportation/traffic, related to inadequate emergency access. No mitigation or further analysis is warranted.

3.18 TRIBAL CULTURAL RESOURCES

This analysis is undertaken to determine if the proposed 501 Route 66 and 532 Parker Drive (proposed project) may have a significant impact to tribal cultural resources (TCRs), thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] TCRs were evaluated for the project with regard to a query of the South Central Coastal Information Center (SCCIC) and the Native American Heritage Commission (NAHC) for the U.S. Geological Survey (USGS) 7.5-minute series Glendora topographic quadrangle in which the proposed project is located.

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impact to TCRs:

(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

The proposed project would result in less than significant impacts with mitigation relative to a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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, that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). While the Historic Preservation Element of the Glendora General Plan includes policies and goals related to archaeological, paleontological, and historical resources, it does not include a discussion or specific goals and policies related to tribal cultural resources. Additionally, the City's Municipal Code does not contain any specific sections or codes relative to tribal cultural resources.

As discussed previously in Section 3.5, *Cultural Resources,* one resource, the former Old Hickory Inn Restaurant (P19-180677), was identified as adjacent to the subject property to the west, which was recorded in a 1996 survey (see Figure 3.5-1, *Historic Resources*). Since that time, the building has been demolished and replaced with a paved surface parking lot. Additionally, four City of Glendora Historic Landmarks, the Brubaker House, Glendora City Hall, the Gard House, and the Morton Bay Fig Tree and Big Tree Park, are located within a 0.5-mile radius of the project site. One additional resource, 304 South Wabash Avenue, straddles the eastern border of the 0.5-mile buffer. Also, the southwest corner of the Glendora Historic District, including approximately 30 buildings, falls within a 0.5-mile radius of the proposed project site, towards the northeast. These resources are approximately 0.25 to 0.5 mile from the proposed project site and anticipated construction and would not be directly or indirectly affected due to distance and intervening buildings and structures. The proposed project also fronts onto Historic Route 66, which was designated a National Historic

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

Trail in 2018.[2] New projects have been constructed along Historic Route 66 over the course of time, and this section surrounding the proposed project site has been substantially built up over time, thus the setting of the resource would not be impacted. In addition, work is not anticipated on the roadway and thus, less than significant impacts with mitigation to Historic Route 66 are anticipated.

As discussed previously in Section 3.5, *Cultural Resources*, the construction of the project is expected to excavate to a depth of 3 feet, and the project site is currently paved over and heavily disturbed. It is unlikely that any archaeological resources would be encountered in the depth below the disturbed pavement layer (which would include the depth of compaction), and the bottom of the deepest excavation of the project of 3 feet. Due to the lack of any evidence of prehistoric use of the project site and the relative shallow excavations, it is unlikely that prehistoric archaeological remains are present on the project. To ensure a unique or significant historical resources are not impacted by the project, the initial grading shall be monitored for archaeological resources by a qualified archaeological monitor under the supervision of an archaeologist who meets the Secretary of the Interior's *Professional Qualifications Standards*. Incorporation of CUL-1, Construction Monitoring, would mitigate potential impacts to archaeological resources as a result of the proposed project construction activities to a level that is less than significant under CEQA. The record search and supplemental research did not reveal any known cemeteries or burial sites within the proposed project area. No formal historic or modern cemeteries were identified within the proposed project area or a 0.5-mile radius. In the unlikely event human remains are encountered, they would be handled in accordance with Section 7050.5 of the California Health and Safety Code. In the event that human remains are encountered, incorporation of mitigation measure CUL-2, *Inadvertent Discoveries,* would reduce potential project impacts to human remains to below the significance threshold for CEQA.

Therefore, the project would result in less than significant impacts with mitigation relative to a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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, that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, impacts would be less than significant with incorporation of mitigation measures CUL-1, CUL-2, TRIBAL-1, and TRIBAL-2. No further analysis is warranted.

Mitigation Measures:

Mitigation Measure TRIBAL-1: *Tribal Resources – Avoidance and Monitoring.* Prior to the initiation of ground-disturbing activities, The City shall require monitoring of all ground-disturbing activities by a Native American monitor in native (i.e. non-fill) soil. In addition, consultation and coordination shall be undertaken with the Native American local Tribal contacts designated by the NAHC and the Tribe to determine if a Native American monitor shall be present during all or a portion of the ground-disturbing activities within the project area.

In the event that previously unknown TCRs are encountered during construction, the resources shall either be left *in situ* and avoided through redesign, or the resources shall be salvaged, recorded, and reposited at a repository consistent with the provisions of a Phase III data recovery program and the provisions of a Cultural Resource Management Plan. The cultural resource management plan shall include further consultation with the Tribe. Data recovery is not required by law or regulation. It is,

[2] S.3609, the Route 66 National Trail Designation Act, Companion Bill H.R.801, June 5, 2018.

though, the most commonly agreed-upon measure to mitigate adverse effects to cultural resources eligible or listed under Section 106 Criterion D/CRHR Criterion 4, as it preserves important information that would otherwise be lost.

