August 2023 | Initial Study

CORNERSTONE BIBLE CHURCH EXPANSION

City of Glendora

Prepared for:

City of Glendora
Contact: Mark Carnahan, City Planner
Community Development Department
Planning Division
116 East Foothill Boulevard
Glendora, California 91741
626.914.8253

Prepared by:

PlaceWorks
Contact: Jorge Estrada, Senior Associate
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

CITY OF GLENDORA

116 East Foothill Boulevard, Glendora, California 91741

Proposed Mitigated Negative Declaration

Date: August 10, 2023

To: County Clerk
County of Los Angeles
12400 East Imperial Highway
Norwalk, California 90650

From: City of Glendora
Planning Division
115 East Foothill Boulevard
Glendora, California 91741

Pursuant to the California Environmental Quality Act ((CEQA), the City of Glendora as the lead agency, after review of the Initial Study, has determined that the following project would not have a significant impact on the environment and has adopted this Mitigated Negative Declaration.

Project: Cornerstone Bible Church Expansion (City of Glendora File No. PLN20-007)

Location: 400 and 420 N. Glendora Avenue; 117, 125, 127, and 131 E. Whitcomb Avenue; and 415 N. Vista Bonita Avenue

Description: The City of Glendora is processing a project application requesting approval of the following:

1) An application to permit the expansion of and improvements at the Cornerstone Bible Church. The proposed project, which would be developed in two phases, includes the construction of a new 18,760 square-foot worship center building with a ground-floor sanctuary and subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices. Other project elements include a new parking lot, new storage building, and new children's playground area. The sanctuary of the new worship center would accommodate 350 persons. The project also includes various hardscape and landscape improvements;
2) Project implementation includes demolition of four of the six existing former residential structures and accessory buildings onsite, demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout. The existing two-story stone-façade church building, which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses. The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue would also remain due to its local historic significance and would be repurposed for other church uses. Additionally, no modifications or improvements are proposed to the former residential structure in the northwestern end of the project site; and

3) Discretionary actions and approvals required for project implementation include a Zone Change, Conditional Use Permit Amendment, Tentative Parcel Map, and Development Plan Review.

Applicant: Bob Stebbing, Cornerstone Bible Church and John Wetendorf, BGW Architects

Findings: Based on the Initial Study, which is attached hereto and made a part hereof, it is the finding of the City of Glendora that the above project is not an action involving any significant environmental impacts. The Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act and reflects the independent judgment of the City of Glendora.

Supporting studies and references cited in the Initial Study are available for public review at the Glendora Planning Division.

Signature: Mark Carnahan

Mark Carnahan, City Planner

Date: 8/15/23

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level

Abbreviations and Acronyms

CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
mgd	million gallons per day
MMT	million metric tons

Abbreviations and Acronyms

MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TNM	transportation noise model

Abbreviations and Acronyms

tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Introduction

1.1 PROJECT OVERVIEW

The City of Glendora (City or Glendora) is considering an application to permit the expansion of and improvements to the Cornerstone Bible Church at 400 N. Glendora Avenue. The proposed project, which would be developed in two phases, includes the construction of a new 18,760 square-foot worship center building with a ground-floor sanctuary and subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices. Other project elements include a new parking lot, new storage building, and new children's playground area. The sanctuary of the new worship center would accommodate 350 persons. The project also includes various hardscape and landscape improvements.

Project implementation includes demolition of four of the six existing former single-family residential structures and accessory buildings onsite, demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout. The existing two-story stone-façade church building, which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses. The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue would also remain due to its local historic significance and would be repurposed for other church uses. Additionally, no modifications or improvements are proposed to the single-story residential structure in the northwestern end of the project site.

Discretionary actions and approvals required for project implementation include a Zone Change, Conditional Use Permit Amendment, Tentative Parcel Map, and Development Plan Review. The project, including all proposed facilities, supporting improvements, and associated discretionary actions comprise the project considered in this Initial Study.

1.2 PURPOSE OF CEQA AND INITIAL STUDY

CEQA (California Environmental Quality Act; Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.) require that before a lead agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about and consider the project's potential environmental impacts, inform the public about the project's potential environmental impacts and provide an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

The City of Glendora—in its capacity as lead agency pursuant to CEQA Guidelines Section 15050—is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions and subsequent development associated with the proposed project would have a significant impact on the environment. As part of the project's environmental review and in its capacity as lead

agency, the City authorized preparation of this Initial Study in accordance with the provisions of CEQA Guidelines Section 15063. Pursuant to Section 15063, purposes of an Initial Study are to:

- Provide the lead agency information to use as the basis for deciding whether to prepare an environmental impact report (EIR) or negative declaration.
- Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for a negative declaration or mitigated negative declaration.
- Assist in the preparation of an EIR, if one is required.
- Facilitate environmental assessment early in the design of a project.
- Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment.
- Eliminate unnecessary EIRs.
- Determine whether a previously prepared EIR could be used with the project.

As further defined by Section 15063, an Initial Study is prepared to provide the City with information to use as the basis for determining whether an EIR, Negative Declaration, or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

In its preparation of this Initial Study, the City determined that the Initial Study supports the preparation and adoption of an MND, which demonstrates that the project will not have a significant on the environment with the incorporation of mitigation measures. An MND is a written statement by the lead agency that briefly describes the reasons why a project that is not exempt from the requirements of CEQA will not have a significant effect on the environment and, therefore, does not require preparation of an EIR (CEQA Guidelines Section 15371). The CEQA Guidelines require preparation of an MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a significant effect on the environment. (CEQA Guidelines Section 15070[b]).

The City has considered the information contained in this Initial Study in its decision-making processes. Although the Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and analysis of the City.

1.3 PROJECT LOCATION

The project site is in the west-central portion of Glendora, which is in the southeastern portion of Los Angeles County (see Figures 1, *Regional Location*, and 2, *Local Vicinity*). As shown in Figure 1, Glendora is bounded by the San Bernardino Mountains to the north; City of Covina, City of San Dimas, and unincorporated Los

Angeles County to the south; City of San Dimas to the east; and City of Azusa and unincorporated Los Angeles County to the west.

The 1.62-acre project site, which comprises six parcels (Assessor Parcel Numbers [APNs]: 8637-017-011, -013, -016, -019, 020, and -021) that are owned by Cornerstone Bible Church, includes addresses 400 and 420 N. Glendora Avenue; 117, 125, 127, and 131 E. Whitcomb Avenue; and 415 N. Vista Bonita Avenue. As shown in Figure 3, *Aerial Photograph*, the project is bounded by E. Whitcomb Avenue to the south, N. Vista Bonita Avenue to the east, N. Glendora Avenue to the west, and partially by a public alley to the north. The project site is approximately 1.6 miles north of Interstate 210 (I-210) and approximately 2.4 miles east of State Route 39 (SR-39).

1.4 ENVIRONMENTAL SETTING

1.4.1 Existing Land Use

The 1.62-acre project site is developed with an existing local church, Cornerstone Bible Church, on the southwest corner of the site at the intersection of N. Glendora Avenue and E. Whitcomb Avenue. The church is a local nonprofit religious institution that has been a part of the Glendora community since the 1930s—it has an existing seating capacity of 220 persons. The site also includes six former single-family residential structures with accessory buildings and two modular buildings (see Figure 3). Table 1 provides a tabulation of the existing buildings onsite.

Table 1 Existing Building Tabulation Summary

Building	Date Built	Address	Use	Square Footage (SF)
Two-Story Worship Center	1931	400 N. Glendora Avenue	Worship center, 230-seats; staff offices; classrooms	6,560 SF
Single-Story Modular Buildings	circa 1991 – 1996	400 N. Glendora Avenue	Classrooms	593 SF and 662 SF
Single-Story Residential Structure	circa 1924	420 N. Glendora Avenue	Classrooms and offices	2,210
Single-Story Residential Structure	1947	117 E. Whitcomb Avenue	Temporary storage	820 SF
Single-Story Residential Structure	1958	125 E. Whitcomb Avenue	Temporary storage	1,103 SF
Single-Story Residential Structure and Detached Garage	1946	127 E. Whitcomb Avenue	Not used	504 SF
Two-Story Residential Structure	Circa 1912	131 E. Whitcomb Avenue	Temporary storage	1,485 SF
Single-Story Residential Structure	Circa 1920	415 N. Vista Bonita Avenue	Not used	527 SF

It should be noted that none of the existing former residential structures onsite are occupied, and none are used for residential purposes; in fact, none of them have been for some time. As shown in Table 1, they are mainly used for office space, classrooms, and storage.

Other existing site features and improvements include exterior lighting (i.e., wall-mounted light fixtures) for the various buildings and other areas onsite; a small playground area; metal storage sheds; various driveways; a

surface parking area and drive aisle; a partially-enclosed trash enclosure with a single bin; block walls, chain-link fencing, and wooden fences throughout; and various hardscape and landscape improvements.

1.4.2 Surrounding Land Use

As shown in Figure 3, the project site is in a predominantly single-family residential neighborhood, which is characterized by one- to two-story homes. Non-residential uses are dispersed within the neighborhood, including a real estate business to the south of the project site and the Glendora Women's Club to the north. Commercial and other non-residential uses are located further south from the project site along N. Glendora Avenue. The project site is immediately bordered by single-family homes, the Glendora Women's Club and an alley to the north, single-family homes to the east and west, and a real estate business and single-family homes to the south. Additionally, the site is one block north of the Glendora Historical society, which serves as an unofficial boundary to the downtown area of Glendora Avenue.

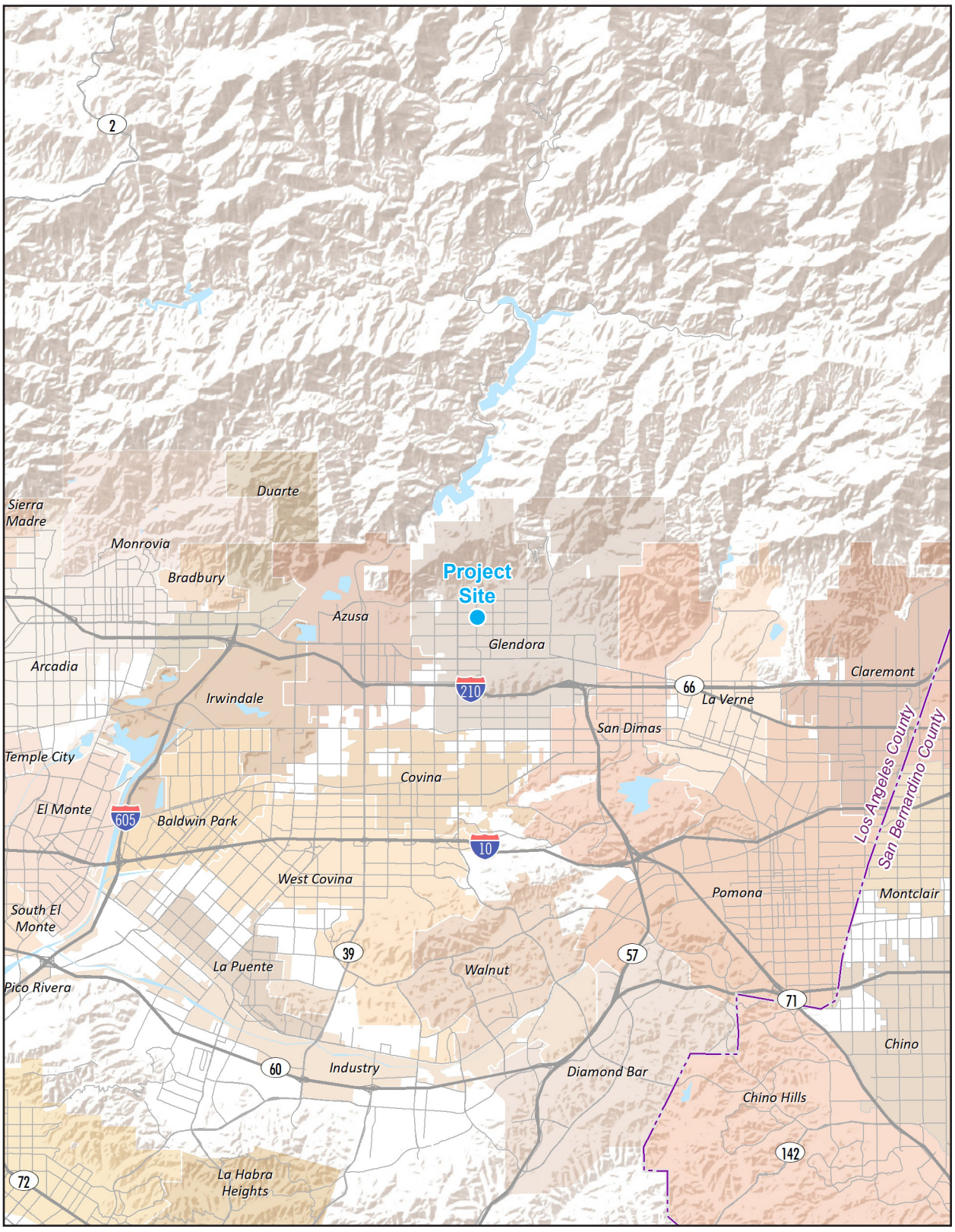
1.4.3 Existing Zoning and General Plan

Per the City of Glendora General Plan, known as "Community Plan 2025" (referenced as General Plan herein), the majority of project site has a General Plan land use designation of Medium/High Density Residential. Per the Glendora Zoning Map, the five lots of the project site that are south of the alley (400 N. Glendora Avenue, 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, 131 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue) are zoned R-2 (Restricted Multiple-Family Residential). The northwestern parcel of the project site, the parcel north of the alley (420 N. Glendora Avenue), is zoned R-1 (Single-Family Residential) and has a General Plan land use designation of Low/Medium Density Residential. The land use and zoning designations of the project site and surrounding areas are listed in Table 2.

Table 2 Existing Land Use and Zoning Designations

	General Plan	Zoning
Project Site		
400 N. Glendora Avenue	Medium/High Density Residential	Restricted Multiple-Family (R-2)
420 N. Glendora Avenue	Low/Medium Density Residential	Single-Family Residential (R-1)
117 E. Whitcomb Avenue	Medium/High Density Residential	Restricted Multiple-Family (R-2)
125 E. Whitcomb Avenue	Medium/High Density Residential	Restricted Multiple-Family (R-2)
127 E. Whitcomb Avenue	Medium/High Density Residential	Restricted Multiple-Family (R-2)
131 E. Whitcomb Avenue	Medium/High Density Residential	Restricted Multiple-Family (R-2)
415 N. Vista Bonita Avenue	Medium/High Density Residential	Restricted Multiple-Family (R-2)
North	Low/Medium Density Residential	Single-Family Residential (R-1)
East	Medium/High Density Residential	Restricted Multiple-Family (R-2)
South	Medium/High Density Residential	Restricted Multiple-Family (R-2)
West	Medium/High Density Residential	Restricted Multiple-Family (R-2)

Figure 1 - Regional Location
1. Introduction



Note: Unincorporated county areas are shown in white.

Source: ESRI, 2021

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Scale (Miles)

1. Introduction

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Figure 2 - Local Vicinity
1. Introduction

Project Boundary

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2021

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Scale (Feet)

1. Introduction

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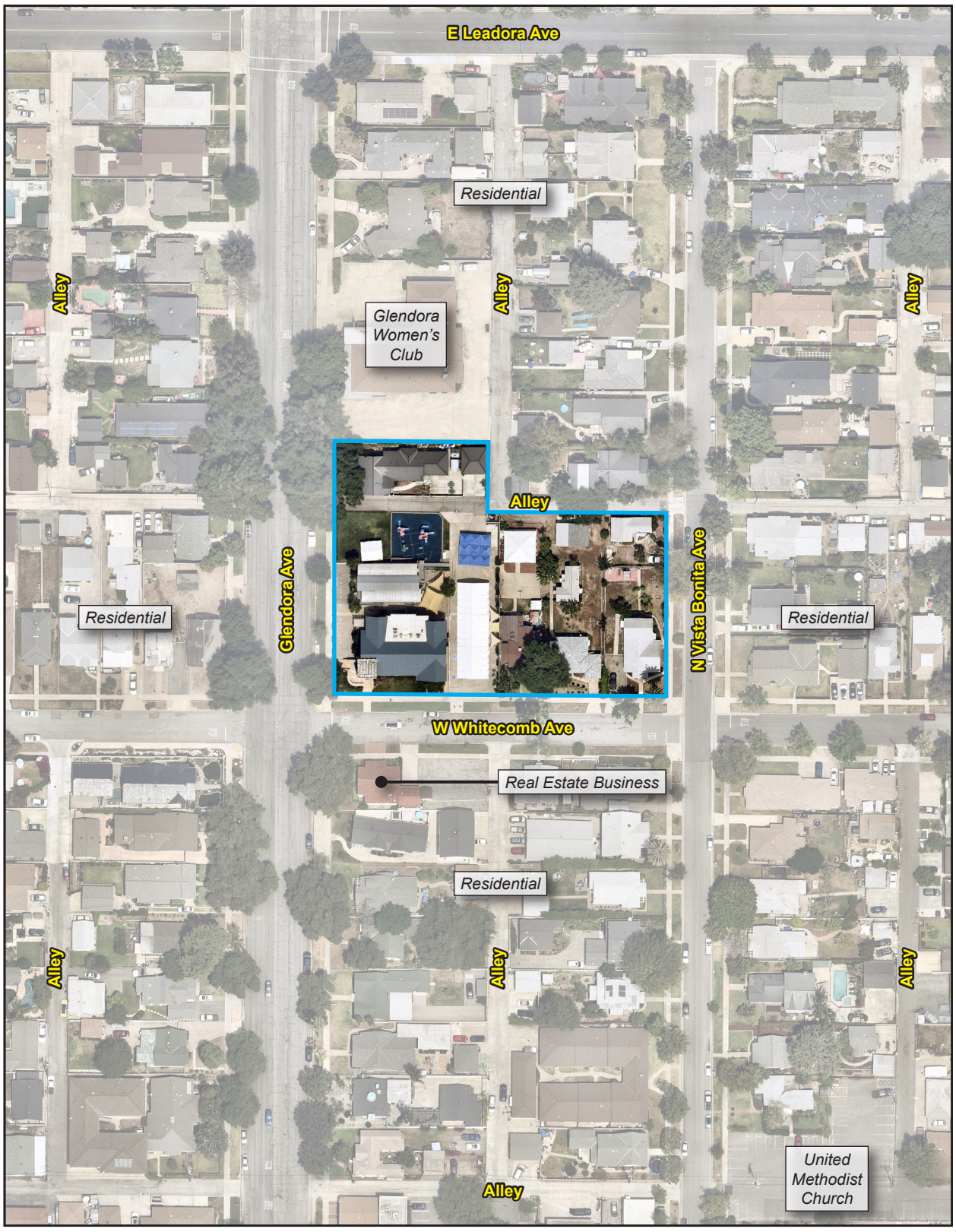
Figure 3 - Aerial Photograph
1. Introduction



Project Boundary

0 140
Scale (Feet)

Source: Nearmap, 2021

1. Introduction

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1.4.4 Environmental Resources

The project site and its immediate surroundings are highly disturbed and developed (see Figure 3, *Aerial Photograph*) and there are no biological resources onsite or within the surrounding area. The project site does not contain scenic resources, mineral resources, or water bodies. However, the project site does contain a building of local historical significant, the existing two-story stone-façade church building, which functions as the existing worship center for Cornerstone Bible Church. Additional information regarding environmental resources on the project site—or the lack of such resources—can be found in Section 3, *Environmental Analysis*, of this Initial Study under each respective environmental topic.

1.5 PROJECT DESCRIPTION

Following is a detailed description of the proposed project and the various development features/elements and improvements that will be implemented as a part of the project.

1.5.1 Site Plan and Character

The proposed expansion and improvements to the Cornerstone Bible Church involve redevelopment of a major portion of the project site (Project). Figure 4, *Existing Site Plan*, shows the existing site design and improvements of the project site, and Figure 5, *Conceptual Site and Landscape Plan*, illustrates the site design and improvements that would be a part of the Project at buildout.

As illustrated in these figures, Project implementation includes demolition of four of the six existing former single-family residential structures and related accessory buildings onsite (addresses of residential structure to be demolished: 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue), demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout. The existing two-story (34 feet in height) stone-façade church building at the corner of N. Glendora Avenue and E. Whitcomb Avenue (400 N. Glendora Avenue), which was constructed in 1931 and has continuously been used as a place of worship, would remain in its existing condition and be repurposed for other church uses. The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue (131 E. Whitcomb Avenue), which was constructed circa 1912, would also remain due to its local historic significance and would be repurposed for other church uses. Additionally, no modifications or improvements are proposed to the single-story residential structure in the northwestern end of the project site (420 N. Glendora Avenue). As noted earlier, none of the existing former residential structures onsite are occupied, and none are used for residential purposes; in fact, none of them have been for some time. As shown in Table 1, *Existing Building Tabulation Summary*, they are mainly used for office space, classrooms, and storage.

As shown in Figure 5, Project implementation includes construction of a new worship center building just northeast of the existing two-story stone-façade church building and south of the public alley. The new building would comprise 18,760 square feet and includes a ground-floor sanctuary (9,380 square feet), and a subterranean level (9,380 square feet) that features classrooms, nursery rooms, offices, and storage rooms. The sanctuary of the new worship center would have a seating capacity of 350—130 more seats than the existing

1. Introduction

220 in the worship center building. A new single-story building for storage would also be introduced in the northeastern end of the project site. Table 3 provides a tabulation of the buildings onsite at Project completion.