Mitigation Measure TRIBAL-2: *Regulatory Requirements – Human Remains*. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are encountered during excavation activities, the County Coroner shall be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent remains within 100 feet shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

If the County Coroner determines that the remains are or are believed to be Native American, s/he shall notify the NAHC in Sacramento within 24 hours. In accordance with Section 5097.98 of the California Public Resources Code, the NAHC shall immediately notify the person(s) it believes to be the most likely descendant (MLD) of the deceased Native American. The descendants shall complete their inspection and make a recommendation within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with DPR, the disposition of the human remains. The MLD's recommendation shall be followed if feasible and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials. If DPR rejects the MLD's recommendations, the agency shall rebury the remains with appropriate dignity on the property within a time frame agreed upon between the County and the MLD's in a location that will not be subject to further subsurface disturbance (14 California Code of Regulations §15064.5(e)).

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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The proposed project would result in less than significant impacts with mitigation relative to a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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, that is 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Letters were sent to the NAHC to obtain a list of tribal groups to consult with and a check of the Sacred Land Files Check on January 30, 2020. A letter and Tribal Consultation List from the NAHC dated February 13, 2020, was received by the City of Glendora and indicated that the Sacred Land Files check was positive for the proposed project site.[3]

Pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18, nine local Native American tribal entities were sent an early consultation notification on March 12, 2020. Letters were sent to California Native American Tribes indicated by the NAHC and that are traditionally and culturally affiliated with the

[3] Native American Heritage Commission.

project area on March 12, 2020. These tribes included the Gabrieleno-Tongva Indians of California Tribal Council, Gabrieleno-Tongva Nation, Gabrieleno/Tongva Tribe, Gabrielino/Tongva Tribal Council, Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation), Soboba Band of Luiseño Indians, Los Angeles City/County Native American Indian Commission, Gabrieleno/Tongva San Gabriel, and the Torres Martinez Desert Cahuilla Indians. The letters included a formal notification to undertake a project and notification of consultation opportunity.

In accordance with AB 52, the tribal groups contacted on March 12, 2020, have 30 days (i.e., until April 12, 2020) to request consultation with the City. In accordance with SB 18, the tribal groups contacted on March 12, 2020, have 90 days (i.e., until June 12, 2020) to request consultation with the City. On March 16**,** 2020, one response was received from the Kizh Nation.[4] In their response letter, the Kizh Nation stated that they are the direct lineal descendants of the project area, the project site is within their ancestral tribal territory, and requested consultation with the City.

On June 2, 2020, the City and Kizh Nation had a Zoom conference call to further consultation between the City and Kizh Nation. During the call, the Kizh Nation provided a discussion of potential tribal resources in the area and indicated that they wanted to monitor for tribal cultural resources in native soil during construction. The City received further documentation from the Kizh Nation (substantial evidence documentation and mitigation language) regarding this. The evidence provided by the tribe included maps depicting nearby village locations, potential trails and trade routes that mirror the location of nearby railways and Historic Route 66. Due to the concerns of the Kizh Nation, and the evidence they provided, the City shall implement tribal monitoring during ground disturbance of native soils during construction. Impacts would be less than significant with mitigation (MM Tribal-1 and MM Tribal-2).

[4] City of Glendora. AB 52 Letter response.

3.19 UTILITIES AND SERVICE SYSTEMS

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to utilities and service systems, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Utilities and service systems at the proposed project site were evaluated with regard to the Conservation Element of the adopted City of Glendora General Plan (Glendora Community Plan 2025),[2] the 2013–2021 Housing Element of the Glendora Community Plan 2025,[3] the City of Glendora Urban Water Management Plan,[4] expert opinion, and other substantial evidence.

State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impact to 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?

The proposed project would result in no impacts to utilities regarding 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. The proposed project site is located along Route 66 and within the Route 66 Specific Plan, which was specifically analyzed for impacts to utilities in the Glendora Community Plan 2025 due to residential development. The City expects much of its future residential growth to occur in the Route 66 Corridor Specific Plan area and anticipates the potential impacts of new development in the 2013–2021 Housing Element by identifying the full range of infrastructure improvements that would be necessary to meet long-term infrastructure needs. The Route 66 Corridor Specific Plan area is located in a part of the City that is served by all utilities (i.e., water, sewer, storm drains, and solid waste), therefore, the proposed project site is served by all utilities. The 2013–2021 Housing Element of the Glendora Community Plan 2025 states that all of these existing facilities can be readily extended to serve proposed development. The residential component of the project would accommodate up to 28 residents. The commercial component is expected to provide employment for up to eight individuals. The residential component of the project contributes towards meeting the City's RHNA allocation and is consistent with the City of Glendora General Plan and the Route 66 Specific Plan; therefore it is consistent with analysis provided in the

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[3] City of Glendora. "2013–2021 Housing Element, Section 4: Availability of Infrastructure and Services." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[4] City of Glendora. June 2016. "2015 Urban Water Management Plan." Available at: https://www.cityofglendora.org/home/showdocument?id=16038

Route 66 Corridor Specific Plan environmental impact report (EIR) which concluded that, even at full residential build-out, there would be no impacts on any of the City's infrastructure systems.[5]

New or Expanded Water Utilities

The proposed project would have no impact on utilities and service systems related to need for new or expanded water lines, sewer or water treatment. There is an existing water main and existing 8-inch sewer main that runs beneath Parker Drive (western boundary of the project site). These connect to the existing 6-inch water main and existing 10-inch sewer main beneath West Route 66 (southern boundary of the project site). Based on a review of the Glendora Community Plan 2025, the City of Glendora receives its water from two sources: (1) groundwater purchased through its existing water rights and (2) imported water purchased from the Metropolitan Water District of Southern California (MWD) and Covina Irrigation Company. The proposed project would not require new or expanded water or sewer mains, as the pre- and post- development preliminary maps show that the water infrastructure would remain the same.[6] The development would connect to the existing public water and sewer main.[7] To determine the Route 66 Corridor Specific Plan's impact on water systems, the City performed a water demand analysis. Peak water usage for the Specific Plan area, following predictions of development for the Specific Plan's implementation, would be approximately 1.41 million gallons per day, representing an increase of 432,783 gallons per day (gpd) over existing conditions. As part of the Specific Plan, the City has established plans to upgrade water infrastructure. The City plans to up-size the existing 6- and 8-inch diameter pipelines within Route 66 from Lorraine Avenue to Amelia Avenue, including the pipelines which serve the proposed project site.[8] The City plans to make water infrastructure upgrades regardless of the proposed project, therefore, the proposed project would be adequately served by the existing infrastructure and the City's proposed improvements and would not cause the need for new or expanded water infrastructure. No mitigation or further analysis is warranted.

Wastewater Treatment or Stormwater Drainage

The proposed project would have no impact on utilities and service systems related to need for new or expanded wastewater treatment of stormwater drainage systems. The City's wastewater system was analyzed to estimate sewer flows. The 2013–2021 Housing Element found that build-out of the Route 66 Corridor Specific Plan would not result in the generation of wastewater that would exceed the capacity of any of the City's wastewater lines. City staff has indicated that the existing wastewater collection system is adequate for serving proposed development in the Route 66 Corridor Specific Plan area. Additionally, to ensure that wastewater capacity is not exceeded, the 2013–2021 Housing Element details the City's plans to install flow monitors. These help to determine with certainty

[5] City of Glendora. "2013–2021 Housing Element, Section 4: Availability of Infrastructure and Services." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[6] 501 W. Route 66. 5 December 2019. "Hydrology Maps: Pre- and Post-Development." In *Preliminary Hydrology Analysis*. EGL Job No. 19-128-004. Prepared by: EGL Associates, Arcadia, CA.

[7] Glendora Redevelopment Agency, City of Glendora. 2017. *City of Glendora Environmental Information Form*.

[8] City of Glendora. "2013–2021 Housing Element, Section 4: Availability of Infrastructure and Services." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

whether existing sewers require upsizing or realigning, and they would be implemented at seven locations, including Grand Avenue and Route 66, at the corner of the proposed project site.[9]

Similarly, runoff is not expected to increase significantly such that new stormwater drainage would be constructed as a result of the proposed project. The project site is a 0.72-acre asphalt lot with 0.50 acre of impervious surface (69.4 percent impervious). The proposed development would increase impervious surfaces to 0.54 acre, or 75 percent impervious.[10] This is a less than 10-percent increase, which is not sufficient to warrant expansion of the existing storm drainage system and new drainage patterns would direct flooding from impervious surfaces to landscaping areas. Furthermore, a project-specific hydrology report was prepared for the proposed project. Pipe capacity calculations determined that the existing stormwater drainage systems have adequate capacity to accommodate the proposed project (see Section 3.10, *Hydrology and Water Quality*). Therefore, the proposed project would not result in new or expanded wastewater or stormwater infrastructure. No mitigation or further analysis is warranted.

Electric Power, Natural Gas, and Telecommunications Facilities

The proposed project would result in no impacts to utilities related the need for new or expanded infrastructure for electric power, natural gas, and telecommunications. Southern California Edison (SCE) provides electricity to the City of Glendora by overhead and underground facilities throughout the City.[11] There are two existing power poles at the north boundary of the site. One pole has five lines which run east and connect with the other pole which has five lines running west, six lines running north, and four lines running south.[12] For natural gas, the Southern California Gas Company provides services to the City of Glendora,[13] including a high pressure distribution natural gas pipeline beneath Route 66, on the southern border of the project site.[14] Finally, telecommunication services such as Internet and TV are provided by many in the area, including Spectrum and AT&T.[15] The proposed project site is adequately served by electric power, natural gas, and telecommunications, and the proposed project would not result in new or expanded infrastructure. No mitigation or further analysis is warranted.

[9] City of Glendora. "2013–2021 Housing Element, Section 4: Availability of Infrastructure and Services." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[10] EGL Associates. 5 December 2019. Hydrology Maps: Pre- and Post-Development. In the *Preliminary Hydrology Analysis*. EGL Job No. 19-128-004. Prepared for 501 W. Route 66.