Table 3 Proposed Building Tabulation Summary

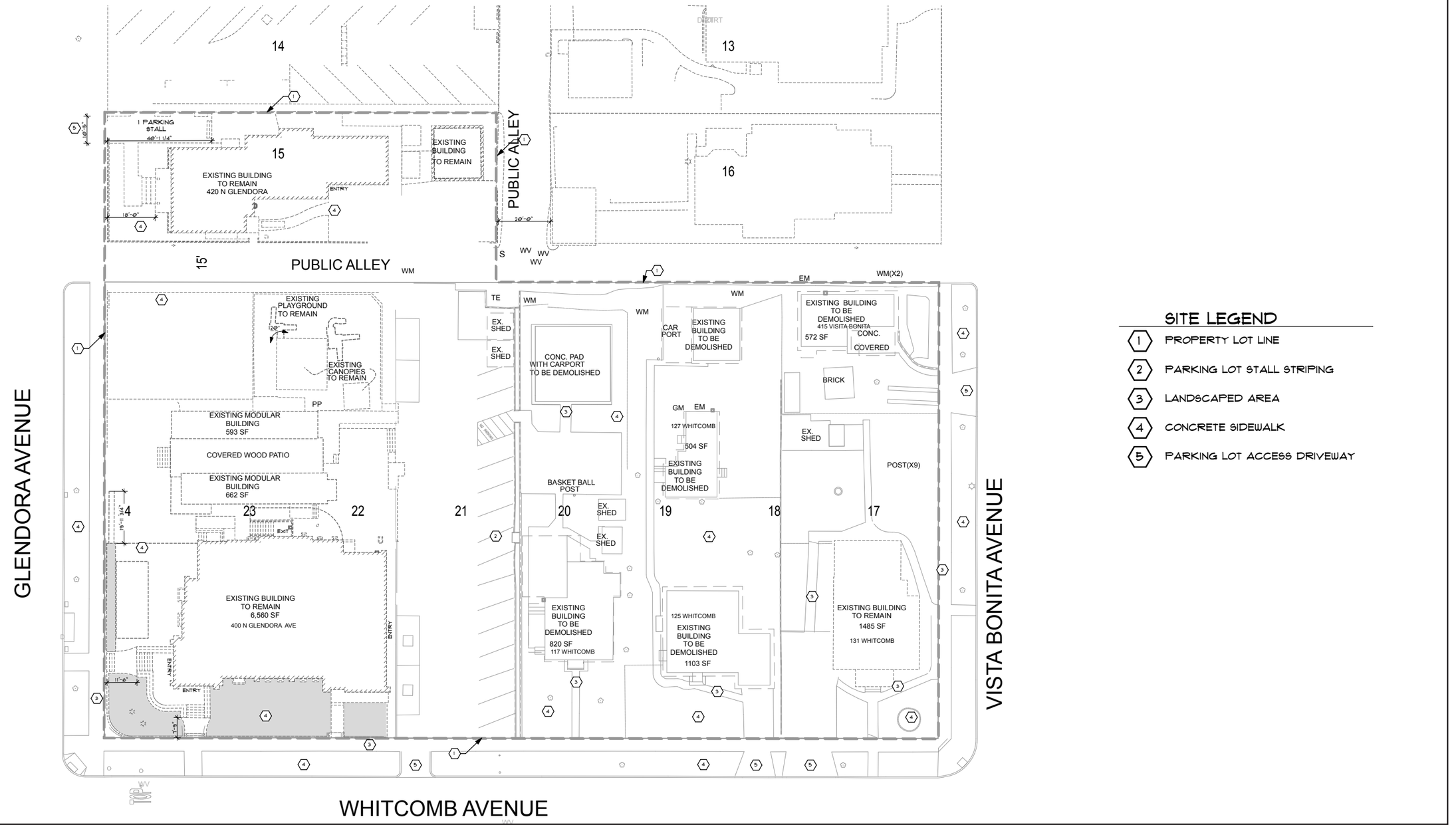
Building	Address	Use	Square Footage (SF)
Two-Story Worship Center (Existing)	400 N. Glendora Avenue	Youth bible studies and groups; staff offices	6,560 SF
Two-Story Worship Center with Subterranean Level (Proposed)	400 N. Glendora Avenue	Worship center, 350 seats; church offices; classrooms; nursery; kitchen; storage and ancillary areas	18,760 SF
Single-Story Residential Structure (Existing)	420 N. Glendora Avenue	Classrooms and offices	2,210
Single-Story Building (Proposed)	415 N. Vista Bonita Avenue	Storage	1,078 SF
Two-Story Residential Structure (Existing)	131 E. Whitcomb Avenue	Classrooms, Church Board room	1,485 SF

Figure 5, *Conceptual Site and Landscape Plan*, and Figure 6a to 6c, *Conceptual Renderings*, demonstrate how Project implementation would help create a more unified and harmonious church campus and how the Project would help compliment and blend in with (and not detract from) the surrounding residential neighborhoods. For example, and as illustrated in Figures 5 and 6, placement of the new two-story worship center building behind the existing two-story stone-façade worship center building and the setback distance from the N. Glendora Avenue street frontage would help ensure that the buildings massing and height would not be intrusive to the surrounding residential uses and would not detract from the N. Glendora Avenue or E. Whitcomb Avenue street scenes. Its design (one level above grade and one subterranean level) would help reduce the overall height of the proposed building as seen from surrounding properties and roadways and would be complimentary to the height (two stories) of the existing worship center building. Entrance to the new worship center building would be on the southwestern side of the building, which faces a proposed courtyard and the backside of the existing worship center building.

Additionally, the single-story storage building proposed in the northeastern end of the project site would be designed and constructed to appear as a craftsman-style residential home in order to retain the visual community neighborhood character and residential feel of its surroundings. Furthermore, the proposed surface parking areas would be provided internally to the project site (in the eastern portion) and in a manner that would not impair the visual character of the surrounding neighborhoods. As illustrated in Figures 5 and 6, the parking areas would be shielded or buffered from offsite views via placement of existing and proposed buildings and through a well-designed landscape plan that includes existing and proposed shrubs and trees.

Project development is anticipated to be completed in two phases—with each phase including site clearing, demolition, grading and earthwork, and construction activities. A detailed discussion regarding the Project's phasing and construction activities is provided in Section 1.5.9, *Project Phasing and Construction*.

Figure 4 - Existing Site Plan



SITE LEGEND

1. PROPERTY LOT LINE
2. PARKING LOT STALL STRIPING
3. LANDSCAPED AREA
4. CONCRETE SIDEWALK
5. PARKING LOT ACCESS DRIVEWAY

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Scale (Feet)

Source: BGW Architects 2023.

1. Introduction

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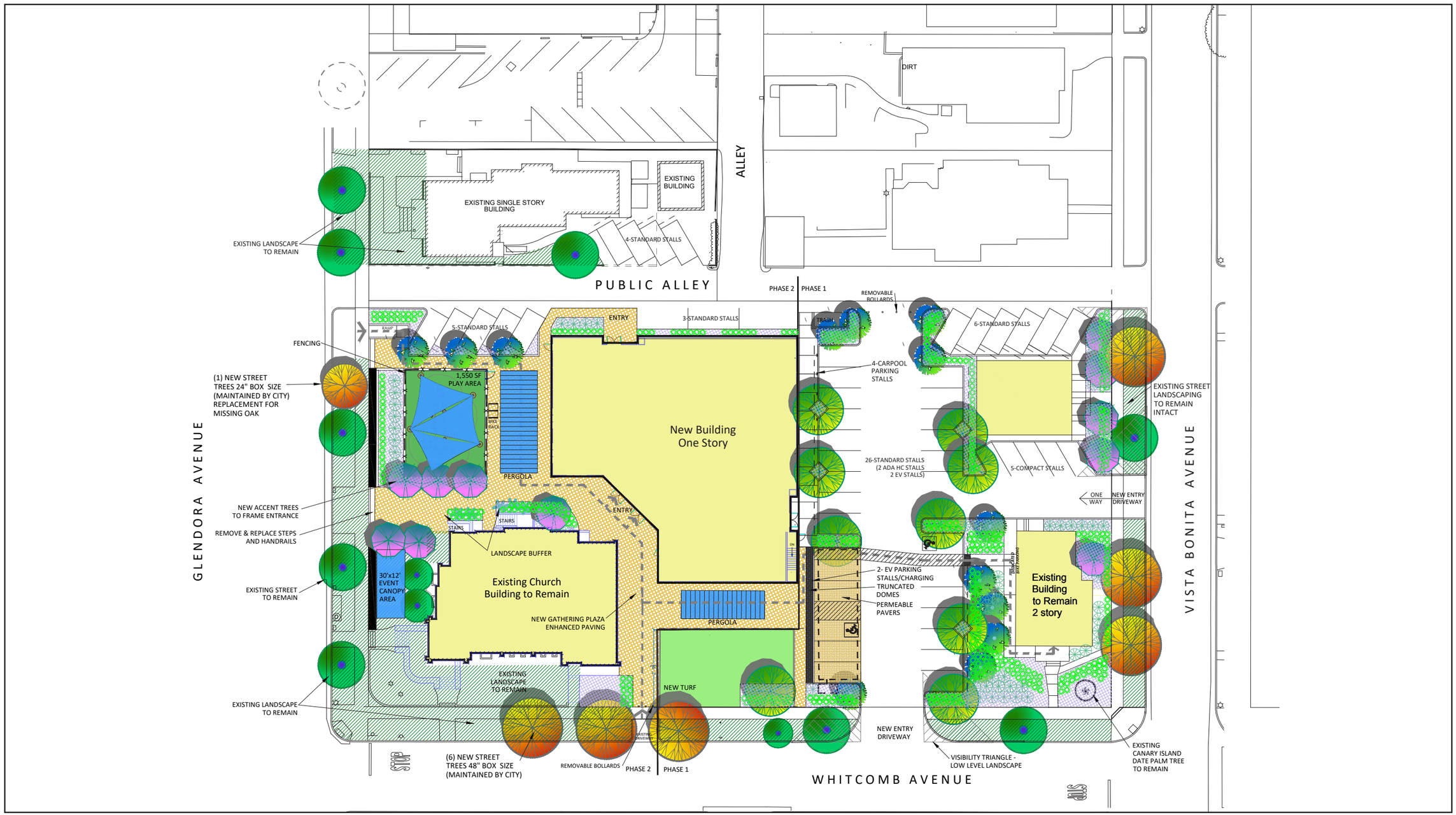
Figure 5 - Conceptual Site and Landscape Plan



Source: BGW Architects 2023.

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Figure 6a - Conceptual Rendering: Glendora Street View

1. Introduction

Glendora Street View

Source: BGW Architects 2023.

1. Introduction

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Figure 6b - Conceptual Rendering: Whitcomb Street View

1. Introduction

Whitcomb Street View

Source: BGW Architects 2023.

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Figure 6c - Conceptual Rendering: Vista Bonita Street View
1. Introduction

Vista Bonita Street View

Source: BGW Architects 2023.

1. Introduction

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Other Project components and elements, which are described in more detail below, include campus amenities and facilities; vehicular access and circulation improvements; surface parking areas and drive aisles; public alley improvements; pedestrian access and circulation improvements; various landscape, hardscape, and lighting improvements; and infrastructure and utility improvements.

1.5.2 Architectural Design and Character

Figures 6a to 6c, *Conceptual Renderings*; Figure 7, *Conceptual Building Elevations: Worship Center*; and Figure 8, *Conceptual Building Elevations: Storage Building*, illustrate the conceptual building elevations, architectural style and elements/features of the proposed worship center and storage buildings. As shown in Figures 6 and 7, the architectural style of the new worship center building is based on the craftsman style with a contemporary flair, which is compatible with the neighborhood as craftsman is one of the predominant architectural styles in the City. The building is designed to fit within the architectural design range of the project area while providing connection to the historical style of the existing worship center building. The new worship center building includes a partial-pitched roof with asphalt shingle roofing, which visually mimics the pitch of the existing church building. Further, the new church building prominently exhibits pre-cast stone veneer accents along each elevation to relate to the stone façade of the existing church.

As shown in Figures 6a to 6c and Figure 8, the new single-story storage building would be designed and constructed to appear as a craftsman-style residential home in order to retain the visual neighborhood character and residential feel of its surroundings. The new storage building would complement and blend in with the existing two-story former single-family residential structure to remain as well as with the architectural style of the homes of the surrounding neighborhoods.

1.5.3 Site Landscaping, Features, and Lighting

The Project's landscape plan would include new landscaping for the redeveloped portions of the project site as well as some new landscaping around the existing buildings to remain (see Figure 5, *Conceptual Site and Landscape Plan*). The proposed landscape plan would include a variety of new ornamental trees (includes new and existing trees to remain), shrubs, and groundcover along the building perimeters, within the parking and common areas, and along the perimeter of the project site. One of the larger landscape features is a large turf area proposed just south of the new worship center building. Project development would include the removal of approximately 29 of the 33 existing trees onsite (within the project site boundary) in the immediate area of the Project improvements. However, Project development would provide the same or a greater number of new trees onsite pursuant to the City's requirements. Additionally, all but one of the existing City trees along the public rights-of-way (within the parkways) of N. Glendora Avenue. E. Whitcomb Avenue, and N. Vista Bonita Avenue would remain. The City tree that may require removal or relocation, which was recently planted by the City, is adjacent to the driveway of the former residential structure at 123 E. Whitcomb. Due to the proposed location of the new driveway along Whitcomb Avenue (see Figure 3, *Conceptual Site and Landscape Plan*), it appears that the recently planted tree will be impacted and require removal or relocation. All trees, on- and off-site, will be removed and replaced in conformance with the Glendora Urban Forestry Manual. Additionally, removal of the City tree from the public right-of-way will be required to be conducted in accordance with the provisions

of the City's Tree Preservation Ordinance (Title 16, Trees, of the Glendora Municipal Code), which requires submittal of an application and approval of the City Forester.

As shown in Figure 5, other proposed campus improvements and features include pedestrian walkways leading from the public sidewalks and parking areas to a gathering area and courtyard that is flanked by the existing worship center building and proposed worship center building. The walkways and gathering area and courtyard would include enhanced concrete pavement. Pergolas would be provided along two of the walkways leading to the plaza. A new 1,900-square-foot children's playground area would also be provided west of the new worship center building. Additionally, a new 30-foot by 12-foot event canopy area would be provided between the public sidewalk on N. Glendora Avenue and the existing worship center building.

Other existing site features and improvements include exterior lighting (i.e., wall-mounted light fixtures) for the new buildings and areas onsite, including pedestrian walkways and common gathering areas. Interior lighting for the new worship center building and exterior security lighting would also be provided.

1.5.4 Operational Characteristic

1.5.4.1 HOURS OF OPERATION

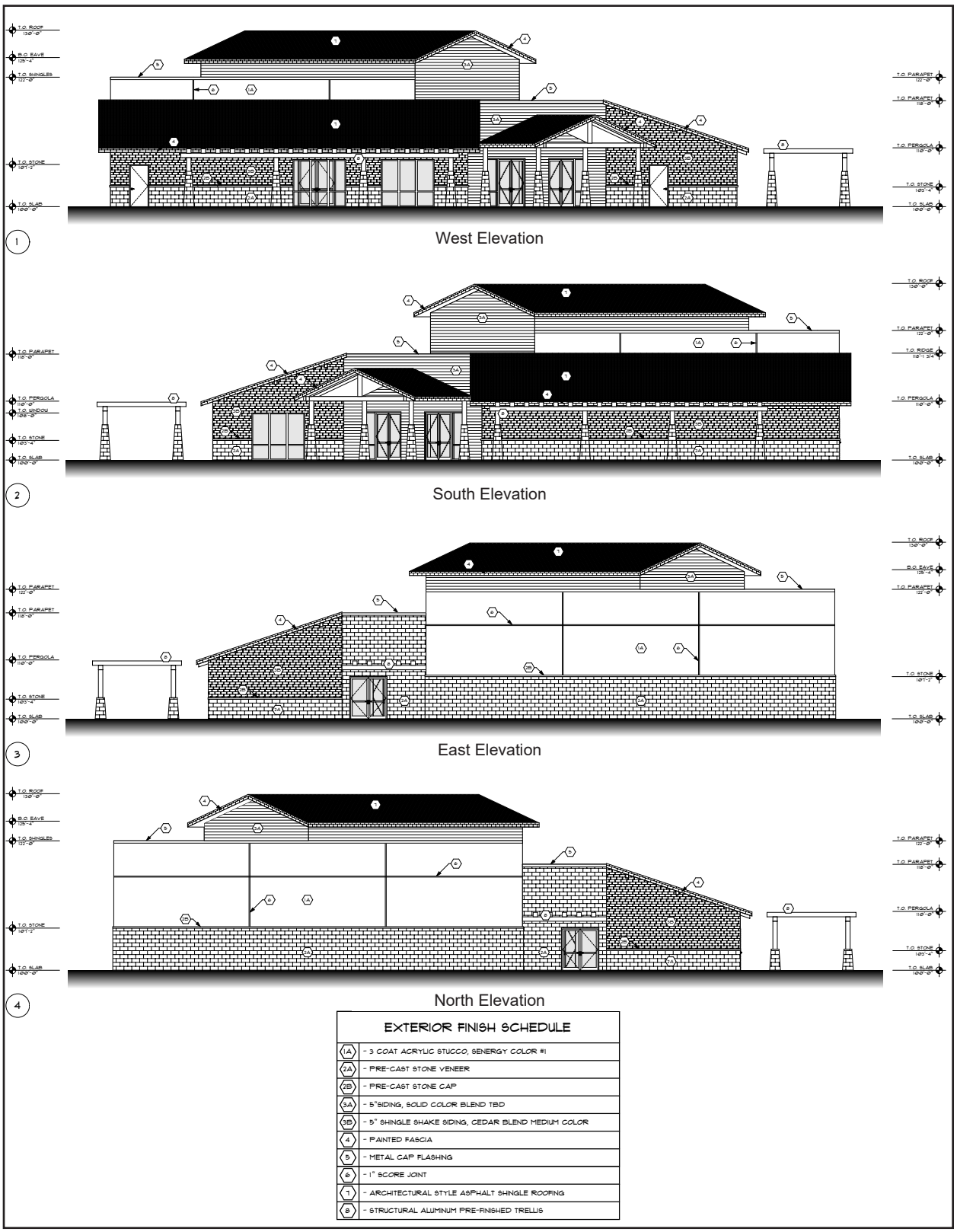
According to the property owner (Cornerstone Bible Church), the proposed hours of operation for the church would typically be from 6:00 a.m. to 11:00 p.m. The hours of operation vary depending on the day and types of activities. For example, primary church services are scheduled for Sundays at 8:00 a.m., 9:30 a.m., and 11:00 a.m. However, church staff typically arrive two hours early to set up. Additionally, certain church groups, such as boards and committees, often meet at night. Occasionally, these meetings may go as late as 11:00 p.m. Church office hours are currently 8:00 a.m. to 5:00 p.m., Monday through Friday. Per the project applicant, the hours of operation and meetings are proposed to remain.

1.5.4.2 CHURCH STAFF, VOLUNTEERS, AND CONGREGANTS

At project completion, the church plans to have approximately 10 full-time 6 part-time staff operating on the campus. The majority of the staff would be present during normal working hours during the week and during services hours on the weekends. Janitorial and cleaning staff will be present at various times during any given 24-hour period. Church volunteers and congregates would be on campus in small numbers from Monday to Saturday during normal working hours, with larger numbers primarily on Sundays during service hours.

Figure 7 - Conceptual Building Elevations: Worship Center

1. Introduction



0 27
Scale (Feet)

Source: BGW Architects, 2020

1. Introduction

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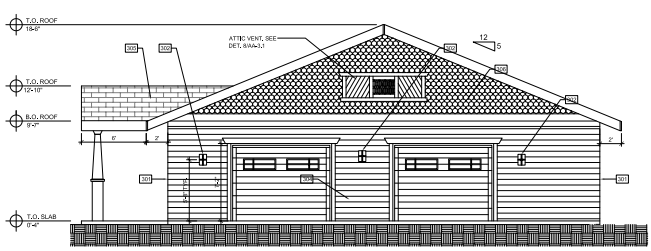
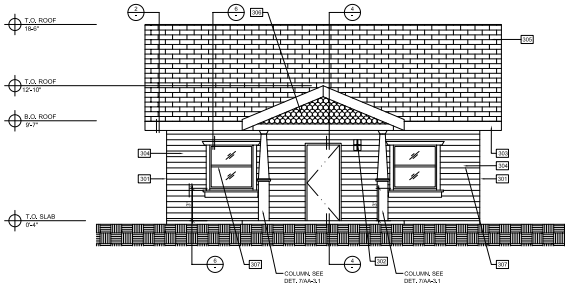
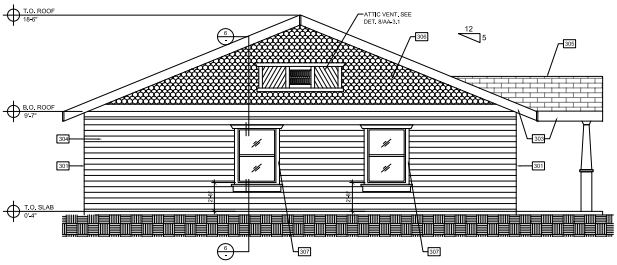
Figure 8 - Conceptual Building Elevations: Storage Building



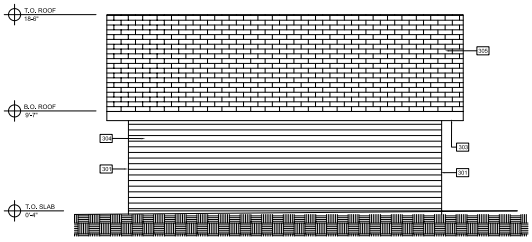
North Elevation



East Elevation



South Elevation



West Elevation

FLOORPLAN KEYNOTES

301	MITER CORNERS AT SHIP LAP SIDING. PROVIDE COPPER CORNER CAPS, ETCH & PAINT.
302	LIGHT FIXTURE. SEE ELECT. ON 1/AA-2.1.
303	REDWOOD FASCIA. PAINT.
304	REDWOOD LAP SIDING. PAINT. MATCH EXISTING HOUSE.
305	COMP. SHINGLE ROOFING TO MATCH EXISTING HOUSE.
306	REDWOOD SHINGLES. PAINT. MATCH EXISTING HOUSE.
307	DETAIL WINDOWS TO MATCH EXISTING HOUSE.

0 18
Scale (Feet)

Source: BGW Architects 2023.

1. Introduction

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1.5.4.3 BUILDING AND OUTDOOR SPACE USES AND OPERATIONS

Table 3, *Proposed Building Tabulation Summary*, provides a tabulation of the buildings onsite at Project completion. As shown in the table, the existing two-story worship center would be used for youth bible studies and groups; the new worship center would include a 350-seat sanctuary that would be used for Sunday services and other gatherings, it would also include classrooms and nursery rooms for teaching school-aged children during services; the existing two-story residential structure to remain would be used for classrooms and board meetings; the existing single-story residential structure to remain would be used for classroom and offices; and the new single-story building would be used for storage. No day care or preschool school services are planned to be provided.

A variety of church activities would be conducted outdoors in areas such as the new green turf area, children's playground area, and event canopy area. The activities include game time for youth and occasional outdoor activities for high school-aged teens. Other events include a Halloween carnival, occasional BBQs following church services on Sundays, and events related to Vacation Bible School, which typically occur during the month of June. Per the project applicant, these activities exist and there are no plans to add additional outdoor activities.

1.5.5 Vehicular Access, Circulation, and Parking

As shown on Figure 5, *Conceptual Site and Landscape Plan*, the primary vehicular access for the project site would be provided via a new full-access driveway (all turning movements permitted) off E. Whitcomb Avenue. A new secondary and limited-access driveway (right and left in only) would be provided off N. Vista Bonita Avenue. Both driveways would connect to the onsite drive aisles and parking areas. Removable bollards would be provided at the northern end of the main parking area for emergency vehicles access. The existing public alley would remain and continue to provide vehicular access for the surrounding neighborhood. As a part of the Project the alley would undergo limited improvements such as asphalt repair or repaving.

As shown on Figure 5, the main parking areas for church staff, personnel and visitors would be placed at the eastern end of the project site. Public street access for the main parking area is from a driveway off Whitcomb Avenue, and via a driveway off of N. Vista Bonita Avenue. Public street access to the parking area would also be provided via the existing alley, which can be accessed from both N. Vista Bonita Avenue and N. Glendora Avenue. Additionally, a few parallel and angled parking spaces would be provided along the northern end of the project site, abutting the public alley. Four spaces are credited for the driveway of the former residential structure at 420 N. Glendora Avenue, in the northeastern end of the project site.

Glendora Municipal Code Section 21.03.020(G) provides the required number of parking spaces for the different types of uses onsite. For churches, parking ratios are determined based on the number of seats within the main assembly area, either fixed or movable. For fixed seating, the required parking ratio is one parking space for each four permanent seats. For movable seats, the required parking ratio is one parking space for each 40 square feet of seating area. The proposed floor plan for the new sanctuary will provide 350 movable seats within an area of 1,962 square feet. Consequently, 50 parking spaces are required, two of which are required to be ADA accessible. An electric vehicle accessible space counts as two spaces per CA Vehicle Code 22511.2.