[11] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[12] EGL Associates. 05 December 2019. Hydrology Maps: Pre- and Post-Development. In the *Preliminary Hydrology Analysis*. EGL Job No. 19-128-004. Prepared for 501 W. Route 66.

[13] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[14] Southern California Gas Company. Natural Gas Pipeline Map (Los Angeles County). Accessed January 31, 2020. Available at: https://www.socalgas.com/stay-safe/pipeline-and-storage-safety/natural-gas-pipeline-map

[15] InMyArea.com. "Utilities in Glendora, CA, 91740." Accessed January 31, 2020. Available at: https://www.inmyarea.com/utilities?zipcode=91740

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

The proposed project would result in less than significant impacts to utilities regarding sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. The City's average annual water demand from 1999 to 2006 was 13,600 acre-feet.[16] Through water conservation measures, the usage has continued to decrease, and in 2015, the total water demands were at 11,303 acre-feet (down 2,297 acre-feet). The City projects in the 2015 Urban Water Management Plan that it will rise to 11,370 acre-feet by 2020 and 11,636 acre-feet by 2025. The water demand projections incorporate water savings, or "passive savings", which are the result of implementation of new plumbing codes along with consumer awareness of the need to conserve water. The City's Municipal Code 14.34 "Water Conservation" (Ordinance No. 1895, May 2008, Section 8.1) includes methods for current and ongoing reduction in water use and water waste. Prior to adoption of Ordinance No. 1895, the City's water use rate averaged about 273 gallons per capita day (1998-2008), and after, actual water use was 222 gallons per capita day (2015).[17]

Based on a review of the Glendora Community Plan 2025, the City of Glendora receives its water from two sources: (1) groundwater purchased through its existing water rights and (2) imported water purchased from the MWD and Covina Irrigation Company. Glendora's primarily water comes from local groundwater sources and the rest is from imported water sources. The Main San Gabriel Groundwater Basin covers 167 square miles and holds 2.8 trillion gallons of water. The City pumps according to the San Gabriel Basin Watermaster, which dictates approximately 4 percent of the safe annual yield from the basin.[18] In 2011, the volume of groundwater pumped was at 10,650 acre-feet, but it dropped to 8,439 acre-feet in 2015 with water conservation measures.[19] If necessary, the City can also pump more by purchasing more water, but primarily turns to imported water. Imported water is treated by the MWD at its Weymouth Filtration Plant in La Verne and is delivered to Glendora through three separate metered service connections.[20] The Urban Water Management Plan states that dry or multiple dry years will not hinder the City's ability to provide a reliable supply of water, given the diverse water resources.[21]

The project proposes the construction of eight 3-story townhomes and one 1-story 1,170-square-foot office building. The residential units would contain three to four bedrooms per unit, which, assuming approximately 3.5 residents per eight units, would increase the residential population in the area by an estimated 28 residents. The office building would likely bring a maximum of eight daily workers,

[16] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[17] City of Glendora. June 2016. "2015 Urban Water Management Plan." Available at: https://www.cityofglendora.org/home/showdocument?id=16038

[18] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[19] City of Glendora. June 2016. "2015 Urban Water Management Plan." Available at: https://www.cityofglendora.org/home/showdocument?id=16038

[20] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[21] City of Glendora. June 2016. "2015 Urban Water Management Plan." Available at: https://www.cityofglendora.org/home/showdocument?id=16038

assuming a high-density office space at 150 square feet per employee.[22,23] The estimated daily water use is 100 gallons per day (mgd) per person for an apartment house and 15 gpd per employee for an office.[24] Given these estimates, the project operations would create the need for approximately 3.27 acre-feet of water per year, which is less than a 0.03 percent increase in water demands projected for 2020.[25]

Given the available water resources, water conservation measures, and minimal increase in water demands by the proposed project's residents and visitors, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and impacts would be less than significant. No mitigation or further analysis is warranted.

(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?

The proposed project would result in no impacts to utilities regarding a determination by the wastewater treatment provider that it does not have the capacity to serve the project's projected demand in addition to the provider's existing commitments. The proposed project is located along Route 66 and within the Route 66 Specific Plan, which was specifically analyzed for impacts to utilities in the Glendora Community Plan 2025 due to residential development. The City expects much of its future residential growth to occur in the Route 66 Corridor Specific Plan area and anticipates the potential impacts of new development in the 2013–2021 Housing Element by identifying the full range of infrastructure improvements that would be necessary to meet long-term infrastructure needs.

As such, the City's wastewater system was analyzed to estimate sewer flows. The 2013–2021 Housing Element found that build-out of the Route 66 Corridor Specific Plan would not result in the generation of wastewater that would exceed the capacity of any of the City's wastewater lines. City staff has indicated that the existing wastewater collection system is adequate for serving proposed development in the Route 66 Corridor Specific Plan area. Additionally, to ensure that wastewater capacity is not exceeded, the 2013–2021 Housing Element details the City's plans to install flow monitors. These help to determine with certainty whether existing sewers require upsizing or realigning, and they are to be implemented at seven locations, including adjacent to the proposed project site at Grand Avenue and Route 66.[26] Therefore, the proposed project would result in no impacts to utilities regarding a determination by the wastewater treatment provider that it does not

[22] Simmons, Kristi Svec. 14 June 2018. "How Much Office Space Do I Need? (Calculator and Per Person Standards)." Aquila Commercial. Available at: https://aquilacommercial.com/learning-center/how-much-office-space-need-calculator-per-person/

[23] CoreNet Global. 6 August 2013. *Property Paradox: Space for Office Workers Continues to Decline, Even as Companies Expect Hiring to Increase in Months Ahead*.

[24] Office of Energy Efficiency and Renewable Energy. "Federal Water Use Indices: Commercial." Accessed January 30, 2020. Available at: https://www.energy.gov/eere/femp/federal-water-use-indices

[25] Townhome water demand: (100 gpd * 28 residents) = 2,800 gpd. Office water demand: (15 gpd * 8 employees) = 120 gpd. (2,920 total gpd / 325,851 gallons/acre-foot) * 365 days/year = 3.27 acre-feet/year. (3.27 acre-feet/year / 11,370 acre-feet projections for 2020) = 0.02876% increase

[26] City of Glendora. "2013–2021 Housing Element, Section 4: Availability of Infrastructure and Services." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

have the capacity to serve the project's projected demand in addition to the provider's existing commitments. No mitigation or further analysis is warranted.

(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?

The proposed project would result in less than significant impacts to utilities regarding generating 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.

Athens Services provides solid waste collection and recycling services to the City of Glendora, where it is collected and hauled to Athens Material Recovery Facility (MRF) in the City of Industry. Prior to being transported to the landfill, the waste is processed to separate recyclables from the waste stream. The Conservation Element of the Glendora Community Plan 2025 outlines goals and policies which understand that future population growth will increase solid waste generation, and which aim to implement effective strategies of source reduction and conservation:[27]

- Goal CON-6: Reduced generation of solid waste within Glendora.
  - Policy CON-6.1: Provide education and outreach to residents and businesses to encourage their involvement in source reduction and recycling.
  - Policy CON-6.2: Continue to work towards fulfilling the requirements established in the California Integrated Waste Management Act for the diversion of solid waste.

Additionally, the City of Glendora has adopted a Source Reduction and Recycling Element (SRRE) in response to Assembly Bill 939; the California integrated Waste Management Act (AB 939) which requires all California cities to divert 25 percent of their waste stream from landfills by 1995 and 50 percent by the year 2000.[28] To assist the City in achieving the 50 percent waste diversion goal, a construction and demolition waste ordinance was adopted in 2005. The ordinance requires development projects over a certain threshold to submit solid waste management plans to the City as part of their permit process. Waste management plans are required to indicate how the developer will recycle a minimum of 50 percent of all waste materials generated by the project. The developer must provide evidence of compliance with the approved waste management plan at project completion.[29] The proposed demolition and construction activities, in addition to increased residential and commercial land uses, in the Route 66 Specific Plan area are expected to increase the volume of solid waste generated during both construction and operation. However, this waste ordinance would prevent the development from generating solid waste in excess of state or local standards or infrastructure capability, while remaining within solid waste reduction goals. Therefore, the Glendora Community Plan 2025, AB 939 waste reduction requirements, and the City's waste ordinance would reduce the amount of solid waste produced and reduce overall impacts to a less than significant level. No mitigation or further analysis is warranted.

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

[27] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[28] *Ibid.*

[29] *Ibid.*

The proposed project would result in less than significant impacts to utilities regarding compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Conservation Element of the Glendora Community Plan 2025 outlines goals and policies which understand that future population growth will increase solid waste generation, and which aim to implement effective strategies of source reduction and conservation:[30]

- Goal CON-6: Reduced generation of solid waste within Glendora.
    - Policy CON-6.1: Provide education and outreach to residents and businesses to encourage their involvement in source reduction and recycling.
    - Policy CON-6.2: Continue to work towards fulfilling the requirements established in the California Integrated Waste Management Act for the diversion of solid waste.

Additionally, the City of Glendora has adopted a Source Reduction and Recycling Element (SRRE) in response to Assembly Bill 939; the California integrated Waste Management Act (AB 939) which requires all California cities to divert 25 percent of their waste stream from landfills by 1995 and 50 percent by the year 2000. The SRRE identifies how the City of Glendora intends to achieve these goals. As of 2004, the waste diversion rate for the City of Glendora was 51 percent.[31]

To assist the City in achieving the 50 percent waste diversion goal, a construction and demolition waste ordinance was adopted in 2005. The ordinance requires development projects over a certain threshold to submit solid waste management plans to the City as part of their permit process. Waste management plans are required to indicate how the developer will recycle a minimum of 50 percent of all waste materials generated by the project. The developer must provide evidence of compliance with the approved waste management plan at project completion.[32] As specified in the project description, the project would comply with the Glendora Community Plan 2025, AB 939, and the waste ordinance. Should the proposed project meet the threshold to comply with this waste ordinance, the development would follow the required process during both construction and operations.