The proposed site plan includes 49 parking spaces including one EV accessible space, thereby meeting the minimum City required parking requirement. Most of the parking is within the 26-space lot with Whitcomb Avenue access. A small 5-space lot is located between the corner house and the new storage building, with access from Vista Bonita. Four spaces are credited for the former residential structure driveway at 420 N. Glendora, and the remainder of the spaces (14) are onsite and adjacent to the public alley.

1.5.6 Pedestrian Access and Circulation

Pedestrian access to the project site would continue to be provided via the existing public sidewalks along N. Glendora Avenue, E. Whitcomb Avenue, and N. Vista Bonita Avenue, which would connect to the project site's internal pedestrian circulation system. As shown in Figure 5, the pedestrian circulation system includes walkways through the parking areas, through common areas, and to and around buildings. Also, enhanced pedestrian walkways would be provided from the public sidewalks and parking areas to a main gathering area and courtyard. The walkways, gathering area, and courtyard would include enhanced concrete pavement.

1.5.7 Infrastructure and Utility Improvements and Services

Following is a discussion of the infrastructure and utility improvements needed to accommodate and support the Project. All proposed infrastructure and improvements would require City approval and where necessary, approval by the utility/service provider.

1.5.7.1 WATER SYSTEM

The City's Public Works Department currently provides and would continue to provide potable water service to the project site, and it uses. As a part of the Project, new potable water lines would connect to existing onsite water lines, which connect to the existing offsite water main in the public alley that forms a part of the northern project site boundary. Proposed water infrastructure improvements would entail demolition of any existing lines onsite (i.e., those that serve the existing formal residential structures onsite), trenching and installing new lines, and connection to the existing water lines onsite. No offsite water line construction or upsizing would be required to accommodate the Project. However, some construction (as needed) may occur within the public right-of-way of the public alley, Glendora Avenue, or Whitcomb Avenue to make the necessary infrastructure connections to the existing water main. The proposed water system improvements would be designed and constructed in accordance with City requirements and would require City approval.

1.5.7.2 WASTEWATER SYSTEM

The City's Public Works Department currently provides and would continue to provide wastewater service to the project site and its uses. Wastewater service for the new worship center buildings would be provided via new internal sewer lines that connect to the existing sewer lines onsite, which connect to the existing City sewer in the public alley, which forms a part of the northern project site boundary, and N. Vista Bonita Avenue, which forms the eastern project site boundary. Proposed wastewater infrastructure improvements would entail demolition of some existing lines onsite (i.e., those that serve the existing former residential structures onsite), trenching and installing new lines, and connection to the existing sewer lines onsite. No offsite sewer line construction or upsizing would be required to accommodate the Project. However, some construction (as

needed) would occur within the public right-of-way of the public alley and N. Vista Bonita Avenue to make the necessary infrastructure connections to the existing water main. The proposed wastewater system improvements would be designed and constructed in accordance with City requirements and would require City approval.

1.5.7.3 DRAINAGE SYSTEM

Under existing conditions, the project site is developed with a church and associated buildings and improvements (see Figure 3, *Aerial Photograph*). The topography of the site is relatively flat (1 to 2 percent in grade change) and generally slopes from north to south and east to west. Runoff from the easterly portion of the site flows south to E. Whitcomb Avenue, and runoff from the westerly portion of the site surface flows southwesterly to E. Whitcomb Avenue and N. Glendora Avenue. Site runoff ultimately discharges to Los Angeles County's storm drain system (Pendora Drain) through existing curb inlets and storm drainpipes situated in E. Whitcomb and N. Glendora Avenues. This storm drain system originates from offsite drainage areas and discharges to the Little Dalton Wash, which ultimately discharges into the San Gabriel River via Big Dalton Wash and Walnut Creek.

Under proposed conditions, runoff from the project site would be conveyed similar to existing conditions, continuing to flow to the inlets on E. Whitcomb and N. Glendora Avenues via new onsite drainage collection, conveyance, and treatment systems. For example, a retention/detention basin (proposed within the southerly portion of the parking lot) would address the need for the regional low impact development structural treatment control best management practice. The parking area that would sit over the retention/detention basin area would consist of permeable pavers. Other drainage improvements that would be introduced to handle all project runoff include a modular wetland, permeable pavers, new catch basins, and curb-and-gutter improvements.

1.5.7.4 SOLID WASTE AND RECYCLING SERVICES

Solid waste and recycling generated by the Project would be collected and hauled away by Athens Services and transported to/disposed of at the appropriate facilities. An enclosure with swinging gates that would accommodate bins for solid waste and recyclable materials would be provided onsite in order to adequately serve the Project. As shown in Figure 4, *Conceptual Site and Landscape Plan*, the enclosure is proposed along the north-central portion of the project site, with direct access from the public alley.

1.5.7.5 UTILITIES AND SERVICE SYSTEMS

Plans for utilities that would serve the Proposed Project would include provision of electricity (Southern California Edison), natural gas (Southern California Gas Company), telecommunications facilities (Frontier Communications), cable service (Charter Communications), and solid waste (Athens Services). All new utility infrastructure for electricity, telecommunications, and cable service would be installed underground or placed in enclosed spaces (e.g., utility closets).

1.5.8 Green Building Standards

According to the U.S. Green Building Council, green building is the practice of designing, constructing and operating buildings to maximize occupant health and productivity, use fewer resources, reduce waste and negative environmental impacts, and decrease life cycle costs. The Project would be designed and constructed using green building practices, including those of the most current California Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen [Title 24, California Code of Regulations, Part 11], which is incorporated by reference in Chapter 19.15 (California Green Building Standards Code) of the Glendora Municipal Code. The Building Energy Efficiency Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. CALGreen is California's statewide "green" building code. Its purpose is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design; energy efficiency; water efficiency and conservation; water conservation and resource efficiency; and environmental quality.

As proposed, Project development would include mandatory standards from Divisions 5.1 (Planning and Design), 5.2 (Energy Efficiency), 5.3 (Water Efficiency and Conservation), 5.4 (Material Conservation and Resource Efficiency), and 5.5 (Environmental Quality) of CALGreen. Some of the specific green building standards include but are not limited to:

- Bicycle parking
- Building commissioning (where applicable)
- Designated parking for clean air vehicles
- Electric vehicle charging (facilitate future installation of electric vehicle supply equipment)
- Light pollution reduction
- High efficiency HVAC system within the office and hallways
- Water-conserving plumbing fixtures and fittings
- Drought-tolerant landscape and automatic irrigation systems
- Construction waste reduction, disposal, and recycling
- Recycling by occupants
- Finish material pollutant control

1.5.9 Project Phasing and Construction

Upon City approval of the Project, project development is anticipated to be completed in two phases, as described below—with each phase including site demolition, clearing, grading and earthwork, and construction activities. Project implementation includes demolition of four of the six existing former single-family residential structures and accessory buildings onsite, demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout.

- **Phase One** includes redevelopment of the eastern portion of the project site—this phase would take approximately seven months to complete. It includes demolition and removal of four former single-family residential structures and accessory buildings to create new onsite parking areas, storage, and various hardscape and landscape improvements. The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue would remain due to its local historic significance and to retain the residential character of the immediate neighborhood. It would be repurposed for other church uses. A new single-story building for storage would be introduced in the northwestern end of the project site. It would be designed to appear as a craftsman residential home to further retain the visual community neighborhood character.

- **Phase Two** includes redevelopment of the western portion of the project site—this phase would take approximately seven months to complete. This phase includes construction of a new worship center building with a ground-floor sanctuary and subterranean level, removal of modular buildings, relocation and construction of new children's playground area, and completion of the parking and landscaping improvements. The existing two-story stone-façade church building, which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses.

Overall construction is estimated to take approximately 14 months, starting approximately in early 2024 for Phase One (with a duration of 7 months) and late 2025 for Phase Two (with a duration of 7 months). It is anticipated that approximately 500 cubic yards of soil would be exported during the grading phase of Phase One and approximately 5,000 cubic yards exported for Phase Two.

1.5.10 Discretionary Actions and Approvals

A discretionary action is an action taken by a government agency (for the Project, the government agency is the City of Glendora) that calls for an exercise of judgment in deciding whether to approve a project. Glendora is the lead agency under CEQA and has the principal approval authority over the Project. Following is a list of the discretionary actions and approvals required for Project implementation and a discussion of each of these actions.

- Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Approval of a Zone Change (PLN20-0007)
- Approval of Conditional Use Permit Amendment (PLN20-0007)
- Approval of Tentative Parcel Map (PLN20-0007)
- Approval of Development Plan Review (PLN20-0007)

Additionally, City review of the Project would result in the production of a comprehensive set of draft conditions of approval that would be available for public review prior to consideration of the Project for approval by the City's decision-making body. If approved, the Project would be required to comply with all imposed conditions of approval.

1. Introduction

1.5.10.1 MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM

As stated in Section 1.2, *Purpose of CEQA and the Initial Study*, the City determined that this Initial Study has been prepared to support the adoption of an MND. The MND and accompanying Initial Study would be appropriate for providing the necessary environmental documentation and clearance for the Project and all related subsequent activities.

Section 4 comprises the Mitigation Monitoring and Reporting Program (MMRP), which includes all mitigation measures imposed on the Project to ensure that effects to the environment are reduced to less-than-significant levels. The MMRP also indicates the required timing for the implementation of each mitigation measure and identifies the parties responsible for implementing and monitoring each mitigation measure.

1.5.10.2 ZONE CHANGE

Pursuant to the provisions of Section 21.01.050 (Amendments) of the Glendora Zoning Ordinance (Title 21 of the Glendora Municipal Code), a zone change from Restricted Multiple-Family (R-2) and Single-Family Residential (R-1) to Planned Redevelopment (PR) is required for the project site to implement the Project. The zone change is primarily required for the following reasons:

- The project site is composed of six parcels with the majority zoned R-2 (400 N. Glendora Avenue, 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, 131 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue), but one has an R-1 zoning designation (420 N. Glendora Avenue). With the anticipated merger of all but one of the site parcels under the tentative parcel map (the parcel at 420 N. Glendora Avenue would retain its existing zoning designation of R-1 and not be part of the parcel merger; it would remain its own legal parcel), a new zoning designation (PR) that is site-specific would be needed for consistency based on the new development and redevelopment proposed under the Project.

- As currently proposed, the Project would not meet several of the existing required development standards under the R-2 zoning designation; however, the Project as proposed would be permitted under a PR zoning designation. As proposed, the Project is deficient in meeting the following development standards of the R-2 zoning designation:

    - The new sanctuary is proposed to be placed 10.25 feet from a rear property line (north property line along the public alley), where the requirement is 25 feet.

    - The new residential-style storage building fronting N. Vista Bonita is proposed with a 17-foot front setback, where a 25-foot setback is required.

    - Playground areas are required to be placed no closer than 25 feet to a property line. The new playground area is proposed in the northwestern site boundary would be placed 15 feet from the west property line.

    - The new parking area encroaches into the 25-foot required setback requirement on both E. Whitcomb Avenue and N. Vista Bonita (6 feet is proposed).

Pursuant to Section 21.06.020 (Planned Redevelopment Zone) of the Glendora Zoning Ordinance, "The purpose of the planned redevelopment [PR] zone is to provide for development on a comprehensive basis by using site planning techniques not permitted through the literal application of zoning and subdivision regulations and to produce an environment of stable, desirable character in harmony with existing and potential development in the surrounding area...." Therefore, by allowing a zone change to PR, the setback items noted above would not be considered reductions as the project site would be granted a site-specific land use designation to establish development standards that are uniquely appropriate for the location and use. Should a different project be proposed in the future, the written text for the proposed PR zone would be included as the zoning and development standards for the City to consider.

1.5.10.3 CONDITIONAL USE PERMIT AMENDMENT

Pursuant to the provisions of Section 21.02.020 (Conditional Use Permits) of the Glendora Zoning Ordinance, an amendment to the original Conditional Use Permit (CUP) issued by the City for the Cornerstone Bible Church is needed to allow for the proposed expansion. Specifically, the CUP amendment would cover all church-related uses as well as an increase in sanctuary seating capacity from 220 to 350 persons.

1.5.10.4 TENTATIVE PARCEL MAP

Pursuant to the California Subdivision Map Act, a parcel map is required for the division of land into four or fewer parcels for the purpose of sale, lease, or financing, whether immediate or future, with certain exceptions. The tentative map facilitates the division of land and provides clear transfer of ownership of any lots that are created; it is the parcel configuration proposed prior to a final or parcel map, the official legal recorded document. However, the tentative parcel map process is also used as a legal means for consolidating parcels.

Project development requires City approval of a tentative parcel map to consolidate/merge the existing parcels that make up the portion of the project site south of the public alley (five parcels totaling 1.45 acres; APNs: 8637-017-013, -016, -019, 020, and -021) into one parcel to ensure common ownership and maintenance of all Project components. The parcel to the northwest across the alley (0.17acres; APN: 8637-017-011), which is developed with the former single-family residential structure (now used as office space) at 420 N. Glendora Avenue, would not be a part of the parcel merger and would remain on its own legal parcel as it is physically separated from the parcels to be merged by a public alleyway. With approval of the parcel map, which is the appropriate land consolidation action allowed pursuant the to the California Subdivision Map Act, the project site acreage would remain at 1.62 acres and would be comprised of a new 1.45-acre merged parcel and the existing 0.17-acre parcel. Pursuant to the Glendora Municipal Code, properties upon which church uses are located require a minimum lot size of one acre. Therefore, Project development would be consistent with this standard as the new merged parcel would total 1.45 acres. Additionally, the entire 1.62-acre project site would continue to be under a single ownership, Cornerstone Bible Church.

1.5.10.5 DEVELOPMENT PLAN REVIEW

The Project requires a Development Plan Review per Section 21.02.040 (Development Plan Review) of the Glendora Municipal Code. Per the provision of these sections, approval of a Development Plan Review is required to allow the construction of non-residential buildings greater than 5,000 square feet, as well as for

review and approval of a PR zone. Section 21.02.040 provides procedures whereby development plans can be reviewed by the City to ensure orderly development, aesthetic design, safe and harmonious placement and to:

1. Prevent or minimize adverse impacts on property in the vicinity.
2. Implement the general plan and applicable specific plans.
3. Protect the public health, safety, and welfare.
4. Site structures and other improvements in a manner that is in harmony with the terrain and existing developments in the vicinity.
5. Encourage and promote energy-efficient design.

1.5.11 Non-Discretionary/Ministerial Actions and Approvals

Following is a list of the non-discretionary/ministerial actions and approvals required for Project implementation.

- Approval and issuance of demolition, grading and building construction permits.
- Approval and issuance of tree removal permit (pending decision by City arborist)
- Approvals for water, sewer, and storm drain infrastructure improvements needed (if any) in the public right-of-way.
- Approval of any roadway improvements and closures (if any) needed to implement the improvements.
- Approval and issuance of a certificate of occupancy.

1.5.12 Incorporation by Reference

The information in this Initial Study is based, in part, on the following documents that include the project site or provide information addressing the general project area or use:

- **Glendora General Plan/Community Plan 2025.** The General Plan is a policy document designed to provide long-range guidance and direction for decisions affecting the future character of Glendora. It represents the blueprint and official statement of the community's physical development as well as its economic, social, and environmental goals. The General Plan was used throughout this Initial Study as the fundamental planning document governing development on the project site.
- **Glendora Zoning Ordinance.** The Glendora Zoning Ordinance (Title 21 of the Glendora Municipal Code), which is the regulating tool that the City uses to implement the General Plan, establishes the basic regulations under which land in the City is developed and utilized. This includes but is not limited to regulations and controls for the design and improvement of development sites, allowable uses, building setback and height requirements, and other development standards. The basic intent of the ordinance is to

promote and protect the public health, safety, convenience, and welfare of present and future citizens of Glendora. The Glendora Zoning Ordinance was used throughout this Initial Study as the fundamental regulatory document governing development on the project site.

1. Introduction

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2. Environmental Checklist

2.1 PROJECT INFORMATION

1. **Project Title:** Cornerstone Bible Church Expansion

2. **Lead Agency:**
   City of Glendora
   Community Development Department
   Planning Division
   116 East Foothill Boulevard
   Glendora, California 91741

3. **Contact Person and Phone Number:**
   Mark Carnahan, City Planner
   626.914.8253

4. **Project Location:**
   The project site, which comprises six parcels, includes addresses 400 and 420 N. Glendora Avenue; 117, 125, 127, and 131 E. Whitcomb Avenue; and 415 N. Vista Bonita Avenue. The project is bounded by E. Whitcomb Avenue to the south, N. Vista Bonita Avenue to the east, N. Glendora Avenue to the west, and partially by a public alley to the north.

5. **Project Sponsor's Name and Address:**
   Cornerstone Bible Church
   400 N. Glendora Avenue
   Glendora, CA 91741

6. **General Plan Designation:** Medium/High Density Residential and Low/Medium Density Residential

7. **Zoning:** Restricted Multiple-Family (R-2) and Single-Family Residential (R-1)

8. **Description of Project:**
   The City is considering an application to permit the expansion of and improvements to the Cornerstone Bible Church. The proposed project, which would be developed in two phases, includes the construction of a new 18,760 square-foot worship center building with a ground-floor sanctuary and subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices Other Project elements include a new parking lot, new storage building, and new children's playground area. The sanctuary of the new worship center would accommodate 350 persons. The project also includes various hardscape and landscape improvements.

2. Environmental Checklist

9. Surrounding Land Uses and Setting:
The project site is in a predominantly single-family residential neighborhood. The project site is immediately bordered by single-family homes, the Glendora Women's Club and an alley to the north, single-family homes to the east and west, and a real estate business and single-family homes to the south.

10. Other Public Agencies Whose Approval Is Required (e.g., permits, financing approval, or participating agreement):
Los Angeles County Fire Department

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

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

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

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

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

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

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

Mark Carlos — 8/15/23

Signature — *Date*

City Planner, City of Glendora

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

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

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

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063I(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

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

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

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

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

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

9. The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
III. 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?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X
VII. 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.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
IX. 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?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
X. 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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) result in a substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XIII. 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?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
XIV. 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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
XV. PUBLIC SERVICES. Would the project:				
a) 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?			X	
Police protection?			X	
Schools?			X	
Parks?				X
Other public facilities?				X
XVI. 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?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X
XVIII. TRIBAL CULTURAL RESOURCES.				
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			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivisil(c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivIon (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		
XIX. 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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
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?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
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?		X		
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?		X		
c) 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.)			X	
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

2. Environmental Checklist

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3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

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

Less Than Significant Impact. For purposes of determining significance under CEQA, a scenic vista is generally considered a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. Vistas provide visual access or panoramic views to a large geographic area and are generally located at a point where surrounding views are greater than one mile away. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, a large open space area, the ocean, or other water bodies. A substantial adverse effect to a scenic vista is one that degrades the view from such a designated view spot.

Parts of Glendora are considered scenic, including undeveloped hillsides, open spaces, and ridgelines of the San Gabriel Mountains in the City's northern boundary and beyond, which provide a backdrop to the City's urban environment. The foothills of the San Gabriel Mountains are approximately 0.7 mile north of the project site. Because of their proximity and substantial height (up to 10,000 feet above mean sea level), views of these mountains are prominent from many vantage points in the City. Views are most prominent from certain roadways and in certain locations from places of work and residences.

Partial views of the San Gabriel Mountains are available to private residences to the south and to motorists and passersby traveling east-west on E. Whitcomb Avenue, which forms the project site's southern boundary. However, existing views of these mountains are fragmented due to existing buildings, structures, streetlight poles and mature trees along the entire stretch of the project site's southern boundary. Placement of the new two-story worship center building would be visible to private properties south of the project site and to motorists and passersby traveling east-west on E Whitcomb Avenue. The building would partially obstruct northward views of the San Gabriel Mountains from the roadway and from certain private properties to the south. However, the additional visual obstruction would be minimal due to the already fragmented nature of northward scenic views of these mountains. The Project would also not affect any unobstructed expansive or panoramic views of the mountains, as no such views currently exist. Views from private properties are also not protected by the Glendora General Plan or Municipal Code.

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Partial views of the San Gabriel Mountains are also available to motorists and passersby traveling north on Glendora and N. Vista Bonita Avenues, which form the project's western and eastern site boundaries, respectively. However, public views of these mountains from the north-south-oriented Glendora and N. Vista Bonita Avenues would not be affected. The Project would not introduce visual obstructions that would affect motorists or passersby traveling north on these roadways, as the project site is on the east side of N. Glendora Avenue and on the west side of N. Vista Bonita Avenue, and views of the mountains from these roadways are to the north.

Furthermore, the project site and areas immediately surrounding the site are in a highly urbanized area of the City and are developed with mainly residential uses that do not exhibit any significant visual resources or scenic vistas. Also, according to Exhibit OSR-1 (Open Space and Recreational Facilities Map) of the City's General Plan Open Space and Recreation Element, there are no designated open space resources onsite or in the vicinity of the project site, a designation typically used to determine the value of certain public vistas in order to gauge adverse effects.

Based on the preceding, impacts to scenic vistas would be less than significant and no mitigation measures are necessary.

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

No Impact. Scenic highways are a unique component of the regions circulation system as they traverse areas of scenic or aesthetic value. Per Caltrans, a highway may be designated as scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view (Caltrans 2021).

The project site is in a highly urbanized area of the City and is not on or near a state-designated or -eligible scenic highway, as designated on the California Scenic Highway Mapping System of the California Department of Transportation (Caltrans 2021). In fact, no highways within the City are eligible or officially designated state scenic highways. Additionally, the project site is not visible from the nearest state-designated scenic highway (State Route 2), which is over 10 miles to the northwest in the San Gabriel Mountains. Furthermore, the project site does not contain unique or locally important scenic resources, and there are no rock outcroppings onsite. Therefore, no impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refers to the identification of visual resources and their quality, as well as an overall visual perception of the environment. A project is generally considered to have a significant aesthetic impact if it substantially changes the character or quality of the project site such that the site becomes visually incompatible with or visually unexpected in its surroundings.

The project site is in an urbanized area of Glendora that is characterized by flat topography and urban development. The topography of the site is relatively flat (1-2 percent in grade change) and generally slopes from north to south and east to west. Existing land uses and conditions of the project site and surrounding area are depicted in Figure 3, *Aerial Photograph*. As shown in Figure 3, the project site is developed with an existing church and six former single-family residential structures with accessory buildings and two modular buildings. The project site is in a predominantly single-family residential neighborhood, which is characterized by one- to two-story homes. Non-residential uses are dispersed within the neighborhood, including a real estate business to the south of the project site and the Glendora Women's Club to the north.

Following is a discussion of the potential impact to the visual character or quality of the project site and its surroundings resulting from the construction and operational phases of the Project.

Project Construction Phase

Project implementation would result in construction activities that would temporarily change the visual character of the project site and its surroundings. Construction activities would involve site clearing, demolition, grading, building, and site improvements. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a generally "disturbed site," which may be perceived by some as a visual impact.