Therefore, through the Glendora Community Plan 2025, AB 939 waste reduction requirements, and the City's waste ordinance, the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. No mitigation or further analysis is warranted.

[30] City of Glendora. "Chapter 8: Conservation Element." In *Glendora Community Plan 2025*. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[31] *Ibid.*

[32] *Ibid.*

3.20 WILDFIRE

This analysis is undertaken to determine if the 501 Route 66 and 532 Parker Drive Project (proposed project) may have a significant impact to wildfires, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Wildfires at the proposed project site were evaluated with regard to the Safety Element of the adopted City of Glendora General Plan (Glendora Community Plan 2025),[2] data available on the County Fire Department and the California Department of Forestry and Fire Protection (CAL FIRE) FRAP websites,[3] and review of the proposed project.

State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impact to wildfires:

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?

The proposed project would result in no impacts to wildfire in relation to the impairment of adopted emergency response and/or emergency evacuation plans in or near state responsibility areas (SRA) or lands classified as very high fire hazard severity zone (VHFHSZ).

The proposed project is not located within or near an SRA or VHFHSZ. The closest VHFHSZ in an SRA is located approximately 2.4 miles northeast of the proposed project, while the closest VHFHSZ in a Local Responsibility Area (LRA) is located approximately 1.3 miles north of the proposed project site (Figure 3.20-1, *Fire Hazard Severity Zones Map*). According to the Safety Element of the City of Glendora Community Plan,[4] emergency evacuation routes mapped for the City of Glendora run east and west along Foothill Boulevard as well as north and south along Grand Avenue, to the north and west of the propose project, respectively. The nearest freeway that has direct access to the evacuation routes is the I-210 freeway.

The City has prepared a Multi-Hazard Functional Plan (MHFP)[5] for emergency response and evacuation which identifies the areas for meeting and staging in an emergency event, communications and addresses the City's planned response to emergencies associated with natural disasters and technological incidents.

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

[2]City of Glendora. 2006-2008. Glendora Community Plan 2025: Safety Element. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[3] California Department of Forestry and Fire Protection (CAL FIRE). Accessed February 3, 2020. Fire and Resource Assessment Program (FRAP). Available at: https://frap.fire.ca.gov/

[4] City of Glendora. Adopted 2006- 2008.Glendora Community Plan 2025: Safety Element. Accessed February 3, 2020. Available at: https://www.cityofglendora.org/departments-services/planning/applications-documents/general-plan-specific-plans/glendora-general-plan

[5] City of Glendora. Adopted 2006- 2008. Glendora Community Plan 2025: Safety Element: Multi-Hazard Functional Plan. Accessed February 5, 2020. Available at: https://www.cityofglendora.org/home/showdocument?id=7229