However, these effects would be typical of any site in the City that undergoes development or redevelopment. Project development would involve demolition, clearing, grading and earthwork, and construction activities. Overall construction is estimated to take approximately 14 months, starting approximately in early 2024 for Phase One (with a duration of 7 months) and late 2025 for Phase Two (with a duration of 7 months). Construction activities may be unsightly during the site preparation and construction phases; however, they would be temporary and would cease upon completion. Also, construction fencing would be erected to help shield the construction areas and would also be temporary. Specifically, the typical fencing to be provided (i.e., chain-link fencing with mesh fabric or similar screening material) would screen offsite views of the construction site, including the screening of stockpiles, graded areas, construction equipment, and building materials.

Therefore, Project-related construction activities would not have a significant effect on the existing visual character or quality of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant and no mitigation measures are necessary.

Project Operation Phase

As noted above, the project site is developed with an existing church and six former single-family residential structures with accessory buildings and two modular buildings. Other existing site features and improvements include exterior lighting (i.e., wall-mounted light fixtures) for the various buildings and other areas onsite; a small playground area; metal storage sheds; various driveways; a surface parking area and drive aisle; a partially-enclosed trash enclosure with a single bin; block walls, chain-link fencing, and wooden fences throughout; and various hardscape and landscape improvements. The project site is in a predominantly single-family residential neighborhood, which is characterized by one- to two-story homes. Non-residential uses are dispersed within

3. Environmental Analysis

the neighborhood, including a real estate business to the south of the project site and the Glendora Women's Club to the north (see Figure 3, *Aerial Photograph*).

Figure 5, *Conceptual Site and Landscape Plan*, illustrates the overall site design of the campus under the Project. The Project, which would be developed in two phases, includes the construction of a new 18,760 square-foot worship center building with a ground-floor sanctuary and subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices Other Project elements include a new parking lot, new storage building, and new children's playground area. The project also includes various hardscape and landscape improvements.

Project implementation includes demolition of four of the six existing former single-family residential structures and accessory buildings onsite, demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout. The existing two-story stone-façade church building, which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses. The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue would also remain due to its local historic significance and would be repurposed for other church uses. Additionally, no modifications or improvements are proposed to the single-story residential structure in the northwestern end of the project site on N. Glendora Avenue.

Figure 5 and Figures 6a to 6c, *Conceptual Renderings*, demonstrate how Project implementation would help create a more unified and harmonious church campus and how the Project would help compliment and blend in with (and not detract from) the surrounding residential neighborhoods. For example, and as illustrated in Figures 5 and 6, placement of the new two-story worship center building behind the existing two-story stone-façade worship center building and the setback distance from the N. Glendora Avenue street frontage would help ensure that the buildings massing and height would not be intrusive to the surrounding residential uses and would not detract from the N. Glendora Avenue or E. Whitcomb Avenue street scenes. Its design (one level above grade and one subterranean level) would help reduce the overall height of the proposed building as seen from surrounding properties and roadways and would be complimentary to the height (two stories) of the existing worship center building. Entrance to the new worship center building would be on the southwestern side of the building, which faces a proposed courtyard and the backside of the existing worship center building.

Additionally, the single-story storage building proposed in the northeastern end of the project site would be designed and constructed to appear as a craftsman-style residential home in order to retain the visual community neighborhood character and residential feel of its surroundings. Furthermore, the proposed surface parking areas would be provided internally to the project site (in the eastern portion) and in a manner that would not impair the visual character of the surrounding neighborhoods. As illustrated in Figures 5 and 6, the parking areas would be shielded or buffered from offsite views via placement of existing and proposed buildings and through a well-designed landscape plan that includes existing and proposed shrubs and trees.

The design elements/features of the proposed church and storage building would be complimentary to and not detract from those of the existing church building onsite or the residential uses surrounding the project site. While the Project establishes its own character, particularly with regard to architectural style and aesthetic

design, its integration into the surrounding neighborhood is evidenced through compatible colors and materials and quality design. The new church and storage building's design helps establish a visual connection and neighborhood identity while also relating to the existing church building onsite. The design of the new church building is also unique due to its identity as a religious use and expresses its uniqueness through its architectural style. Additionally, Project implementation would provide similar and compatible uses to the existing uses onsite and with those surrounding the project site.

Overall, Project development would enhance and strengthen the visual character of the project site and its surroundings through new architecture, landscaping, hardscape, and other improvements onsite and along the project site's street frontages. The proposed architectural and landscape elements and design (which includes a subterranean basement level for the new church building) would ensure that development of the Project is not detrimental to the visual character or quality of the surrounding area or uses. The building masses, landscaping, and various hardscape and landscape improvements proposed throughout the project site would be designed to create a sense of cohesiveness on- and offsite and along the project site boundaries. Although newer than that of the surrounding area and uses, the proposed buildings, landscaping and site improvements would complement and not detract from the visual character of the site or surrounding area.

Based on the preceding, Project development would not substantially degrade the visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. Lighting effects are associated with the use of artificial light during the evening hours. There are two primary sources of light: light emanating from building interiors passing through windows and openings, and light from exterior sources (i.e., street lighting, architectural building illumination, security lighting, parking lot lighting, landscape lighting, and signage). Excessive light and/or glare can impair vision, cause a nuisance, affect sleep patterns, and generate safety hazards when experienced by drivers. Uses such as residences, elderly care facilities, schools, and hotels are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill or trespass are considered a nuisance and are typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on surfaces of buildings or objects, including highly polished surfaces such as glass windows or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation experienced by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior façades largely or entirely composed of highly reflective glass. Daytime glare can also be generated by light reflecting off passing or parked cars. Glare can also be produced during evening and nighttime hours by the

reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the day and year. Excessive glare not only impedes visibility, but also increases the ambient heat reflectivity in a given area. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

As shown in Figure 3, *Aerial Photograph*, the project site is developed with an existing church and six former single-family residential structures with accessory buildings and two modular buildings. There are existing light sources onsite (i.e., interior building lighting and exterior light fixtures) that generate nighttime lighting and glare. Additionally, there are numerous sources of light and glare surrounding the project site, including from residences and streetlights.

Following is a discussion of the potential day- and nighttime light and glare impacts in the project area resulting from the construction and operational phases of the Project.

Project Construction Phase

Project construction would be limited to daytime hours, and nighttime lighting would not be required until the Project is operational. Therefore, no short-term construction-related impacts associated with light and glare would occur. Impacts would be less than significant and no mitigation measures are necessary.

Project Operation Phase

Daytime Glare

The Project includes building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. For example, the architectural treatments of the proposed worship center and storage buildings would include building materials such as pre-cast stone veneer and painted walls, glazing (glass windows and doors), and other decorative elements (see building elevations and renderings in Figures 6a to 6c, *Conceptual Renderings*). With the exception of the glass windows and doors, the building materials and architectural treatments are nonreflective and would therefore not create substantial day or nighttime glare. Compared to the amount of nonreflective building materials, the use of glazing is limited (would make up less than five percent of the building façades).

Therefore, daytime glare impacts from Project-related architectural treatments and building materials would be less than significant and no mitigation measures are necessary.

Nighttime Lighting and Glare

Under existing conditions, the project site is developed with an existing church and six former single-family residential structures with accessory buildings and two modular buildings. Existing sources of nighttime lighting and glare from the site include indoor building lighting for the church and residential structures, exterior wall-mounted lighting fixtures throughout the site, and parking area lighting.

Project development would introduce new sources of artificial light to the project site and surrounding area. Nighttime site lighting would consist of exterior building-mounted light fixtures; interior lighting for the new

buildings; lighting for pedestrian walkways and common gathering areas; ground-mounted decorative lighting for landscape and architectural features; lighting for the new parking area and drive aisles; and security lighting. These new sources of artificial lighting have the potential to increase nighttime light and glare in the project area, as well as create offsite light spill or trespass that could result in a nuisance. Nighttime lighting and glare from the project site would be visible from the surrounding roadways and residential and nonresidential land uses.

Although Project development would introduce new light sources to the project site and surrounding area, the proposed light sources would be similar to the light sources of the existing uses onsite and to those of the surrounding residential and nonresidential uses. Existing nighttime lighting also emanates from streetlights along N. Glendora Avenue, E. Whitcomb Avenue, and N. Vista Bonita Avenue. Considering the existing sources of lighting onsite and in the surrounding vicinity, the amount and intensity of nighttime lighting proposed onsite would not be substantially greater than existing lighting. It is unlikely that conventional lighting and illuminated operations under the Project would discernibly, much less adversely, affect ambient light conditions.

Additionally, as shown in Figure 5, *Conceptual Site and Landscape Plan*, the proposed landscape plan calls for the planting of in and around the project site perimeter. The proposed trees would help shield some of the lighting that would emanate from the project site.

Furthermore, Section 21.03.020 (Off-Street Parking and Loading) of the Glendora Municipal Code outlines lighting standards for off-street parking. Any proposed parking area lighting would be required to be designed, arranged, installed, directed, shielded, and maintained in such a manner as to contain direct illumination onsite and prevent light and glare impacts offsite in accordance with the provisions of Section 21.03.020, thereby preventing excess illumination and light spillover onto adjoining land uses and/or roadways.

Finally, Project development would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations, which outlines mandatory provisions for lighting control devices and luminaires. For example, the Project's exterior lighting sources would be required to be installed in accordance with the provisions of Section 110.9 (Mandatory Requirements for Lighting Control Devices and Systems, Ballasts, and Luminaires).

Compliance with the lighting provisions of the Glendora Municipal Code and Title 24 would ensure that the Project does not result in significant light impacts. Compliance with these provisions is ensured through the City's development review and building plan check process.

Based on the preceding, operational nighttime light and glare impacts related to the Project would be less than significant and no mitigation measures are necessary.

3.2 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 Dept. 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?

No Impact. The project site is not mapped as farmland. According to the California Department of Conservation Important Farmland Map, the project site is designated as "Urban and Built-Up Land" (DOC 2016). Urban and Built-Up Land is not suitable for grazing or crop production. Additionally, the project site is not in agricultural use, and in a highly urbanized area of the City. There is also no evidence to indicate that the project site was ever utilized for agricultural operations based on the review of historical sources (e.g., aerial photographs and topographic maps). Therefore, project development would not convert mapped farmland to nonagricultural use. No impact would occur and no mitigation measures are necessary.

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

No Impact. The project site is not zoned for agricultural use—the site is zoned R-2 (Restricted Multiple-Family Residential) and R-1 (Single-Family Residential). The site's zoning designations do not permit agricultural uses. The project site is also in a highly urbanized area of the City—it does not contain farmland or other agricultural uses and is not adjacent to or in proximity of such uses. Further, the project site is not subject to a Williamson Act contract1 (DOC 2018). Therefore, project implementation would not conflict with zoning for agricultural uses or a Williamson Act contract. Accordingly, no impact would occur and no mitigation measures are necessary.

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

No Impact. Forest land is defined 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 or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (California Public Resources Code § 12220[g]). Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees" (California Public Resources Code § 4526).

As shown in Figure 3, *Aerial Photograph*, the project site is developed with a church and various support and accessory structures. Therefore, the project site does not meet the definition of lands designated as forestland or timberland as defined by PRC Sections 12220(g), 4526, and 51104(g). Additionally, the project site is not designated or zoned for forest or timber land or used for forestry. As stated above, the site is zoned R-2

[1] Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value.

(Restricted Multiple-Family Residential) and R-1 (Single-Family Residential). Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. See response to Section 3.2.c, above. As substantiated in this section, no impact would occur and no mitigation measures are necessary.

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

No Impact. See responses to Section's 3.2.a, b, and c, above. As substantiated in these sections, no impact would occur and no mitigation measures are necessary.

3.3 AIR QUALITY

This section addresses the impacts of the Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2017a).

Furthermore, the South Coast AQMD has identified regional thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including VOC, CO, NO_x, SO_X, PM_{10}, and $PM_{2.5}$. Development projects below the regional significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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?

Less Than Significant Impact. South Coast AQMD adopted the 2016 Air Quality Management Plan (AQMP) on March 3, 2017. Regional growth projections are used by South Coast AQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the

3. Environmental Analysis

Southern California Association of Governments (SCAG) and are partially based on land use designations included in city/county general plans. Typically, only large, regionally significant projects have the potential to affect regional growth projections. In addition, the consistency analysis is generally only required in connection with the adoption of general plans, specific plans, and significant projects.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in South Coast AQMD's AQMP. Due to the demand for an increase in religions services within the community, the Project would result in construction of a new church building with a ground-floor sanctuary and a subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices (approximately 18,760 square feet). As discussed in Section 3.14, *Population and Housing*, the Project would not directly or indirectly induce population growth in the area. Institutions such as churches are developed in response to population growth in an area and do not cause population growth. Therefore, Project development would not affect SCAG's forecast growth projections for the City. Additionally, as demonstrated in Section 3.3.b, the regional emissions that would be generated by the Project's operational phase would be less than the South Coast AQMD emissions thresholds and would therefore not be considered by South Coast AQMD to be a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Therefore, Project development would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. The following describes Project-related impacts from regional short-term construction activities and regional long-term operation.

Regional Short-Term Construction Impacts

Project-related construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust from off-road diesel-powered construction equipment; 2) dust generated by construction activities; 3) exhaust from on-road vehicles; and 4) off-gassing of volatile organic compounds (VOCs) from paints and asphalt.

As described in Section 1.4.9, *Project Phasing and Construction*, construction activities associated with the Project would be conducted in two construction phases. Overall construction is estimated to take approximately 14 months, starting approximately in early 2024 for Phase One (with a duration of 7 months) and late 2025 for Phase Two (with a duration of 7 months). However, the timeframes that were used for the construction-related air quality impacts were from approximately October 2022 to April 2023 for Phase 1 and January 2025 to August 2025 for Phase 2; these timeframes are from a previous construction schedule provided by the project applicant. Therefore, construction-related emissions provided herein are based on the previous construction schedule with an earlier project horizon.

Phase 1 construction activities are anticipated to disturb 0.59-acre on the eastern portion of the project site and would involve demolition of four of the six former single-family residential structures and subsequent

construction of the single-story storage building, parking lot, landscaping, and building modernization of the existing two-story residential use for church use. Phase 1 construction activities would require up to 500 cubic yards of soil haul. Phase 2 construction activities are anticipated to disturb 0.51-acres on the western portion of the site and would involve construction of a new church building (with basement), children's playground area, parking lot and landscaping. Phase 1 construction activities would require up to 5,000 cubic yards of soil export.

Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2020.4, and are based on the preliminary construction duration provided by the project applicant and default equipment mix. Construction emissions modeling for Phases 1 and 2 of the Project are shown in Table's 4 and 5. The tables demonstrate that the maximum daily emissions for NO_x, CO, SO_2, PM_{10}, and $PM_{2.5}$ from construction-related activities of both phases would be less than their respective South Coast AQMD regional significance threshold values. Therefore, short-term construction related impacts would be less than significant and no mitigation measures are necessary.

Table 4 Maximum Daily Regional Construction Emissions: Phase 1

Construction Phase 1	Pollutants (lbs/day)[1, 2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2022[3]						
Asphalt & Building Demolition	1	7	8	<1	<1	<1
Building/Asphalt Demolition & Building/Asphalt Demo Haul	1	8	8	<1	1	1
Site Preparation	1	7	4	<1	1	<1
Rough Grading	1	12	6	<1	3	2
Rough Grading and Utility trenching	1	14	10	<1	3	2
Rough Grading and Rough Grading Soil haul, Utility Trenching, and Building Construction	2	31	20	<1	5	2
Rough Grading and Building Construction	2	19	14	<1	3	2
Fine Grading and Building Construction	2	19	14	<1	3	2
Building Construction	1	7	8	<1	1	<1
Year 2023[3]						
Building Construction	1	7	8	<1	<1	<1
Building Construction, Architectural Coating, and Finishing/Landscaping	8	9	13	<1	1	<1
Architectural Coating and Finishing/Landscaping	7	3	5	<1	<1	<1
Finishing/Landscaping and Paving	2	7	11	<1	1	<1
Paving	2	6	8	<1	<1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	8	31	20	<1	5	2
South Coast AQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.
Notes: lbs/day = pounds per day
1 Based on the preliminary information provided by the applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

3. Environmental Analysis

Table 4 Maximum Daily Regional Construction Emissions: Phase 1

	Pollutants (lbs/day)[1, 2]					
Construction Phase 1	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$

2 Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

3. It should be noted that the dates noted here are from a previous construction schedule provided by the project applicant. Therefore, construction-related emissions provided in this table are based on the previous construction schedule with an earlier project horizon. As a result, emissions shown in the table are conservative because equipment exhaust emissions rates are higher in earlier years as a result of turnover of older equipment and replacement with newer equipment that meets higher emission tiers.

Table 5 Maximum Daily Regional Construction Emissions: Phase 2

	Pollutants (lbs/day)[1, 2]					
Construction Phase 2	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 2025						
Modular Building Removal	1	7	4	<1	<1	<1
Modular Building Removal, Asphalt Demolition, Asphalt Demolition Debris Haul	1	14	12	<1	2	1
Asphalt Demolition, Asphalt Demolition Debris Haul	1	6	8	<1	1	0
Site Preparation	0	5	4	<1	0	0
Rough Grading	1	9	6	<1	3	1
Rough Grading, Utility Trenching	1	10	9	<1	3	2
Rough Grading, Rough Grading Soil Haul, Utility Trenching	1	21	12	<1	4	2
Utility Trenching	0	1	3	<1	<1	<1
Utility trenching, Church Building Construction	1	7	11	<1	<1	<1
Church Building Construction	1	6	8	<1	<1	<1
Church Building Construction, Finishing/Landscaping	1	7	11	<1	<1	<1
Church Building Construction, Finishing/Landscaping, Fine Grading	2	16	17	<1	3	2
Church Building Construction, Fine grading	1	15	13	<1	3	2
Church Building Construction, Fine grading, Paving, Architectural Coating	28	21	23	<1	4	2
Church Building Construction, Paving, Architectural Coating	28	12	17	<1	1	1
Church building construction, Architectural Coating	27	7	9	<1	<1	<1
Maximum Daily Construction Emissions						
Maximum Daily Emissions	28	21	23	0	4	2
South Coast AQMD Regional Construction Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.

Notes: lbs/day = pounds per day

[1] Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast AQMD of construction equipment.

[2] Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Long-Term Operation-Related Air Quality Impact

Typical long-term air pollutant emissions are generated by area sources (e.g., landscape fuel use, aerosols, architectural coatings, and asphalt pavement), energy use (natural gas), and mobile sources (i.e., on-road vehicles). The Project would result in the development of a new church building with a ground-floor sanctuary and a subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices (approximately 18,760 square feet). Other Project elements include a new parking lot, new storage building, and children's playground area. As noted in Section 3.17, *Transportation*, the Project would generate a net increase of 108 weekday trips and a net increase of 265 weekend trips as a result of expansion of the church facilities. The proposed buildings would, at minimum, be designed and built to meet the 2019 Building Energy Efficiency Standards and the 2019 California Green Building Standards Code (CALGreen). As shown in Table 6, it is anticipated that Project operation would result in overall minimal emissions and would not exceed the South Coast AQMD regional operation-phase significance thresholds. Therefore, impacts to the regional air quality associated with operation of the project would be less than significant and no mitigation measures are necessary.

Table 6 Maximum Daily Regional Operation Emissions

Source	Maximum Daily Emissions (lbs/Day)					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Max Daily Emissions						
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	<1	<1	4	<1	1	<1
Total	**1**	**<1**	**5**	**<1**	**1**	**<1**
South Coast AQMD Regional Operational Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2020.4.
Notes: lbs = pounds. Highest winter or summer emissions are reported.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The Project could expose sensitive receptors to elevated pollutant concentrations if it causes or significantly contributes to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest sensitive receptors to the project site are residences on all sides of the project site, as shown in Figure 3, *Aerial Photograph*.

3. Environmental Analysis

Air pollutant emissions generated by construction activities would cause temporary increases in air pollutant concentrations. Table's 7 and 8 demonstrate that the maximum daily construction emissions (pounds per day) for Phase's 1 and 2 construction activities, respectively, for NO_x, CO, PM_{10}, and $PM_{2.5}$ construction emissions would be less than their respective South Coast AQMD screening-level LSTs. Therefore, air quality impacts from Project-related construction activities would be less than significant and no mitigation measures are necessary.

Table 7 Localized Construction Emissions: Phase 1

Construction Activity	Pollutants(lbs/day)[1]			
	NO_X	CO	PM_{10}[1]	$PM_{2.5}$[1]
South Coast AQMD ≤1.00 Acre LST	**89**	**623**	**5.00**	**3.00**
Asphalt & Building Demolition	6	7	0.34	0.32
Building/Asphalt Demolition & Building/Asphalt Demo Haul	6	7	1.12	0.44
Site Preparation	7	4	0.48	0.26
Rough Grading	12	6	2.79	1.57
Rough Grading and Utility trenching	14	9	2.87	1.65
Rough Grading and Rough Grading Soil haul, Utility Trenching, and Building Construction	21	16	3.27	2.00
Rough Grading and Building Construction	19	13	3.16	1.92
Fine Grading and Building Construction	19	13	3.16	1.92
Building Construction 2022[3]	7	7	0.37	0.34
Building Construction 2023[3]	6	7	0.32	0.29
Building Construction, Architectural Coating, and Finishing/Landscaping	9	12	0.47	0.44
Architectural Coating and Finishing/Landscaping	3	5	0.15	0.14
Finishing/Landscaping and Paving	7	10	0.34	0.32
Paving	6	7	0.26	0.25
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2020.4. South Coast AQMD 2008, 2011.

Notes: lbs/day = pounds per day. In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment are included in the analysis. Screening level LSTs are based on an 82 ft receptor in SRA 9.

1 Where specific information for project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.

2 Includes fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

3 It should be noted that the dates noted here are from a previous construction schedule provided by the project applicant. Therefore, construction-related emissions provided in this table are based on the previous construction schedule with an earlier project horizon. As a result, emissions shown in the table are conservative because equipment exhaust emissions rates are higher in earlier years as a result of turnover of older equipment and replacement with newer equipment that meets higher emission tiers.

Table 8 Localized Construction Emissions: Phase 2

Construction Activity	Pollutants(lbs/day)[1]			
	NO_X	CO	PM_{10}[2]	$PM_{2.5}$[2]
South Coast AQMD ≤1.00 Acre LST	**89**	**623**	**5.00**	**3.00**
Modular Building Removal	6	3	0.27	0.25
Modular Building Removal, Asphalt Demolition, Asphalt Demolition Debris Haul	11	11	1.18	0.55
Asphalt Demolition, Asphalt Demolition Debris Haul	5	7	0.91	0.31
Site Preparation	5	4	0.39	0.18
Rough Grading	9	5	2.62	1.42
Rough Grading, Utility Trenching	10	9	2.68	1.47
Rough Grading, Rough Grading Soil Haul, Utility Trenching	10	9	2.71	1.48
Utility Trenching	1	3	0.06	0.06
Utility trenching, Church Building Construction	7	10	0.30	0.28
Church Building Construction	5	7	0.24	0.22
Church Building Construction, Finishing/Landscaping	7	10	0.30	0.28
Church Building Construction, Finishing/Landscaping, Fine Grading	15	16	2.92	1.70
Church Building Construction, Fine grading	14	12	2.86	1.64
Church Building Construction, Fine grading, Paving, Architectural Coating	20	21	3.13	1.90
Church Building Construction, Paving, Architectural Coating	12	16	0.51	0.48
Church building construction, Architectural Coating	7	9	0.29	0.27
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2020.4. South Coast AQMD 2008, 2011.