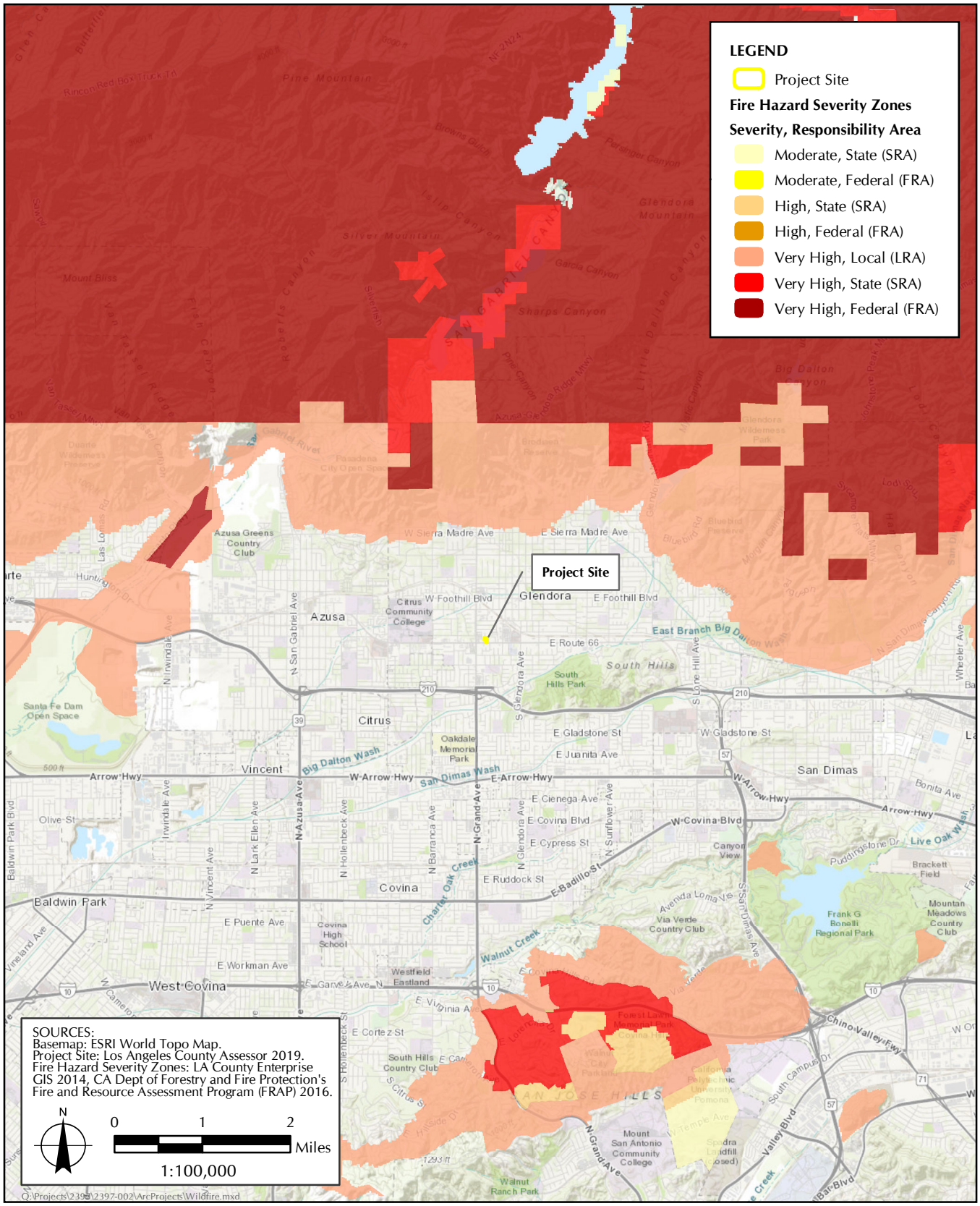

FIGURE 3.20-1

Fire Hazard Severity Zones Map

The County of Los Angeles Department of Public Works maintains a list of disaster routes in the Los Angeles County Operational Area by city that have been preidentified for use during times of crisis.[6] According to the County's disaster routes map, the proposed project is located adjacent Route 66 which has been identified as a disaster route. As specified in the project description, there are no closures of Route 66 required to construct the project. An additional disaster route is located on Arrow Highway, approximately 2.5 miles from the proposed project site.

The City's selected disaster routes and the two school designated evacuation routes would not be altered as a result of the proposed project. The proposed project would not decrease impairment to adopted emergency response plans or emergency evacuation plans. Therefore, the proposed project would result in no impacts to wildfire in relation to the substantial impairment of adopted emergency response and emergency evacuation plans in or near state responsibility areas (SRA) or lands classified as VHFHSZ. No mitigation or further analysis is warranted.

(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?

The proposed project would result in no impacts to wildfire in relation to exacerbated wildfire risk due to slope, prevailing winds, and other factors and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire in or SRA or lands classified as VHFHSZ. The proposed project is not located within or near an SRA or VHFHSZ. The closest SRA in a VHFHSZ is located approximately 2.4 miles northwest of the proposed project, while the closest LRA in a VHFHSZ is located approximately 1.3 miles north of the proposed project (see Figure 3.20-1). The proposed project site is not located within or adjacent to an SRA or VHFHSZ and would therefore not be adversely affected.

The proposed project site is located on flat basin containing a reduced project footprint in steeper slope areas that would alleviate the impact to slopes over 25 to 50 percent incline, within a designated VHFHSZ of an LRA (see Section 1.0, *Project Description*: Figure 1.4-3, *Topographic Map with USGS 7.5-Minute Quadrangle Index* and Figure 1.8-2*, Site Photographs*). The city of Glendora is located in the eastern San Gabriel Valley, located at the base of the San Gabriel Mountains.

In the city of Glendora there are occasional winter storms and the Santa Ana winds, similar to other areas of the Los Angeles Basin.[7] The occasional winter storms and the Santa Ana winds breaks the dominant wind patterns. During periods of transition from one wind pattern to another, the dominant wind direction rotates into the south and causes a minor wind direction change. In the city, the temperatures range from 60 degrees Fahrenheit during the winter months, to over 90 degrees during the summer, and days over 100 degrees are not uncommon. Average annual precipitation is approximately 22 inches, with the majority of the rain falling in the winter months. Very little rainfall or no rainfall at all occurs during the summer months. In addition, the steep topography and the high frequency of high wind velocity from the Santa Ana winds, in the fall, decreases precipitation and create optimum [dry] conditions for wildfires. Due to the low elevation and flat terrain of the property site, the Pacific Ocean is not visible from the proposed project site. The proposed project would not exacerbate wildfire risk due to the flat site and distances away from LRA and SRA VHFHSZs.

[6] County of Los Angeles Department of Public Works. Accessed February 5, 2020. Disaster Routes by City. Available at: https://dpw.lacounty.gov/dsg/DisasterRoutes/

[7] The City of Glendora. Adopted 2006- 2008. City of Glendora Community Plan: Air Quality Element. Accessed February 5, 2020. https://www.cityofglendora.org/home/showdocument?id=7237

Therefore, there would be no impacts to wildfire in relation to exacerbated wildfire risk due to slope, prevailing winds, and other factors and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No mitigation or further analysis is warranted.