Notes: lbs/day = pounds per day. In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment are included in the analysis. Screening level LSTs are based on an 82 ft receptor in SRA 9.

[1] Where specific information for project-related construction activities or processes was not available modeling was based on CalEEMod defaults. These defaults are based on construction surveys conducted by the South Coast AQMD.

[2] Includes fugitive dust control measures required by South Coast AQMD under Rule 403, such as watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

Construction Health Risk

Emissions from construction equipment primarily consist of diesel particulate matter (DPM). In 2015, the Office of Environmental Health Hazards Assessment (OEHHA) adopted guidance for preparation of health risk assessments, which included the development of a cancer risk factor and non-cancer chronic reference exposure level for DPM over a 30-year time frame (OEHHA 2015). Currently, South Coast AQMD does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. The Project is anticipated to be completed in approximately seven months for construction of Phase 1 and seven months for construction of Phase 2, which would limit the exposure to on- and offsite receptors. Furthermore, construction activities would not generate onsite exhaust emissions that would exceed the screening-level construction LSTs as demonstrated in Table's 7 and 8, above. Therefore, construction emissions would not

pose a health risk to on- and offsite receptors. Project-related construction health impacts would be less than significant and no mitigation measures are necessary.

Operation LSTs

Operation of the Project would not generate substantial emissions from onsite stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions include industrial land uses, such as chemical processing and warehousing operations where truck idling would occur onsite and would require a permit from South Coast AQMD. The Project does not fall within these categories of uses. While operation of the new buildings would include standard onsite mechanical equipment such as heating, ventilation, and air conditioning, air pollutant emissions would be nominal. Therefore, localized air quality impacts related to operation-related emissions would be less than significant and no mitigation measures are necessary.

Carbon Monoxide Hotspots

Vehicle congestion has the potential to create pockets of CO called hotspots. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles are backed-up and idle for longer periods and are subject to reduced speeds. These pockets could exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2017). Based on the trip generation analysis conducted for the project, the Project's weekday 14 PM peak hour additional vehicle trips and Sunday 265 peak hour additional vehicles trips (EPD 2021) would be minimal compared to the AAQS screening levels. The project would not substantially increase CO hotspots at intersections. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. Project development would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to South Coast AQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Project involves construction of a church use and would not fall within the objectionable odors land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be low in concentration, temporary, and would not affect a substantial number of people. Therefore, odor impacts would be less than significant and no mitigation measures are necessary.

3.4 BIOLOGICAL RESOURCES

The analysis in this section is based in part on the following technical studies, included as Appendix B to this Initial Study:

- *Tree Survey and Arborist Report*, Golden State Land & Tree Assessment, June 2021.

Would the project:

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

No Impact. Sensitive biological resources are habitats[2] or individual species that have special recognition by federal, state, or local conservation agencies and organizations as endangered, threatened, or rare. Project implementation would not have a substantial adverse effect, either directly or through habitat modifications, on any plant or wildlife 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 United States Fish and Wildlife Service. No native undisturbed suitable habitat, soils or sensitive plant/wildlife species exist on or in the vicinity of the project site. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is fully developed. The site is surrounded by mainly residential uses with some scattered office uses. Therefore, no impact would occur and no mitigation measures are necessary.

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 U.S. Fish and Wildlife Service?

No Impact. Sensitive natural communities are communities that are considered rare in the region by regulatory agencies; known to provide habitat for sensitive animal or plant species; or known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams. No riparian habitat or other sensitive natural community exists on or in the vicinity of the project site. As shown in Figure 3, the project site is in a highly urbanized area of the City and is fully developed. The site is surrounded by mainly

[2] Per the California Department of Fish and Wildlife, habitat is where a given plant or animal species meets its requirements for food, cover, and water in both space and time (CDFW 2015).

residential uses with some scattered office uses. Therefore, no impact would occur and no mitigation measures are necessary.

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?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as streams, swamps, marshes, and bogs. No wetlands regulated by the US Army Corps of Engineers (Corps), California Department of Fish and Wildlife, or Santa Ana Regional Water Quality Control Board exist on, adjacent to, or within proximity of the project site (USFWS 2021a). Therefore, no impact would occur and no mitigation measures are necessary.

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?

Less Than Significant Impact With Mitigation Incorporated. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is mainly surrounded by residential development. The project site and its surroundings are built out and do not provide habitat for the movement of any native resident or migratory fish or wildlife species. Although the project site may provide some habitat for limited wildlife movement and live-in habitat—particularly for reptile and avian species and small to medium mammals that are adapted to urban settings—the project site does not function as a wildlife corridor. Additionally, the site and environs have not been identified or designated as a wildlife corridor.

However, a number of trees that occur on the project site (see Figure 3) would be removed under the Project. The trees may provide suitable habitat, including nesting habitat, for migratory birds under the federal Migratory Bird Treaty Act (MBTA) and Section 3513 et seq, of the California Fish and Game Code. Section 3513 provides protection to the birds listed under the MBTA, essentially all native birds. Additionally, Section 3503 of the code makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird.

Project construction could result in direct and/or indirect impacts to nesting birds, including the loss of nests, eggs, and fledglings if ground-disturbing activities occur during the nesting season (generally February 1 through August 31). Construction activities during this time may result in reduced reproductive success and may violate the MBTA and California Fish and Game Codes 3503 and 3513. If construction (including any ground-disturbing activities) occurs during the nesting season, a nesting bird survey must be conducted by a qualified biologist prior to grading activities, as outlined in Mitigation Measure BIO-1. If nesting birds are observed within or adjacent to the construction activities, avoidance of active bird nests should occur as determined by the qualified biologist to ensure compliance with these regulations.

Adherence to the MBTA regulations and implementation of Mitigation Measure BIO-1 would ensure that if construction activities occur during the breeding season, appropriate measures would be taken to avoid impacts

to nesting birds, if any are encountered. Compliance with the MBTA requirements and Mitigation Measure BIO-1 would be ensured through the City's development review process. Therefore, impacts would be reduced to a level of less than significant.

A qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to initiating ground disturbance activities.

Mitigation Measures

BIO-1 To avoid impacts to nesting birds within or adjacent to the project site and to comply with the California Department of Fish and Game Codes 3503 and 3513 and Migratory Bird Treaty Act, any site clearing and ground-disturbing activities should occur between the non-nesting (or non-breeding) season for birds (generally, September 1 to January 31). If this avoidance schedule is not feasible and trees have not been removed, prior to the commencement of any proposed actions (e.g., site clearing, demolition, grading) during the breeding/nesting season, a qualified monitoring biologist contracted by the project applicant shall conduct a preconstruction survey(s) to identify any active nests in and adjacent to the project site no more than 14 days prior to initiation of the action. If the biologist does not find any active nests that would be potentially impacted, the proposed action may proceed.

However, if the biologist finds an active nest within or directly adjacent to the action area (within 100 feet) and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest using temporary plastic fencing or other suitable materials, such as barricade tape and traffic cones. The buffer zone shall be determined by the biologist in consultation with applicable resource agencies and in consideration of species sensitivity and existing nest site conditions, and in coordination with the construction contractor. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Only specified activities (if any) approved by the qualified biologist in coordination with the construction contractor shall take place within the buffer zone until the nest is vacated. Activities that may be prohibited within the buffer zone by the biologist may include but not be limited to grading and tree clearing. Once the nest is no longer active and upon final determination by the biologist, the proposed action may proceed within the buffer zone. The monitoring biologist shall prepare a survey report summarizing his/her findings and recommendations of the preconstruction survey. Any active nests observed during the survey shall be mapped on a current aerial photograph, including documentation of GPS coordinates, and included in the survey report. The completed survey report shall be submitted to the City of Glendora Planning Department prior to the commencement of construction-related activities that have the potential to disturb any active nests during the nesting season.

3. Environmental Analysis

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

Less Than Significant Impact. As shown in Figure 3, *Aerial Photograph*, the project site contains a number of trees (33 in total). The most common trees species onsite include the crape myrtle (Lagerstroemia indica) and Italian cypress (Cupressus sempervirens) composing approximately 33 percent of all species onsite. Two trees onsite, the coast live oak (Quercus agrifolia) and western sycamore (Platanus racemosa) are native to California (Appendix B). Project development includes the removal of approximately 29 of the 33 existing trees onsite (within the project site boundary) in the immediate area of the Project improvements.

The City's Tree Preservation Ordinance (Title 16, Trees, of the Glendora Municipal Code) and City's Urban Forestry Manual outline provisions and guidelines for tree removal, replacement, installation, preservation, and maintenance within the City; this is especially important when considering native and special status tree species within the City. The provisions of Title 16 apply to trees on City-owned properties, parkways and public street right-of-way and easements. The provisions of the Urban Forestry Manual apply to the management and care of all trees located on City-owned property and within the City's parkway areas, and in some cases regarding California native species and new developments/private property (City of Glendora 2003).

All but one of the existing City trees along the public rights-of-way (within the parkways) of N. Glendora Avenue. E. Whitcomb Avenue, and N. Vista Bonita Avenue would remain. The City tree that may require removal or relocation, which was recently planted by the City, is adjacent to the driveway of the former residential structure at 123 E. Whitcomb. Due to the proposed location of the new driveway along Whitcomb Avenue (see Figure 3, *Conceptual Site and Landscape Plan*), it appears that the recently planted tree will be impacted and require removal or relocation. Removal of the City tree from the public right-of-way will be required to be conducted in accordance with the provisions of the City's Tree Preservation Ordinance (Title 16, Trees, of the Glendora Municipal Code), which requires submittal of an application and approval of the City Forester.

The Project involves City approval of the following discretionary actions: approval of a zone change, conditional use permit amendment, and development plan review. As outlined in the Urban Forestry Manual, the City shall consider the impact on private property trees as part of any application for discretionary actions. Additionally, two trees onsite, the coast live oak (Quercus agrifolia) and western sycamore (Platanus racemosa) are native to California. No other trees onsite have any other special designations as described in the Urban Forestry Manual.

As a part of the Project development, a Tree Survey and Arborist Report was conducted for the project site by Golden State Land & Tree Assessment (Appendix B). A certified arborist from Golden State Land & Tree Assessment surveyed all 33 trees (consisting of 19 distinct species) within the confines of the project site. Specific measurements and parameters of all trees onsite were recorded on tree assessment worksheets at the time of the survey, which are provided in the appendices of the report. The age of the trees onsite ranged from mature to senescent and the health from rigorous to in significant decline. The tree species represented onsite are described in detail in the report and include: 2 avocado trees (*Persea americana*), 2 Brisbane box (*Lophostemon confertus*), 2 Canary Island palm (*Phoenix canariensis*), 2 carrot wood (*Cupaniopsis anacardiodes*), 1 coast live oak (*Quercus agrifolia*), 6 crape myrtle (*Lagerstroemia indica*), 1 English holly (*Ilex aquifolium*), 1 glossy privet (*Ligustrum*

lucidum), 1 grapefruit tree (*Citrus paradisi*), 1 Hollywood juniper (*Juniperus chinensis* 'Torulosa'), 2 Indian laurel fig (*Ficus macrocarpa*), 5 Italian cypress (*Cupressus sempervirens*), 1 jacaranda (*Jacaranda mimosofolia*), 1 lemon bottlebrush (*Callistemon citrinus*), 2 orange trees (*Citrus sinesis*), 1 rubber fig (*Ficus elastica*), 1 sweet bay (*Laurus nobilis*), 1 western sycamore (*Platanus racemose*), and 1 windmill palm (*Trachycarpus fortune*).

As concluded in the Tree Survey and Arborist Report, due to the lack of maintenance and irrigation, many of the trees onsite are diseased, infested, or having a poor growth form requiring removal; this holds true for the trees located within the eastern half of the site. In all, 18 of the trees should be removed due to poor health conditions. The remaining 15 trees are in fair to good health and may be preserved onsite. As noted above, project development includes the removal of approximately 29 of the 33 existing trees onsite. The majority of the trees to be removed are non-native and do not have special designations as described in the Urban Forestry Manual. One of the trees to be removed (coast live oak) is native to California—the other native tree (western sycamore) would remain, as would 3 nonnative trees.

Pursuant to the Urban Forestry Manual, the City considered the impact of the private trees onsite as part of the Project's discretionary zoning approvals, including potential impacts to the two native trees. To assist with this process, the City relied on the provisions of the Urban Forestry Manual and the findings and conclusions of the Tree Survey and Arborist Report. Pursuant to the provisions of the Urban Forestry Manual, private trees of any species removed with a diameter at breast height (DBH) of 10 inches or more are required to be replaced according to the following size scale.

Existing DBH	Replacement DBH or tree
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

Any oak tree removed with a DBH of 8 inches or more is required to be replaced according to the following size scale.

Existing DBH	Replacement DBH or tree
8"-15"	36" boxed tree – 2:1 replacement
16"-36"	48" boxed tree – 3:1 replacement
37" or greater	Tree replacement to be determined by the City Forester

Therefore, in order to remove any trees onsite, whether native or nonnative, the City requires replacement of these trees in accordance with the provisions of the Urban Forestry Manual, as outlined above. Removal of any trees is required to be preceded by authorization from the City and be replaced with an approved species in an approved-size container based on the diameter of the stem of the tree removed.

Through the City's established process as stipulated in the Urban Forestry Manual, impacts to private trees as a result of Project development would be reduced. Additionally, project development would provide the same or a greater number of new trees onsite in accordance with the City's requirements. Furthermore, all existing trees along the public rights-of-way (within the parkways) of N. Glendora Avenue. E. Whitcomb Avenue, and N. Vista Bonita Avenue would remain.

Based on the preceding, Project development would not result in a conflict with the provisions of the City's Urban Forestry manual. Impacts would be less than significant and no mitigation measures are necessary.

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?

No Impact. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is mainly surrounded by residential development. The project site and its surroundings are built out and are not in a habitat conservation plan or natural community conservation plan (USFWS 2021a; CDFW 2019). Therefore, no impact would occur and no mitigation measures are necessary.

3.5 CULTURAL RESOURCES

The analysis in this section is based partly on the following technical study, which is included as Appendix C to this Initial Study.

- *Historical Assessment*, Historic Resources Group, May 2020.

Would the project:

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

Less Than Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Existing land uses and conditions of the project site and surrounding area are depicted in Figure 3, *Aerial Photograph*. As shown in Figure 3, the project site is developed with an existing church and six former single-family residential structures with accessory buildings and two modular buildings. Project implementation includes demolition of four of the six former residential structures (addresses of residential structure to be demolished: 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue) and accessory buildings onsite, demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout. The existing two-story stone-façade church building (400 N. Glendora Avenue),

which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses. The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue (131 E. Whitcomb) would also remain due to its local historic significance and would be repurposed for other church uses. Additionally, no modifications or improvements are proposed to the single-story residential structure in the northwestern end of the project site (420 N. Glendora Avenue).

Historic Resources Group (HRG) conducted an evaluation of the former residential structures (117 E. Whitcomb Avenue, 125/127 E. Whitcomb Avenue, 131 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue) onsite for potential historic significance and eligibility for listing in the National Register of Historic Places, the California Register of Historical Resources, and/or designation as a Glendora Historic Resource or Landmark (Appendix C).

- **117 E. Whitcomb.** As concluded in the historic evaluation, HRG determined that the property at 117 E. Whitcomb Avenue was not found to be historically significant as it is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources, or eligible for designation as a Glendora Historic Resource or Landmark. This structure would be demolished as a part of the Project.

- **125/127 E. Whitcomb Avenue.** As concluded in the historic evaluation, HRG determined that the property at 125/127 E. Whitcomb Avenue was not found to be historically significant as it is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources, or eligible for designation as a Glendora Historic Resource or Landmark. This structure would be demolished as a part of the Project.

- **131 E. Whitcomb Avenue.** As concluded in the historic evaluation, HRG determined that the property at 131 E. Whitcomb Avenue is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources. However, it is eligible for listing as a Historic Resource or Landmark in the City of Glendora, which is at the local level. The house appears to be historically significant as an intact example of early-twentieth century residential development in Glendora. The property retains enough of its original design and physical features to convey its historic significance. The existing two-story residential structure would remain due to its local historic significance and would be repurposed for other church uses. No improvements to the exterior would be undertaken, with the exception of some minor landscape and hardscape improvements.

- **415 N. Vista Bonita Avenue.** As concluded in the historic evaluation, HRG determined that the property at 415 N. Vista Bonita Avenue was not found to be historically significant as it is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources, or eligible for designation as a Glendora Historic Resource or Landmark. This structure would be demolished as a part of the Project.

Additionally, the existing two-story stone-façade church building (400 N. Glendora Avenue), which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses. No improvements to the exterior would be undertaken, with the exception of some minor landscape and hardscape improvements.

3. Environmental Analysis

Furthermore, no modifications or improvements are proposed to the single-story residential structure in the northwestern end of the project site, which has an address of 420 Glendora Avenue.

Based on the preceding, impact to historical resources would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. As shown on Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City; the entire site has already been disturbed due to grading and construction activities associated with the existing uses onsite. The surrounding vicinity has also experienced substantial ground disturbance associated with the development of existing homes, roadways, and other urbanized land uses. Given the disturbed condition of the project site and its surroundings, the potential for development of the Project to impact unidentified archeological resources is considered low.

However, while unlikely, the presence of subsurface archaeological resources on the project site remains possible, and these could be affected by ground-disturbing activities associated with grading and construction at the site. It is possible that subsurface disturbance might occur at levels not previously disturbed or that it may uncover undiscovered archeological resources at the site. For example, the subterranean level of the proposed church building involves deeper excavation than previously performed in that area of the project site. Therefore, potential impacts to archeological resources could occur as a result of project-related construction activities. However, with implementation of Mitigation Measure CUL-1, impacts to archeological resources would be reduced to a less than significant level.

Mitigation Measures

CUL-1 Prior to the issuance of grading permits, the project applicant shall provide a letter to the City of Glendora (City) from a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications for Archeology as defined at 36 CFR Part 61, Appendix A (Professional Archeologist). The letter shall state that the project applicant has retained such an individual, and that the consultant will be on call during all grading and other significant ground-disturbing activities. In the event that archeological resources are discovered during ground-disturbing activities, all such activity shall cease in the immediate area of the find, and the professional archeological monitor shall have the authority to halt any activities adversely impacting potentially significant cultural resources until they can be formally evaluated. Suspension of ground disturbances in the vicinity of the discovery shall not be lifted until the archaeological monitor has evaluated the discovery to assess whether it is classified as a significant cultural resource pursuant to the CEQA (California Environmental Quality Act) definition of historical (State CEQA Guidelines 15064.5[a]) and/or unique archeological resource (Public Resources Code 21083.2[g]). If the resource is classified as a significant cultural resource, the qualified archeologist shall make recommendations on the treatment and

disposition of the deposits. For example, if archaeological resources are recovered, they shall be offered to a repository with a retrievable collection system and an educational and research interest in the materials such as the Los Angeles County Museum of Natural History, or any other local museum such as the Glendora Historical Society Museum or repository willing to and capable of accepting and housing the resource. If no museum or repository willing to accept the resource is found, the resource shall be considered the property of the City and may be stored, disposed of, transferred, exchanged, or otherwise handled by the City at its discretion. The final recommendations on the treatment and disposition of the deposits shall be developed in accordance with all applicable provisions of California Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4. The project applicant shall follow all recommendations made by the archeologist. The archaeologist shall prepare a final report describing all identified and curated resources (if any are found) and submit the report to the City.

In addition, if a resource is discovered during ground-disturbing activities and the professional archeological monitor determines that it could potentially be a paleontological resource, the archeological monitor shall inform the construction contractor and make the determination if a professional paleontological monitor is required to analyze the resource.

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

Less Than Significant Impact. There are no known human remains or cemeteries on or near the project site. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City; the entire site has already been disturbed due to grading and construction activities associated with the existing uses onsite. The surrounding vicinity has also experienced substantial ground disturbance associated with the development of existing homes, roadways, and other urbanized land uses. The likelihood that human remains may be discovered during site grading activities is considered extremely low. However, Project development would have the potential to disturb previously undiscovered subsurface human remains, if any exist. For example, the subterranean level of the proposed church building involves deeper excavation than previously performed in that area of the project site.

In the unlikely event that human remains are discovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall remain halted until the Los Angeles County Coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the California Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) so that NAHC can contact the Most Likely Descendant (MLD). The MLD shall be provided access to the discovery and will provide recommendations or preferences for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods,

if encountered, shall be treated in accordance with procedures and requirements set forth in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code; and CEQA Guidelines Section 15064.5.

Compliance with existing law regarding the discovery of human remains would reduce potential impacts to human remains to less than significant levels. No mitigation measures are necessary.

3.6 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?

Less Than Significant Impact. The following discusses the potential energy demands from activities associated with the construction and operation of the Project.

Short-Term Construction Impacts

Construction of the Project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Construction of the Project would not require electricity to power most construction equipment. Electricity use during Project construction would vary during different phases of construction. The majority of construction equipment would be gasoline- or diesel-powered. Later construction phases could result in the use of electric-powered equipment for interior construction and architectural coatings. However, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws) and lighting, which would result in minimal electricity usage during construction activities. Additionally, it is anticipated that such equipment would be used on an as-needed basis. Therefore, project-related construction activities would not result in wasteful or unnecessary electricity demands. Impacts would be less than significant and no mitigation measures are necessary.

Natural Gas Energy

It is not anticipated that construction equipment used for the Project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, impacts would be less than significant and no mitigation measures are necessary.

Transportation Energy

Transportation energy use during construction of the Project would come from delivery vehicles, haul trucks, and construction employee vehicles. In addition, transportation energy demand would come from the use of off-road construction equipment. It is anticipated that the majority of off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. The use of energy resources by

these vehicles would fluctuate according to the phase of construction. Energy consumption during construction was calculated using the CalEEMod (v. 2020.4.0) computer model and data from the EMFAC2017 (v. 1.0.3) and OFFROAD2017 (v. 1.0.1) databases. The results are shown in Table 9.

Table 9 Total Construction-Related Fuel Usage

	Gas		Diesel		Electricity	
Year[1]	VMT	Gallons	VMT	Gallons	VMT	kWh
2022	14,822	920	3,731	4,240	228	75
2023	17,877	730	13,295	5,534	333	109
2025	45,340	1,610	16,276	10,603	1,201	386
Total	**78,039**	**3,260**	**33,303**	**20,376**	**1,762**	**569**

Source: CalEEMod v. 2020.4.0; EMFAC2017 v. 1.0.3; OFFROAD2017 v. 1.0.1.
Notes: VMT=vehicle miles traveled; kWh=kilowatt hour
1. Overall construction is estimated to take approximately 14 months, starting approximately in early 2024 for Phase One (with a duration of 7 months) and late 2025 for Phase Two (with a duration of 7 months). However, the timeframes that were used for the construction-related fuel usage analysis were from approximately October 2022 to April 2023 for Phase 1 and January 2025 to August 2025 for Phase 2; these timeframes are from a previous construction schedule provided by the project applicant. Therefore, construction-related fuel usage provided here is based on the previous construction schedule with an earlier project horizon. The revised construction schedule does not affect the amount of fuel usage as the duration of each phase would remain the same.

To limit wasteful and unnecessary energy consumption from transportation, the construction contractors would minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9, which limits nonessential idling of diesel-powered off-road equipment to 5 minutes. In addition, construction trips would not result in unnecessary use of energy since the project site is served by numerous regional freeway systems (e.g., Interstates 210 and 605 and State Route 57) that provide the most direct routes from various areas of the region. Moreover, all construction equipment would cease operating upon completion of project construction. Therefore, energy use during construction of the Project would not be considered inefficient, wasteful, or unnecessary. Impacts would be less than significant and no mitigation measures are necessary.

Long-Term Impacts During Operation

Operation of the Project would generate new demand for electricity, natural gas, and transportation energy on the project site.

Electrical Energy

Operation of the Project would consume electricity for various purposes, including, but not limited to heating, cooling, and ventilation of buildings, operation of electrical systems, lighting, and use of on-site equipment and appliances. Electrical service would be provided by Southern California Edison (SCE) through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 10, Project implementation would result in a net increase of 255,536 kilowatt hours (kWh) of electricity use per year.

Table 10 Electricity Consumption

Land Use	Electricity (kWh/year)
Net Change	
Place of Worship	255,536

Source: CalEEMod Version 2020.4.0.
Note: kWh = kilowatt hour

While the Project would result in electricity demand, it would be consistent with the requirements of the Building Energy Efficiency Standards. Additionally, the Project would be required to comply with CALGreen. Compliance with the standards would contribute to minimizing inefficient energy use in the proposed building. Therefore, operation of the Project would not result in wasteful or unnecessary electricity demands and would not result in a significant impact related to electricity. Therefore, impacts would be less than significant and no mitigation measures are necessary.

Natural Gas Energy

Operation of the Project would consume natural gas for heating. The potential natural gas consumption for the project site is shown in Table 11. As shown in the table, implementation of the Project would generate a net average natural gas demand of 422,599 kilo British thermal units (kBTU) per year. While the Project would result in natural gas demand, it would be consistent with the requirements of the Building Energy Efficiency Standards and would not result in wasteful or unnecessary natural gas demands. Therefore, Project operation would result in less than significant impacts and no mitigation measures are necessary.

Table 11 Natural Gas Consumption

Land Use	Natural Gas (kBTU/year)
Net Change	
Place of Worship	422,599

Source: CalEEMod Version 2020.4.0.
Note: kBTU = kilo British thermal units

Transportation Energy

Project development would consume transportation energy during operations from the use of motor vehicles, which include both on-road vehicles and off-road equipment. The efficiency of these motor vehicles is unknown, such as the average miles per gallon. Estimates of transportation energy use for on-road vehicles are based on the overall vehicle miles traveled (VMT) and its associated transportation energy use. As shown in Table 12, the Project would result in a net increase in annual VMT, which would also result in a net increase of fuel consumption. However, since the Project meets the criteria for a small project (generate less than 250 daily vehicle trips), redevelopment, and community-serving project, it is presumed to have a less than a significant impact on transportation energy. No mitigation measures are necessary.

Table 12 Project Annual Operation-Related Fuel Usage

	Gasoline		Diesel		CNG		Electricity	
	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual Gallons	Annual VMT	Annual kWh
Net Change								
Passenger Vehicles[1]	231,959	8,047	3,492	175	7	3	4,629	1,510
Total	**231,959**	**8,047**	**3,492**	**175**	**7**	**3**	**4,629**	**1,510**

Notes:
1. Based on calendar year 2022 EMFAC2017 v.1.0.3 fuel consumption data, CalEEMod default trip lengths, and trip generation data provided by EPD Solutions.

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

No Impact. The state's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. Executive Order S-14-08, signed in November 2008, expanded the state's renewable portfolios standard (RPS) to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Governor Brown signed SB 100, which supersedes the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. The bill also established a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under SB 100 the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The statewide RPS goal is not directly applicable to individual development projects, but to utilities and energy providers such as SCE, which is the utility that would provide all of electricity needs for the proposed project. Compliance of SCE in meeting the RPS goals would ensure the State in meeting its objective in transitioning to renewable energy. The Project would also comply with the latest 2019 Building Energy Efficiency Standards. Therefore, Project implementation would not conflict or obstruct plans for renewable energy and energy efficiency. No impact would occur and no mitigation measures are necessary.

3.7 GEOLOGY AND SOILS

The analysis in this section is based partly on the following technical study, which is included as Appendix D to this Initial Study.

- *Geotechnical Investigation*, CTE South, January 2020.

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.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. Surface rupture is the most easily avoided seismic hazard. Fault rupture generally occurs within 50 feet of an active fault line and is limited to the immediate area of the fault zone where the fault breaks along the surface. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and habitable buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the proposed development site is not threatened by surface rupture from future earthquakes.

The project site is not within or near an established Alquist-Priolo Earthquake Fault Zone and is not in a "Zone of Required Investigation" (CTE 2020; CGS 2015). Additionally, there are no mapped active faults—that is, a fault that has ruptured during Holocene time (the last 11,700 years)—on or within proximity of the project site. The nearest known active faults to the site are the Cucamonga Fault, approximately 11 miles to the east and the Raymond Fault, approximately 8 miles to the northwest (CTE 2020; CGS 2015). Due to the distance to the active faults, the potential for surface rupture of a fault onsite is considered very low. Therefore, project development would not subject people or structures to hazards arising from surface rupture of a known active fault. No impact would occur and no mitigation measures are necessary.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The most significant geologic hazard to the design life of the Project is the potential for moderate to strong ground shaking resulting from earthquakes generated on the faults in seismically active southern California. As with other areas in southern California, it is anticipated that the project site will likely be subject to strong ground shaking due to earthquakes on nearby faults. As noted above, the active portion of the Cucamonga Fault is approximately 11 miles to the east of the site and the Raymond Fault is approximately 8 miles to the northwest of the site. These faults, as well as others in the region, are considered capable of producing strong shaking at the project site, thereby exposing people or structures on the site to potential substantial adverse effects, including the risk of loss, injury, or death. The intensity of ground shaking on the project site would depend on the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the project site.

However, the project site is not at a greater risk of seismic activity or impacts than other sites in southern California. Seismic shaking is a risk throughout southern California. Additionally, the state regulates development in California through a variety of tools that reduce hazards from earthquakes and other

geologic hazards. The California Building Code (CBC; California Code of Regulations, Title 24, Part 2), adopted by reference in Chapter 19.02 (California Building Code) of the Glendora Municipal Code, contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. Project development would be required to adhere to the provisions of the CBC, which are enforced by the City's Building and Safety Division during the building plan check and development review process. Compliance with the requirements of the CBC for structural safety during a seismic event would reduce hazards from strong seismic ground shaking.

Furthermore, incorporation of the recommended design parameters from the geotechnical report prepared for the Project (see Appendix D) would also reduce hazards from strong seismic ground shaking. The City would impose the recommended design parameters as a condition of approval, and compliance would be ensured through the City's building plan check and development review process.

In summary, compliance with the provisions of the CBC and implementation of the recommended design parameters outlined in the geotechnical report would reduce impacts resulting from strong seismic ground shaking. Therefore, impacts would be less than significant and no mitigation measures are necessary.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon that occurs when soil undergoes a transformation from a solid state to a liquefied condition. It refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. When subjected to seismic ground shaking, affected soils lose strength during liquefaction and foundation failure can occur.

Based on the relatively deep groundwater conditions, the relatively dense soils encountered during the field exploration on site, and the high quantity of fine-grained soils, the soil investigation prepared for the project site (Appendix D) concluded that the potential for liquefaction during a major earthquake is relatively low. Additionally, project site grading, design, and construction would conform to the recommended design parameters of the soil investigation report (Appendix D). The City would impose the recommended design parameters as a condition of approval, and compliance would be ensured through the City's building plan check and development review process. Therefore, impacts would be less than significant and no mitigation measures are necessary.

iv) Landslides?

No Impact. Landslides are the downslope movement of geologic materials. Slope failures in the form of landslides are common during strong seismic shaking in areas of steep hills. Based on a review of regional maps prepared for the site vicinity, no landslides were mapped in the site area or in the adjacent hills. In addition, landslides were not encountered during the field exploration onsite (Appendix D). Additionally, the project site is in an area of Glendora that is characterized by flat topography and urban development. Furthermore, per Figure SAF-4 (Potential Seismic Hazards) of the City's Community Plan Safety Element,

the project site is not in an area susceptible to landslides. Therefore, geologic hazards associated with landslides are not anticipated at the site. No impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earth-moving activities if erosion control measures are not used.

Following is a discussion of the potential erosion impacts resulting from the Project's construction and operational phases.

Construction Phase

Project development would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. These activities could result in soil erosion. Additionally, natural processes, such as wind and rain, could further lead to soil erosion during construction.

However, development on the project site is subject to local and state codes and requirements for erosion control and grading during construction. For example, project development is required to comply with standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite. For example, as outlined in Table 1 of Rule 403 (Best Available Control Measures), control measures to reduce erosion during grading and construction activities include stabilizing backfilling materials when not actively handling, stabilizing soils during clearing and grubbing activities, and stabilizing soils during and after cut-and-fill activities.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board, effective July 17, 2012, regulates construction activities to minimize water pollution, including sediment risk from construction activities to receiving waters. Project development would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is further discussed in Section 3.10, Hydrology and Water Quality. The Proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP during grading and construction. For example, as outlined in Section 3.10, types of BMPs that are incorporated in SWPPPs and would help minimize impacts from soil erosion include:

- **Erosion controls.** cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion control BMPs include mulch, soil binders, and mats.

- **Sediment controls.** Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.

- **Tracking controls.** Tracking control BMPs minimize the tracking of soil offsite by vehicles; for instance, stabilizing construction roadways and entrances/exits.

Adherence to the BMPs in the SWPPP and adherence with local and state codes and requirements for erosion control and grading during construction would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, soil erosion impacts from project-related grading and construction activities would be less than significant and no mitigation measures are necessary.

Operation Phase

The project site is in a highly urbanized area of the City and is generally flat. No major slopes or bluffs are on or adjacent to the site. After project completion, the redeveloped portion of the project site would be developed with church facilities and uses, access and circulation improvements, and landscape improvements and would not contain exposed or bare soil. The proposed landscaping would be water conserving and have deep root systems that enable soil stabilization and minimize erosion. Upon project completion, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Therefore, soil erosion impacts from the Project's operation phase would be less than significant and no mitigation measures are necessary.

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?

Less Than Significant Impact. Hazards from liquefaction are addressed above in Section 3.7.a.iii, and landslide hazards are addressed above in Section 3.6.a.iv. As concluded in these sections, impacts would be less than significant.

Following is a discussion of the potential impacts resulting from other site geologic and soil conditions of the project site.

Lateral Spreading

Lateral spreading is a phenomenon that occurs in association with liquefaction and includes the movement of non-liquefied soil materials. Due to the relatively low potential for liquefaction on the project site, the potential for lateral spreading is considered very low. Also, Project development would comply with the recommendations of the geotechnical investigation prepared for the project site (Appendix D). Therefore, impacts would be less than significant and no mitigation measures are necessary.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or being subject to a load. Alluvial deposits were encountered in the exploratory borings conducted on the project site to the maximum explored depth of 41.5 feet below

ground surface (bgs). These soils were generally found to consist of medium dense to dense silty sands interbedded with clayey and gravely sands with clay lenses below approximately 33 feet.

The geotechnical investigation report prepared for the project site outlines a number of design parameters, including the recommendation to remove existing fill material (Appendix D). For example, in the area of the proposed buildings and distress-sensitive improvements, existing fill material and any eroded, desiccated, burrowed, or otherwise loose or disturbed soils would be excavated to the depth of competent native materials, at a minimum of three feet below existing grades, whichever depth is greatest. The soils would then be overexcavated as indicated in the geotechnical investigation report. The soil investigation report notes that buildings would be safely supported by continuous and isolated spread footings if the site is prepared as recommended.

Project site grading, design, and construction would conform to the design parameters of the soil investigation report. The City would impose the recommended design parameters as a condition of approval and compliance would be ensured through the City's building plan check and development review process. Therefore, impacts would be less than significant and no mitigation measures are necessary.

Ground Subsidence

The major cause of ground subsidence is the excessive withdrawal of groundwater. Soils with high silt or clay content are particularly susceptible to subsidence. The project site is not over a groundwater basin where substantial ground subsidence has been identified (USGS 2021). Additionally, project development would be implemented in accordance with the recommended design parameters of the geotechnical report prepared for the project site (Appendix D). With implementation of the design parameters of the geotechnical report, which would be imposed by the City as a condition of approval and ensured through the City's building plan check and development review process, project development would not subject people or structures to substantial hazards arising from ground subsidence. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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?

Less Than Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. Based on geologic observation and laboratory testing, the near-surface materials at the site generally have low to moderate expansion potential. Additionally, project development would be implemented in accordance with the recommendations of the geotechnical report (Appendix D). With implementation of the design parameters of the geotechnical report, which would be imposed by the City as a condition of approval and ensured through the City's building plan check and development review process, project development would not subject people or structures to substantial hazards arising from ground subsidence. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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?

No Impact. The Project would include construction of sewer laterals to existing sewers in surrounding roadways. The project would not involve the use of septic tanks or other alternative wastewater disposal systems. Therefore, no impact would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. Paleontological resources are commonly known as fossils, that is, the recognizable physical remains or evidence of past life forms found on earth in past geological periods—including bones, shells, leaves, tracks, burrows, and impressions.

As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City; the entire site has already been disturbed due to grading and construction activities associated with the existing uses onsite. The surrounding vicinity has also experienced substantial ground disturbance associated with the development of existing homes, roadways, and other urbanized land uses. Given the disturbed condition of the project site and its surroundings, the potential for development of the Project to impact unidentified paleontological resources is considered very low. Additionally, there are no unique geological features onsite or adjacent to or surrounding the project site. The project site exhibits generally flat topography. Therefore, impacts to paleontological resources would be less than significant and no mitigation measures are necessary.

3.8 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG's identified by IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[3]

Information on the manufacturing of cement, steel, and other "life cycle" emissions that would occur as a result of the Project are not applicable and are not included in the analysis.[4] Black carbon emissions are not

[3] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[4] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (CNRA 2018). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

included in the GHG analysis because the California Air Resources Board (CARB) does not include this pollutant in the state's Senate Bill 32 (SB 32) inventory and treats this short-lived climate pollutant separately.[5] A background discussion on the GHG regulatory setting and modeling can be found in Appendix A of this Initial Study.

Would the project:

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Implementation of the Project would result in the development of a new church building with a ground-floor sanctuary and a subterranean level that would house the classrooms, nursery rooms, storage rooms, and offices (approximately 18,760 square feet). Other Project elements include a new parking lot, storage building, and children playground area. As identified in Section 3.17, *Transportation*, the Project would generate a net increase of 108 weekday vehicle trips and 265 weekend vehicle trips over existing conditions. Additionally, Project operation would result in an increase in water demand, wastewater and solid waste generation, area sources (e.g., consumer cleaning products), and energy usage (i.e., natural gas and electricity). Annual average construction emissions from Phase 1 and Phase 2 construction activities were amortized over 30 years and included in the emissions inventory to account for one-time GHG emissions from the construction phase of the project.

Project-related construction and operation-phase GHG emissions are shown in Table 13. As demonstrated in the table, Project development and operation would not generate annual emissions that exceed the South Coast AQMD bright-line threshold of 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year (South Coast AQMD 2010). Therefore, the Project's cumulative contribution to GHG emissions would be less than significant. Impacts would be less than significant and no mitigation measures are necessary.

[5] Particulate matter emissions, which include black carbon, are analyzed in Section 3.3, *Air Quality*. Black carbon emissions have sharply declined due to efforts to reduce on-road and off-road vehicle emissions, especially diesel particulate matter. The state's existing air quality policies will virtually eliminate black carbon emissions from on-road diesel engines within 10 years (CARB 2017b.).

Table 13 Project-Related Operation GHG Emissions

Source	GHG ($MTCO_2e$/Year)
Area	<1
Energy	82
Mobile (Vehicle Trips)	73
Solid Waste	12
Water	1
Amortized Construction Emissions[1]	7
Total	**175**
South Coast AQMD Bright-Line Threshold	3,000 $MTCO_2e$/Year
Exceeds Bright-Line Threshold?	**No**

Source: CalEEMod, Version 2020.4.

Notes: Mtons = metric tons; $MTCO_2e$ = metric ton of carbon dioxide equivalent

[1] Total construction emission for Phase 1 and Phase 2 are amortized over 30 years per South Coast AQMD methodology.

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

Less Than Significant Impact. Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan, the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Following is an analysis of the Project's consistency with these plans.

CARB Scoping Plan

On December 24, 2017, CARB adopted the Final 2017 Climate Change Scoping Plan Update (Scoping Plan) to address the 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030, established by SB 32 (CARB 2021). The CARB Scoping Plan is applicable to state agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

Since adoption of the 2008 Scoping Plan, which was adopted to achieve the GHG reduction goals of Assembly Bill 32 (AB 32), state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32 and SB 32. Also, new buildings are required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen. While measures in the Scoping Plan apply to state agencies and not the Project, the Project's GHG emissions would be reduced by statewide compliance with measures that have been

adopted since AB 32 and SB 32 were adopted. Therefore, the Project would not obstruct implementation of the CARB Scoping Plan. Impacts would be less than significant and no mitigation measures are necessary.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

SCAG adopted the 2020-2045 RTP/SCS (Connect SoCal) on in September 2020. Connect SoCal identifies that land use strategies that focus on new housing and job growth in areas rich with destinations and mobility options are consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal is to plan for the southern California region to grow in more compact communities in transit priority areas and priority growth areas; provide neighborhoods with efficient and plentiful public transit; establish abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands and farmlands (SCAG 2020). Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The projected regional development, when integrated with the proposed regional transportation network in Connect SoCal, would reduce per-capita GHG emissions related to vehicular travel and achieve the GHG reduction per capita targets for the SCAG region.

The Connect SoCal Plan does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The Project's church use is a local-serving land use, and it accommodates an increase in demand for church services in the local community. Therefore, the Project would not interfere with SCAG's ability to implement the regional strategies outlined in the Connect SoCal Plan. Impacts would be less than significant and no mitigation measures are necessary.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

Less Than Significant Impact. The term "hazardous material" can be defined in different ways. For purposes of this environmental document, the definition of "hazardous material" is the one outlined in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

Exposure of the public or the environment to hazardous materials could occur through but not limited to the following means: improper handling or use of hazardous materials or waste, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Following is a discussion of the Project's potential to create a significant hazard to the public or the environment through the routine use, storage, transport, or disposal of hazardous materials during the operational and construction phases.

Project Operation

The operational activities of the Project do not involve the use of unusually hazardous materials that could impact surrounding land uses. Project operation would involve the use of small amounts of hazardous materials, such as cleansers, paints, degreasers, adhesives, sealers, fertilizers, and pesticides for cleaning and maintenance purposes. Additionally, church facilities are not associated with uses that use, generate, store, or transport large quantities of hazardous materials; such uses generally include manufacturing, industrial, medical (e.g., hospital), and other similar uses.

Furthermore, the use, storage, transport, and disposal of hazardous materials would be governed by existing regulations of several agencies, including the US Environmental Protection Agency, US Department of Transportation, California Division of Occupational Safety and Health, Los Angeles County Department of Public Health, and the Los Angeles County Fire Department. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. The Project would also be operated with strict adherence to all emergency response plan requirements set forth by the Los Angeles County Fire Department.

Therefore, substantial hazards to the public or the environment arising from the routine use, storage, transport, and disposal of hazardous materials during long-term operation of the Project would not occur. Impacts would be less than significant and no mitigation measures are necessary.

3. Environmental Analysis

Project Construction

Project-related construction activities would involve the use of larger amounts of hazardous materials than would project operation. Construction activities would involve use of hazardous materials including cleansers and degreasers; fluids used in routine maintenance and operation of construction equipment, such as oil and lubricants; fertilizers; pesticides; and architectural coatings including paints. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature and would cease upon completion of the Project's construction phase. As standard practice in the construction industry, Project construction workers are trained in safe handling and hazardous materials use.

Due to the age of the four existing former single-story residential structures (greater than 60 years old) to be demolished as a part of the Project (addresses of residential structure to be demolished: 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue), demolition of the buildings may involve handling lead-based paint (LBP) and asbestos-containing materials (ACM). Any project-related demolition activities that have the potential to expose construction workers and/or the public to ACMs or LBP would be conducted in accordance with applicable regulations, including but not limited to:

- South Coast Air Quality Management District's Rule 1403 (asbestos)
- California Health and Safety Code (Section 39650 et seq.)
- California Code of Regulations (Title 8, Section 1529)
- California Occupational Safety and Health Administration Regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead])
- Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead])

ACMs and LBP would be removed from the onsite structures by a licensed hazardous materials abatement contractor that is experienced in handling and removing these types of wastes. These materials would be transported to a licensed disposal facility that accepts this type of waste.

Furthermore, as with project operation, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, transportation, and disposal of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Furthermore, strict adherence to all emergency response plan

requirements set forth by the Los Angeles County Fire Department would be required through the duration of the project construction phase.

Based on the preceding, hazards to the public or the environment arising from the routine use of hazardous materials during project construction would be less than significant and no mitigation measures are necessary.

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?

Less Than Significant Impact. Following is a discussion of the potential hazards impacts that could arise through the accidental release of hazardous materials from the Project's construction and operational phases, as well as from existing site materials onsite.

Hazardous Materials Associated with Project Construction and Operation

See response to Section 3.9.a., above. As concluded in this section, hazards to the public or the environment arising from the routine use of hazardous materials during project operation and construction phases would be less than significant and no mitigation measures are necessary. Additionally, the Project consists of the development of a church facility, which would not generate air toxics requiring an SCAMQD permit.

Hazardous Materials Onsite

As shown in Figure 3, *Aerial Photograph*, the project site is developed with the Cornerstone Bible Church, six former single-family residential structures with accessory buildings, two modular buildings, and their associated hardscape and landscape improvements. Development of the Project includes demolition of four of the former residential structures and various hardscape improvements. As noted in Section 3.9.a, above, based on the age of the buildings to be demolished, ACMs and LBP could be encountered during demolishing. However, regulatory requirements would reduce any potential impacts to less than significant levels, as concluded in Section 3.9.a.

Additionally, any site materials demolished (e.g., asphalt, concrete) would either be reused onsite for development of the Project's site improvements (e.g., drive aisles, walkways), or hauled offsite to the appropriate disposal or recycling facility and in accordance with all applicable laws and regulations associated with the transport and disposal of hazardous and nonhazardous materials, referenced above in Section 3.9.a. In the event of a hazardous materials spill of greater amount or toxicity than onsite church personnel could safely contain and clean up, assistance would be requested from the Los Angeles County Fire Department hazmat team at Fire Station 51 at 231 W. Mountain View Avenue.