(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?

The proposed project would result in no impacts to wildfire in relation to 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 the temporary or ongoing impacts to the environment in or near SRAs or lands classified as VHFHSZ. The proposed project would not require the installation of new roads, fuels breaks, emergency water sources, power lines, or other utilities. The proposed project is not located within or near an SRA or VHFHSZ. The closest SRA in a VHFHSZ is located approximately 2.4 miles northwest of the proposed project, while the closest LRA in a VHFHSZ is located approximately 1.3 miles north of the proposed project (see Figure 3.20-1).

The proposed project site is located in an urbanized area and would utilize existing utilities. The proposed project would not 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 the temporary or ongoing impacts to the environment in or near SRA or lands classified as VHFHSZs as this project site is already served by this infrastructure. Therefore, the proposed project would not exacerbate fire risk. No mitigation or further study is warranted.

(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?

The proposed project would result in no impacts to wildfires related to exposure of 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 in or near SRAs or lands classified as VHFHSZs in the proposed project site area or vicinity. The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is not located within or near an SRA or VHFHSZ. The proposed project site is relatively flat, within the shallow sloped Los Angeles Basin. The proposed project would not 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 that would result in flooding on- or off-site (see Section 3.10, *Hydrology and Water Quality* for additional analysis). Therefore, the proposed project would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes in or near SRAs or lands classified as VHFHSZs. No mitigation or further analysis is warranted.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

This analysis is undertaken to determine if the proposed project may have a significant impact to Mandatory Findings of Significance, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.[1] Mandatory Findings of Significance at the proposed project site were evaluated with regard to the Glendora Community Plan 2025.

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impact to Mandatory Findings of Significance:

(a) Does the project has the potential to 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?

The proposed project would result in no impacts to the quality of the environment because the proposed project would be developed on a vacant lot, surfaced with asphalt, in a highly urbanized environment, and would not 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. The proposed project would result in no impacts to biological resources related to a substantial adverse effect directly or through habitat modification on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation or the CDFW or USFWS. The proposed project is located within a highly anthropogenically modified area of the city and is encompassed by existing infrastructure. Records searches identified 18 species of plants and animals known to historically occur within the vicinity of the proposed project. These 18 species of plants and wildlife include those listed as candidate, threatened, or endangered pursuant to the federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA). This includes 5 plant species and 13 wildlife species (1 fish, 2 invertebrates, 2 amphibians, and 8 bird species). The proposed project site is not located within a designated critical habitat and there would be no impact to fish or wildlife species of plants or animal community. The proposed project is surfaced with asphalt and is unsuitable for the 19 species which have historically been found in the region.

A record search was completed at the South Central Coastal Information Center (SCCIC) on the campus of California State University, Fullerton (part of the California Historic Resources Inventory System [CHRIS]), noting all previously recorded resources within 0.5 mile of the proposed project site. No previously recorded resources are located within the proposed project footprint. One resource, the former Old Hickory Inn Restaurant (P19-180677), was identified as adjacent to the subject property to the west, which was recorded in a 1996 survey. Since that time, the building has been demolished and replaced with a paved surface parking lot. Therefore, there would be no impacts.

[1] *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The proposed project is expected to result in less than significant impacts in relation to impacts that are individually limited but cumulatively considerable. The proposed project would not contribute to cumulatively considerable impacts in conjunction with other planning efforts within the vicinity of the proposed project. The environmental impacts of the proposed project would be consistent with anticipated growth in the City of Glendora. As stated in Section 3.14, *Population and Housing*, the proposed project would generate 36 people and is consistent with the City's Housing Element Regional Housing Needs Allocation (RHNA)[2] allocation and SCAG's Demographics and Growth Forecast (2016–2040)[3] population projection. The cumulative contribution of the project and other projects in the region would not exceed the significant thresholds established by the City of Glendora Community Plan 2025. The proposed project would be completed within 16 months and would have short-term impacts during construction of the proposed project. Therefore, impacts would be less than significant.

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

The proposed project would result in less than significant impacts in relation to having environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Potential environmental impacts associated with the proposed project in regard to human health and safety during construction, operations, and maintenance would be less than significant through consistency with the Best Management Practices and project design features identified in the Section 1, Project Description. Therefore, impacts would be less than significant.

[2] City of Glendora Community Plan 2025. November 2013. "City of Glendora 2013-2021 Housing Element." Available at: https://www.cityofglendora.org/home/showdocument?id=7232

[3] Southern California Association of Governments. 2015. "Demographics and Growth Forecast (2016–2040)." Available at: http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf

SECTION 4.0
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Jolene Mason	Biological Resources Manager	Initial Study review
Daniel Woodward	Archaeological Resources Manager	Initial Study review
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4.3 BUILDING WORX DEVELOPMENT, LLC

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