Based on the preceding, it is unlikely that development of the Project would cause the release of hazardous materials into the environment. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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

No Impact. There are no schools within one-quarter mile of the project site. The nearest school is La Fetra Elementary School, approximately 0.7 mile west of the project site. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities subject to corrective action; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. The following databases were reviewed for hazardous material site listings onsite or within one-quarter mile of the project site:

- GeoTracker, State Water Resources Control Board (SWRCB 2021)
- EnviroStor, Department of Toxic Substances Control (DTSC 2021)
- EnviroMapper, US Environmental Protection Agency (USEPA 2021)
- EJScreen, US Environmental Protection Agency (USEPA 2020)
- Solid Waste Information System (SWIS), California Department of Resource Recovery and Recycling (CalRecycle 2019a)

Based on the database searches, no hazardous materials sites were listed on the project site or within 0.25 mile of the project site. Therefore, no impacts to the public or to the environment would occur as a result of the Project and no mitigation measures are necessary.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The nearest public-use airport to the project site is Brackett Field Airport approximately 5.8 miles to the southeast. The Airport Land Use Compatibility Plan for Brackett Field Airport, adopted in 2015, sets forth safety zones where land uses are regulated to minimize air crash hazards to people on the ground. The project site is outside of such safety zones (Los Angeles County 2015). Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. The Standardized Emergency Management System (SEMS), California Code of Regulations, Title 19, Division 2, Section 2443, requires compliance with the SEMS to.... "be documented in the areas of planning, training, exercise, and performance." Glendora has prepared a Multi-Hazard Functional Plan (MHFP) for emergency response within the City. The MHFP meets the SEMS requirements of state law. The City also complies with the Los Angeles County Emergency Management Plan.

The City's MHFP is divided into three parts. Part One – Basic Plan, provides the overall organizational and operational concepts relative to response and recovery, as well as an overview of potential hazards. Part Two – Emergency Organization Functions, provides a description of the emergency response organization and emergency action checklists. Part Three provides the supporting and legal documents to the SEMS MHFP.

The Emergency Services Bureau is responsible for City-wide disaster preparedness, local homeland security requirements, and conducts community relations presentations regarding emergency preparedness. The Emergency Services Bureau is staffed part-time by a patrol lieutenant and support services supervisor who handle the emergency preparedness duties as collateral duties, a part-time patrol sergeant who handles all volunteer services as a collateral duty, and one full-time Records Specialist. The Haz Mat Team responds out of the Los Angeles County Fire Department (LACFD) Fire Station 51 at 231 W. Mountain View Avenue to incidents reported to involve potentially dangerous spills or releases of various hazardous materials.

During the construction and operation phases, the Project would not interfere with any of the daily operations of LACFD or Glendora Police Department, which support emergency planning and response efforts of Glendora. All construction activities would be required to be performed per the City's and LACFD's standards and regulations. The Project would be required to provide the necessary on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Project would also be required to go through the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations in the CBC and LACFD's Fire Code to ensure that project development does not interfere with the provision of local emergency services (provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants, etc.).

Based on the preceding, implementation of the Project (both the construction and operational phases) would not impair implementation of or physically interfere with emergency response or evacuation plans. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. A wildland fire hazard area is typically characterized by areas with limited access, rugged terrain, limited water supply, and combustible vegetation. As shown in Figure 3, *Aerial Photograph*, the project site is in a highly urbanized area of the City and is surrounded mainly by residential development. The project site has

good access and would be served by adequate water infrastructure. There is no combustible wildland vegetation on or near the site. Additionally, the project site is not in or near a Fire Hazard Severity Zone mapped by the California Department of Forestry and Fire Protection (CAL FIRE 2021). Therefore, no impact would occur and no mitigation measures are necessary.

3.10 HYDROLOGY AND WATER QUALITY

The analysis in this section is based partly on the following technical studies, which are included as Appendices E and F, respectively, to this Initial Study:

- *Standard Urban Storm Water Mitigation Plan*, BWE, October 2020.
- *Preliminary Hydrology Report*, BWE, October 2020.

Would the project:

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

Less Than Significant Impact. The City, including the project site, is in the San Gabriel River Watershed. The San Gabriel River receives drainage from 689 square miles of eastern Los Angeles County; its headwaters originate in the San Gabriel Mountains. The watershed consists of extensive areas of undisturbed riparian and woodland habitats in its upper reaches. Further downstream, towards the middle of the watershed, are large spreading grounds utilized for groundwater recharge. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the county before becoming a soft bottom channel once again near the ocean in the city of Long Beach (CWB 2019).

Water quality in Glendora is regulated by the Los Angeles Regional Water Quality Control Board and its Water Quality Control Plan (Basin Plan), which contains water quality standards and identifies beneficial uses (wildlife habitat, agricultural supply, fishing, etc.) for receiving waters along with water quality criteria and standards necessary to support these uses consistent with federal and state water quality laws.

All runoff from the project site is ultimately tributary to the San Gabriel River by way of Pendora Drain in N. Glendora Avenue. The drain discharges to the Little Dalton Wash south of the project site. The Little Dalton Wash flows into the Big Dalton Wash, which flows into the Walnut Creek Channel. Runoff from Walnut Creek Channel is tributary to Reach 1 of the San Gabriel River, which discharges to the Pacific Ocean.

Impacts to water quality of receiving waters generally range over three different phases of a development project:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest.
- Following construction and before the establishment of ground cover, when the erosion potential may remain relatively high.

- Following project completion, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Following is a discussion of the potential water quality impacts resulting from urban runoff that would be generated during the construction and operational phases of the Project.

Construction

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). The Project's construction phase may cause deterioration in the quality of downstream receiving waters if construction-related sediments or pollutants wash into the existing storm drain system and facilities in the area.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Non-sediment-related pollutants that are also of concern during construction relate to non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues. Construction-related activities of the Project would generate pollutants that could adversely affect the water quality of downstream receiving waters if appropriate and effective stormwater and non-stormwater management measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board in 2012. Projects obtain coverage by developing and implementing a SWPPP estimating sediment risk from construction activities to receiving waters and specifying BMPs that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described in Table 14.

Table 14 Construction Best Management Practices

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.

3. Environmental Analysis

Table 14 Construction Best Management Practices

Category	Purpose	Examples
	that minimize non-stormwater discharges and contamination of any such discharges.	
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2015.

The Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs, such as those outlined in Table 14, that the construction contractor would implement to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and show the placement of those BMPs. Additional construction BMPs that would be incorporated into the Project's SWPPP and implemented during the construction phase include but are not limited to:

- Perimeter control with silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exit with rumble strip(s)/plate(s).
- Installation of storm drain inlet protection on affected onsite drains and within roadways.
- Installation of silt fences around stockpile and covering of stockpiles.
- Use of secondary containment around barrels, containers and storage materials that may impact water quality.
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete, asphalt, bituminous[6] materials, etc.; and nutrients.

Based on the preceding, water quality and waste-discharge impacts from grading and construction activities of the Project would be less than significant and no mitigation measures are necessary.

[6] Bituminous = resembling or containing bitumen; bitumen = any of various viscous or solid impure mixtures of hydrocarbons that occur naturally in asphalt, tar, mineral waxes, etc.; used as a road surfacing and roofing material.

Project Operation

Operational-related activities of the Project (e.g., runoff from parking areas, solid waste storage areas, and landscaped areas) would generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Standards governing discharges to stormwater from project operation are set forth in the Municipal Stormwater (MS4) Permit for the Los Angeles County in the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB), Order No. R4-2021-0105, and NPDES Permit No. CAS004004. The County of Los Angeles issued a LID Standards Manual on developing water quality management plans for projects and selecting BMPs for a project, LID BMPs, alternatives to LID BMPs in case LID BMPs are impractical on a site, and source control BMPs.

LID is a stormwater management and land development strategy that combines a hydrologically functional site design with pollution prevention measures to compensate for land development impacts on hydrology and water quality. LID techniques mimic the site predevelopment hydrology by using site design techniques that store, infiltrate, evapotranspire, filter, or detain runoff close to its source. Source control BMPs reduce the potential for pollutants to enter runoff and are classified in two categories—structural and nonstructural. Structural source control BMPs have a physical or structural component, such as inlet trash racks, trash bin covers, and an efficient irrigation system, to prevent pollutants from contacting stormwater runoff. Nonstructural source control BMPs are procedures or practices used in project operation, such as stormwater training or trash management and litter control practices.

According to the LID Standards Manual, the Project is a designated project defined as a redevelopment of 5,000 square feet or more that adds more than 25 parking spaces. If a redevelopment project results in an alteration to more than 50 percent of the impervious surface area on the already developed site, and the existing site was not subject to post-construction storm water quality control requirements, then the entire site must be mitigated. Mitigation for designated projects include retaining 100 percent of the stormwater quality design volume[7] (SWQDv) onsite through infiltration, evapotranspiration, stormwater runoff harvest and use, or a combination thereof.

The Project would comply with requirements set forth in the MS4 Permit and LID Standards Manual. As a part of the Project, the project applicant prepared a preliminary Standard Urban Storm Water Mitigation Plan (SUSMP) for City review (Appendix E). The SUSMP is a preliminary storm water quality report that specifies BMPs that would be implemented to minimize water pollution from the project site during the operation phase. BMPs identified in the SUSMP include source control measures and stormwater quality control measures. A detailed list of the BMPs and discussion of how they were selected based on their effectiveness to address and mitigate the Project's pollutants of concern are provided in the SUSMP. The final BMPs to be implemented

[7] The design storm, from which the Stormwater quality design volume is calculated, is defined as the greater of:
- The 0.75-inch, 24-hour rain event; or
- The 85th percentile, 24-hour rain event.

for the Project would be determined through the City's review of the final Low Impact Development Plan for the project, which would occur during the City's development review and building plan check process.

Per the preliminary SUSMP, landscaped areas would be implemented in the site design to minimize impervious areas that are directly connected to storm drains. Rooftops and walkways would be drained into adjacent landscaping area. Impervious pavers would also be utilized to infiltrate runoff on-site. Permeable pavers are proposed in the southwest portion of the main parking lot and across most of the walkways in the western portion of the site (see Figure 9, *Stormwater Management Plan – Eastern Portion*, and Figure 10, *Stormwater Management Plan – Western Portion*). Surface runoff that is not infiltrated would be captured in onsite catch basins and conveyed to a new on-site storm drain system. The on-site storm drain system would discharge runoff to detention/retention basins beneath the permeable pavers in the main parking lot or to one of two biofiltration units.

The proposed retention/detention basins would have storage capacities equal to 1,650 and 1,550 cubic feet per second (cfs) and are proposed as infiltration BMPs, and to meet hydromodification[8] requirements. The basins would ensure that post-development stormwater runoff does not exceed pre-development conditions for the 2-year, 24-hour rainfall event. The pre-development peak flow rate due to the 2-year, 24-hour storm event is 0.3 cfs while the mitigated post-development peak flow rate is 0.37 cfs. Since the peak flow rate increase is very small, further attenuation of peak flow rate is not proposed. The proposed volume of the basins would be verified in the final Low Impact Development Plan after the soil infiltration rate has been established.

Additionally, since the actual infiltration rate for the site is unknown at this time, it cannot be determined whether infiltration BMPs can reliably retain 100 percent of the SWQDv onsite. Therefore, the two onsite biofiltration units are proposed to treat the volume of the SWQDv that is not reliably infiltrated on-site. One biofiltration unit is connected to the detention/retention basins in the main parking lot. The second biofiltration unit is in the northwest corner of the site (see Figures 9 and 10). The biofiltration units do not infiltrate treated runoff into the ground but rather discharge treated runoff to the public storm drain.

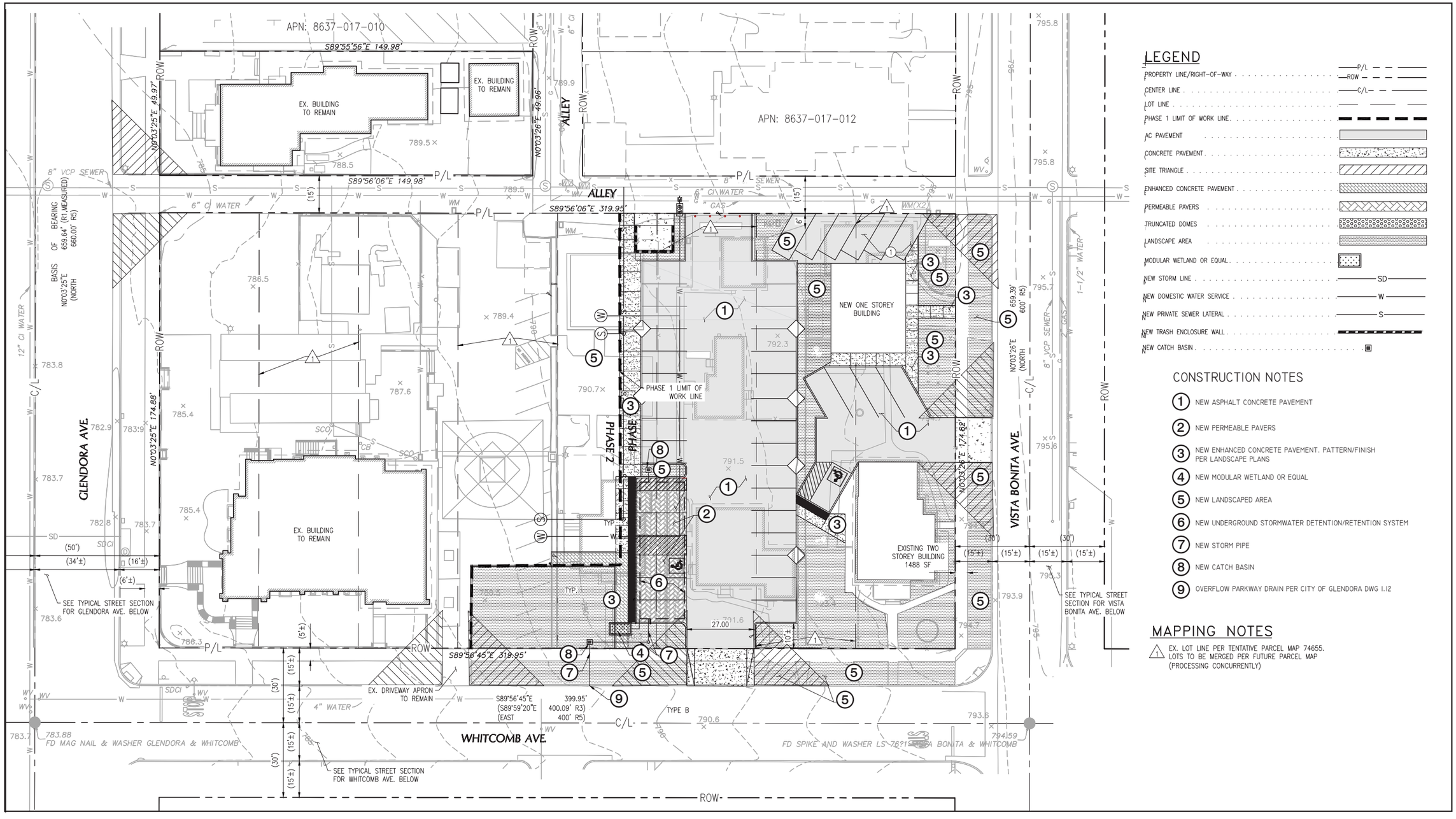
The final Low Impact Development Plan would size the onsite BMPs in accordance with the Los Angeles County LID Manual to ensure that 100 percent of the SWQDv is treated on-site. Implementation of the BMPs would be ensured through the City's development review and building plan check process.

Furthermore, the following site design BMPs are proposed for the site:

- Onsite irrigation drainage and any sub-drain systems would not be discharged in an uncontrolled manner.
- Landscape plans would utilize native, drought-tolerant landscape materials where feasible.
- Sidewalk and parking lot aisles would be designed to the minimum widths necessary while maintaining a walkable environment.

[8] Hydromodification means the change in the natural hydrologic processes and runoff characteristics due to land use changes that result in increased stream flows and changes in sediment transport, thus effected water quality in natural waterways.

Figure 9 - Stormwater Management Plan - Eastern Portion



LEGEND

- PROPERTY LINE/RIGHT-OF-WAY — P/L — ROW
- CENTER LINE — C/L
- LOT LINE
- PHASE 1 LIMIT OF WORK LINE
- AC PAVEMENT
- CONCRETE PAVEMENT
- SITE TRIANGLE
- ENHANCED CONCRETE PAVEMENT
- PERMEABLE PAVERS
- TRUNCATED DOMES
- LANDSCAPE AREA
- MODULAR WETLAND OR EQUAL
- NEW STORM LINE — SD
- NEW DOMESTIC WATER SERVICE — W
- NEW PRIVATE SEWER LATERAL — S
- NEW TRASH ENCLOSURE WALL
- NEW CATCH BASIN

CONSTRUCTION NOTES

1. NEW ASPHALT CONCRETE PAVEMENT
2. NEW PERMEABLE PAVERS
3. NEW ENHANCED CONCRETE PAVEMENT. PATTERN/FINISH PER LANDSCAPE PLANS
4. NEW MODULAR WETLAND OR EQUAL
5. NEW LANDSCAPED AREA
6. NEW UNDERGROUND STORMWATER DETENTION/RETENTION SYSTEM
7. NEW STORM PIPE
8. NEW CATCH BASIN
9. OVERFLOW PARKWAY DRAIN PER CITY OF GLENDORA DWG I.12

MAPPING NOTES

1. EX. LOT LINE PER TENTATIVE PARCEL MAP 74655. LOTS TO BE MERGED PER FUTURE PARCEL MAP (PROCESSING CONCURRENTLY)

0 40
Scale (Feet)

Source: BGW Architects, 2020

3. Environmental Analysis

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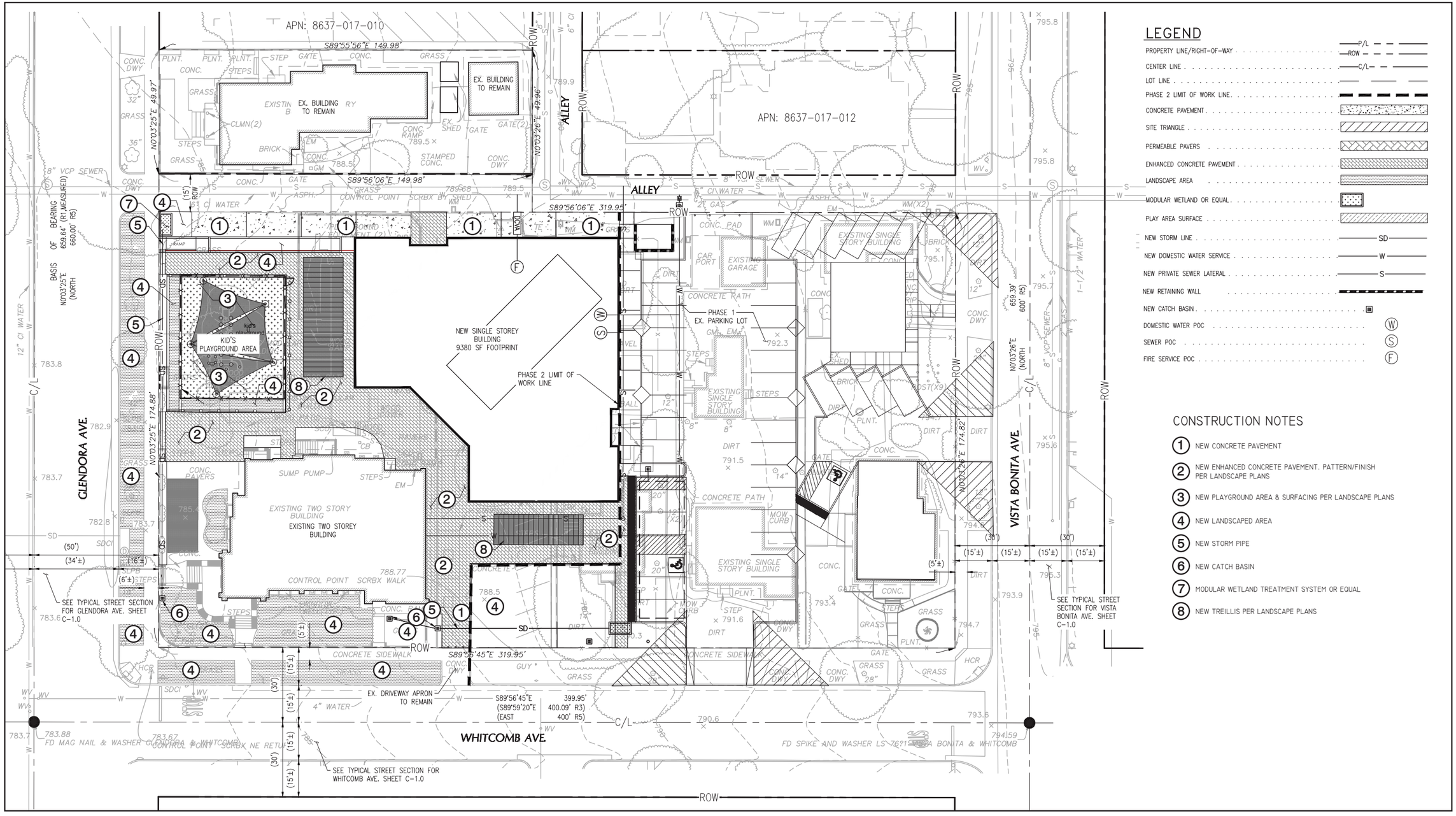
Figure 10 - Stormwater Management Plan - Western Portion



LEGEND

- PROPERTY LINE/RIGHT-OF-WAY — P/L — ROW
- CENTER LINE — C/L
- LOT LINE
- PHASE 2 LIMIT OF WORK LINE
- CONCRETE PAVEMENT
- SITE TRIANGLE
- PERMEABLE PAVERS
- ENHANCED CONCRETE PAVEMENT
- LANDSCAPE AREA
- MODULAR WETLAND OR EQUAL
- PLAY AREA SURFACE
- NEW STORM LINE — SD
- NEW DOMESTIC WATER SERVICE — W
- NEW PRIVATE SEWER LATERAL — S
- NEW RETAINING WALL
- NEW CATCH BASIN
- DOMESTIC WATER POC — (W)
- SEWER POC — (S)
- FIRE SERVICE POC — (F)

CONSTRUCTION NOTES

1. NEW CONCRETE PAVEMENT
2. NEW ENHANCED CONCRETE PAVEMENT. PATTERN/FINISH PER LANDSCAPE PLANS
3. NEW PLAYGROUND AREA & SURFACING PER LANDSCAPE PLANS
4. NEW LANDSCAPED AREA
5. NEW STORM PIPE
6. NEW CATCH BASIN
7. MODULAR WETLAND TREATMENT SYSTEM OR EQUAL
8. NEW TREILLIS PER LANDSCAPE PLANS

Source: BGW Architects, 2020

3. Environmental Analysis

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Project development would also be required to comply with the standards of the Glendora Municipal Code Chapter 21.03.090 (Urban Runoff Pollution), which prohibits the discharge of specific pollutants into the storm water; regulates connections to the storm drain system; and requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the stormwater; and requires construction sites to manage runoff through SWPPPs.

Based on the preceding, no significant water quality and waste-discharge impacts from project operation activities would occur and no mitigation measures are necessary.

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

Less Than Significant Impact. The project site is over the Main San Gabriel Valley Groundwater Basin. The City of Glendora Public Works Department, Water Division (GWD) currently provides and would continue to provide potable water to the project site. The City's main source of water supply is groundwater pumped from the Main San Gabriel Valley Basin. Other water supplies consist of purchased local groundwater and surface water from the Covina Irrigating Company (CIC) and imported surface water supplies. Imported surface water historically accounted for approximately 8 percent of the City's overall water supplies. Purchased water from CIC historically accounted for less than 1 percent of the City's overall water supplies (Glendora 2021d).

GWD estimates that water demands in its service area for normal years would increase from approximately 11,090-acre feet per year (afy) in 2025 to approximately 11,581 afy in 2045. GWD forecasts that it will have sufficient water supplies to meet water demands in its service area for normal, single-dry, and multiple dry years. Estimates of future population growth in the City's service area were based on growth rate projections obtained from data provided by SCAG, which incorporates demographic trends, existing land use, general plan land use policies, and input and projections through the year 2045 from the Department of Finance and the US Census Bureau (Glendora 2021d). Therefore, Project development would have been accounted for in GWD's estimates of future water demands. Project water demands would not substantially deplete groundwater supplies.

Additionally, historical groundwater in the project vicinity varied between approximately 83 and 101 feet bgs. Therefore, project-related construction activities would not intersect groundwater and require construction dewatering. Furthermore, the project site is not in or near a groundwater recharge area/facility, nor does it represent a source of groundwater recharge.

Therefore, the Proposed Project would not substantially interfere with groundwater supplies or recharge. Impacts to groundwater supplies would be less than significant and no mitigation measures are necessary.

Impacts to groundwater supplies are further discussed in Section 3.19.d.

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 a substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Erosion and siltation impacts potentially resulting from alteration of the drainage pattern due to Project development would, for the most part, occur during the Project's construction phase, which would include site preparation and grading activities. Environmental factors that affect erosion include topographic, soil, and wind and rainfall characteristics. Siltation is most often caused by soil erosion or sediment spill. Following is a discussion of the potential erosion and siltation impacts that could occur during the construction and operational phases of the Project.

Project Construction

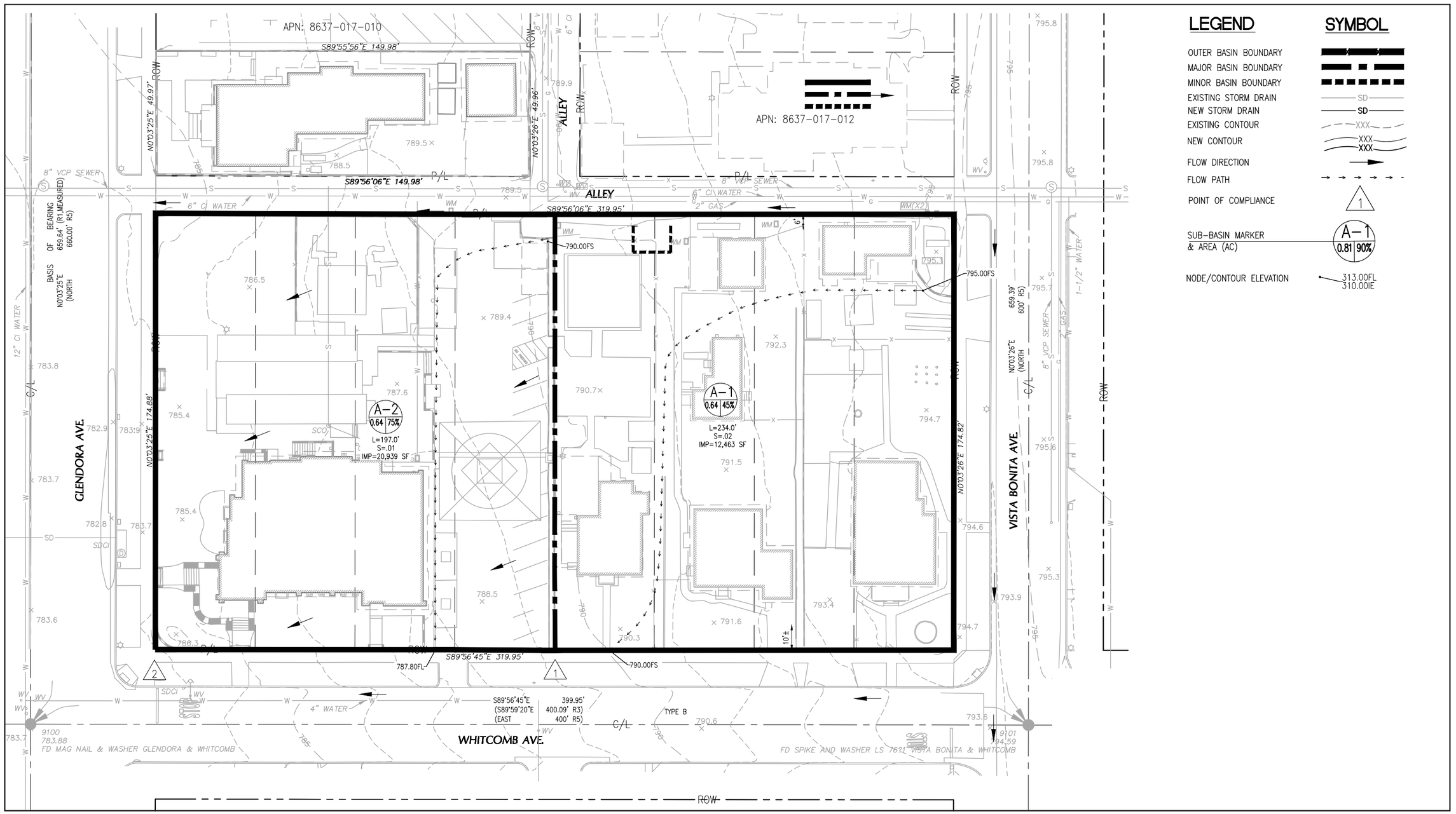
As discussed above in Section 3.10.a, the project construction contractor would be required to prepare and implement a SWPPP pursuant to the CGP during grading and construction. The SWPPP would specify erosion- and sediment-control BMPs that the project construction contractor would implement prior to and during grading and construction to minimize erosion and siltation impacts on- and offsite. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. BMPs that would be implemented during the Project's construction phase are discussed in detail in Section 3.10.a. For example, BMPs would include but are not limited to: installation of perimeter silt fences, installation of silt fences around stockpile and covering of stockpiles, and stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. The construction-phase BMPs would also ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, heavy metals, and certain pesticides). Therefore, project-related construction activities would not result in substantial erosion or siltation on- or offsite. Construction-related impacts would be less than significant and no mitigation measures are necessary.

Project Operation

As shown in Figure 3, *Aerial Photograph*, the project site is currently developed with church uses and its associated surface parking, landscaping, and hardscaping. Under the Project, there would be no bare or disturbed soil onsite at project completion that would be vulnerable to erosion or siltation. All areas would either be buildings, paved, or landscaped. The topography of the site area is relatively flat (1 to 2 percent slope) and generally slopes from north to south and east to west directions. Under existing conditions, runoff from the easterly portion of the site flows south to Whitcomb Avenue. Runoff from the westerly portion of the site surface flows to Whitcomb Avenue as well as N. Glendora Avenue. Runoff concentrates near the two existing inlets situated within Whitcomb and Glendora Avenues. These locations are identified as drainage analysis points 1 and 2 in the existing condition hydrology map (see Figure 11, *Existing Conditions Hydrology Map*).

Figure 11 - Existing Conditions Hydrology Map



LEGEND

LEGEND	SYMBOL
OUTER BASIN BOUNDARY	
MAJOR BASIN BOUNDARY	
MINOR BASIN BOUNDARY	
EXISTING STORM DRAIN	SD
NEW STORM DRAIN	SD
EXISTING CONTOUR	XXX
NEW CONTOUR	XXX
FLOW DIRECTION	
FLOW PATH	
POINT OF COMPLIANCE	1
SUB-BASIN MARKER & AREA (AC)	A-1 | 0.81 | 90%
NODE/CONTOUR ELEVATION	313.00FL 310.00IE

0 40
Scale (Feet)

Source: BWE, 2020

3. Environmental Analysis

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Project development would not substantially alter the existing drainage pattern of the site area and would not alter the course of a stream or a river. Runoff from the site surface would flow to catch basins connected to new onsite storm drains. Runoff would then be conveyed to onsite BMPs prior to discharging offsite at two exit points, 1 and 2, on Whitcomb and Glendora Avenues as shown in Figure 12, *Proposed Conditions Hydrology Map*.

Additionally, the Project would be implemented in accordance with the requirements of the MS4 permit and the LID Standards Manual. For example, project design and operation would include implementation of BMPs specified in the final Low Impact Development Plan, which would minimize runoff and soil erosion and siltation into stormwater and thus minimize sedimentation downstream.

Furthermore, Project development would be required to comply with the standards of the Municipal Code Chapter 21.03.090 (Urban Runoff Pollution) which requires development projects to implement permanent BMPs on individual sites to reduce pollutants in the stormwater.

Therefore, Project development would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or offsite. Operation-related impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. As mentioned in Section 3.10.c (ii), under existing conditions, runoff from the easterly portion of the site flows south to Whitcomb Avenue. Runoff from the westerly portion of the site surface flows southwesterly to Whitcomb Avenue as well as N. Glendora Avenue. Project implementation is not anticipated to substantially change the drainage pattern onsite or substantially increase the rate or amount of runoff. Under proposed conditions, runoff from the overall project site would be conveyed like existing conditions, continuing to flow to the inlets on Whitcomb and Glendora Avenues. The Project would increase impervious areas by approximately 7,500 square feet. Run-on is not anticipated from the offsite areas.

The Project was designed to comply with the Los Angeles County Hydrology Manual's criteria that requires proposed drainage facilities, such as detention basins, to be sized based for the 25 year 24-hr frequency storm. The proposed storm drain conveyance system was designed to convey the runoff from a 50 year 24-hr storm.

To determine the impacts on the existing drainage pattern, the pre- and post-development peak flow rates were analyzed and compared for the 2, 25, and 50 year 24-hour duration storm events. The peak flow rates for the two drainage management areas, as shown in Figures 11 and 12, are shown in Table 15.

3. Environmental Analysis

Table 15 Pre- and Post- Development Peak Flow Rates

Drainage Management Area	Area (ac)[1]	50-yr Storm (cfs)	25-yr Storm (cfs)	2 yr-Storm (cfs)
Existing Conditions				
A-1	0.64	2.58	1.05	0.11
A-2	0.64	2.59	1.97	0.19
Total	**1.28**	**5.17**	**3.92**	**0.25**
Proposed Conditions				
A-1	0.67	2.72	2.06	0.16
A-2	0.61	2.47	1.88	0.15
Total	**1.28**	**5.19**	**3.94**	**0.31**
	Net Difference	**0.02**	**0.02**	**0.06**

Source: BWE 2021.
Notes: ac = acers; cfs = cubic feet per seconds.
[1] Since the impervious and pervious areas at the former single-family residential structure in the northwest corner of the project site would not change, that area is not included in the hydrology analysis.

As a result of Project development, the overall runoff generated from the 50 year 24-hr storm event can be expected to increase by 0.02 cfs. The peak flow rates for the 25 year and 2year storm event can be expected to increase by 0.02 and 0.07 cfs, respectively. Since the peak flow rate increase is fairly small and insignificant for all storm events, further attenuation of peak flow rate is not required or proposed.

Post development runoff from the project site would be adequately handled by the Project's drainage system and would not exceed the capacity of existing or planned stormwater drainage systems or substantially alter the existing drainage pattern of the project site or area in a manner that would result in flooding on- or offsite. Therefore, project impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. The following describes potential impacts related to storm drainage systems and runoff.

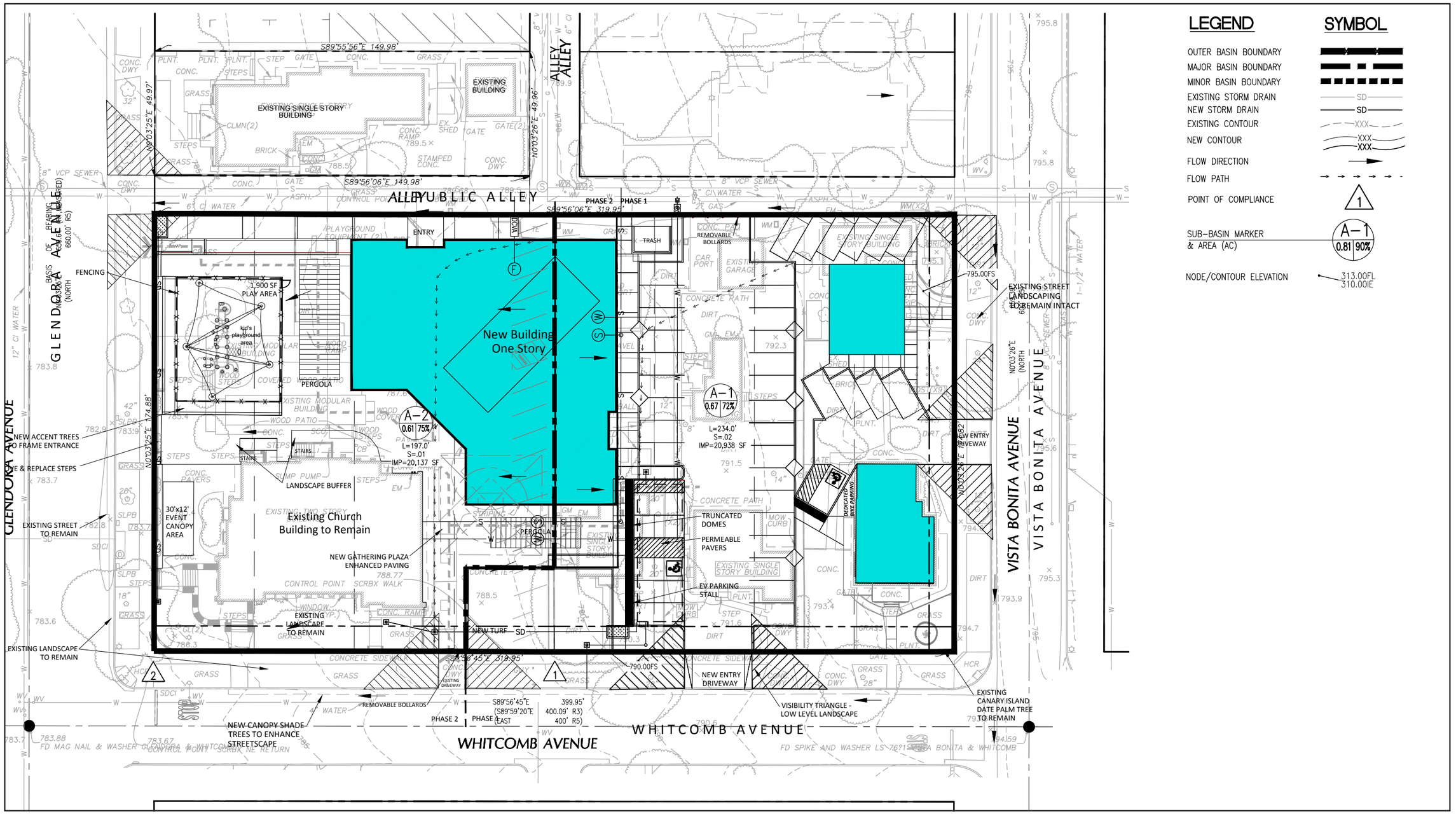
Capacity of Stormwater Drainage Systems

Project impacts on the capacity of storm drainage systems would be less than significant, as substantiated in Section 3.10.d, above. No mitigation measures are necessary.

Polluted Runoff

Project stormwater pollution impacts would be less than significant, as substantiated in Section 3.10.a, above. No mitigation measures are necessary.

Figure 12 - Proposed Conditions Hydrology Map



Source: BWE, 2020

3. Environmental Analysis

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iv) Impede or redirect flood flows?

Less Than Significant Impact. Portions of the project site are in an area where flood hazards have not been determined by the Federal Emergency Management Agency (FEMA), and the rest of the site is not located within a 100-year flood plain (FEMA 2017). Since the areas of the City mapped by FEMA are in Flood Zone X, meaning that they are not located within a 100-year flood plain, it is highly unlikely that the areas on the project site that are not mapped would be exposed to flooding due to a 100-year storm event. However, the site is in the dam inundation zone for the Big Dalton Dam. Therefore, the project site could face the danger of inundation if this dam failed with heavy rainfall, seismic activity, or for engineering/design reasons.

Big Dalton Dam is in Big Dalton Canyon, four miles northeast of Glendora. Completed in 1929, this dam is owned and operated by the LACFCD. This dam has the capacity to store approximately 960-acre feet (over 312 million gallons) of water. Should a breach occur, the water would flow south westerly out of Big Dalton canyon via the Big Dalton Wash. The areas between the South Hills and San Gabriel foothills surrounding this wash, would be inundated by the waters from this flood (Glendora 2007).

The California Department of Water Resources, Division of Safety of Dams (DSOD) has jurisdiction over this dam. The dam was analyzed in 2017 and found to be capable of withstanding the maximum credible earthquake. Big Dalton Dam underwent seismic rehabilitation in 1999 (LACDPW 2017).

Additionally, DSOD has established standards for the design and operations of dams. It reviews and approves design plans for structural modifications and upgrades to dams and inspects each dam on a yearly schedule to ensure they are performing according to the established standards and being maintained in a safe manner. Furthermore, LACFCD implements improvement/maintenance programs for the dams to ensure safe and resilient dam operations and manages a dam safety monitoring and inspection program. The dams are equipped with instrumentation to monitor the performance of the dam structures. Furthermore, the LACFCD has instituted the following measures to ensure fast and effective response to dam safety incidents:

- A dam safety engineer is on-call 24/7 to respond to unusual incidents or seismic events.
- Protocols have been established for incident reporting and online report forms for notifications.
- Protocol training for engineers and dam operators is conducted annually.
- Redundant communication systems including landline and mobile telephone, satellite phone, and radio are in place.
- A functional exercise for emergency response in a simulated earthquake event is conducted annually.
- Emergency Action Plans have been prepared for each dam that include communication with partner agencies including Sheriff, Los Angeles County Fire Department, and cities (LACDPW 2017).

Based on the preceding, project development would not impede or redirect flood flows. Impacts would be less than significant and no mitigation measures are necessary.

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

No Impact. As noted in Section 3.10.c.iv above, flooding due to a 100-year storm event or due to dam inundation at the site is unlikely.

A seiche is an oscillating surface wave in a restricted or enclosed body of water, generated by ground motion, usually during an earthquake. Seiches are of concern for water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are no adjacent bodies of water that would pose a flood hazard to the site due to a seiche. The project site is not at risk of inundation by seiche.

Tsunamis are a type of earthquake-induced flooding produced by large-scale sudden disturbances of the sea floor. Tsunami waves interact with the shallow sea floor when approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas. The Proposed Project is at an elevation of approximately 785 feet above sea level and is approximately 33 miles inland from the Pacific Ocean. Therefore, the site is outside the tsunami hazard zone and would not be affected by a tsunami.

Based on the preceding, the Proposed Project would not release pollutants as the result of floods, tsunami, or seiche. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. Water quality in Glendora is regulated by the Los Angeles Regional Water Quality Control Board and its Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties. The Basin Plan contains water quality standards and identifies beneficial uses (wildlife habitat, agricultural supply, fishing, etc.) for receiving waters along with water quality criteria and standards necessary to support these uses consistent with federal and state water quality laws. As discussed in Section 3.10.a, above, the Project would not violate any water quality standards and will therefore not obstruct the implementation of the Basin Plan. Therefore, no impact would occur and no mitigation measures are necessary.

Additionally, the project site is in the San Gabriel Valley Main Groundwater Basin. The basin has a Groundwater Quality Management and Remediation Plan as well as a Groundwater Basin Salt and Nutrient Management Plan. As discussed in Section 3.10.a and b, above, the Project would not violate any water quality standards and will not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, no impact would occur and no mitigation measures are necessary.

3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

No Impact. The Project involves additions and improvements to an existing church and associated buildings that are surrounded mainly by existing residential development (see Figure 3, *Aerial Photograph*). The Project would not introduce a physical barrier that would separate land uses that are not already separated. Connections between residential uses via N. Glendora Avenue, W. Whitcomb Avenue and N. Vista Bonita Avenue (i.e., between homes surrounding the project site) would remain. Except for new driveways accessing the southeastern and eastern portions of the project site, the Project would not physically change the neighborhood's street pattern or otherwise impede movement through the neighborhood.

Additionally, while there is established residential surrounding the project site, Project development would not physically divide these communities in any way because the Project would be developed within the confines of the project site and would not introduce roadways or other infrastructure improvements that would bisect or transect the residential communities. Furthermore, the Project would not introduce a new land use that would disrupt existing land use patterns. Therefore, no impact would occur and no mitigation measures are necessary.

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?

No Impact. The City enforces numerous goals, policies, and regulations related to the purpose of avoiding or mitigating an environmental effect. The planning and regulatory plans that govern development and use of the project site are the Glendora General Plan and Zoning Ordinance (Title 21 of the Glendora Municipal Code). The development and design standards and regulations contained in the Glendora Zoning Ordinance, which implements the General Plan, constitute the zoning regulations that govern development of the project site.

The land use and zoning designations of the project site and surrounding areas are listed in Table 2, *Existing Land Use and Zoning Designations*. As shown in the table, the majority of project site (400 N. Glendora Avenue, 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, 131 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue) has a General Plan land use designation of Medium/High Density Residential and is zoned R-2 (Restricted Multiple-Family Residential). The northwestern parcel (420 N. Glendora Avenue) is zoned R-1 (Single-Family Residential) and has a General Plan land use designation of Low/Medium Density Residential.

Following is an analysis of the Project's consistency with these adopted land use regulations.

General Plan Consistency

Development and operation of the new church-related buildings onsite and continued operation of church-related activities on the project site under the Project would not conflict with the land use designations of the site. The proposed uses are permitted under the existing land use designation. Project development does not include or require any amendments to the General Plan.

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Additionally, the Project would represent an expansion of a land use already operating on the project site. A majority of the project site is already developed with church uses, and the surrounding vicinity is already developed with urbanized (largely residential) land uses. The Project would not represent a change in land use patterns or an inconsistency with adopted land use plans.

Therefore, Project implementation would not conflict with the General Plan. No land use impact related to general plan consistency would occur and no mitigation measures are necessary.

Zoning Consistency

Pursuant to the provisions of Section 21.01.050 (Amendments) of the Glendora Zoning Ordinance (Title 21 of the Glendora Municipal Code), a zone change from Restricted Multiple-Family (R-2) and Single-Family Residential (R-1) to Planned Redevelopment (PR) is required for the project site to implement the Project. The zone change is primarily required for the following reasons:

- The project site is composed of six parcels with the majority zoned R-2 (400 N. Glendora Avenue, 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, 131 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue), but one has an R-1 zoning designation (420 N. Glendora Avenue). With the anticipated merger of all but one of the site parcels under the tentative parcel map (the parcel at 420 N. Glendora Avenue would retain its existing zoning designation of R-1 and not be part of the parcel merger; it would remain on its own legal parcel), a new zoning designation (PR) that is site-specific would be needed based on the new development and redevelopment proposed under the Project for the parcel merger.

- As currently proposed the Project would not meet several of the existing required development standards under the R-2 zoning designation; however, the Project would be permitted under a PR zoning designation. As proposed, the Project is deficient in meeting the following development standards of the R-2 zoning designation:

    - The new sanctuary is proposed to be placed 10.25 feet from a rear property line (north property line along the public alley), where the requirement is 25 feet.

    - The new residential-style storage building fronting N. Vista Bonita is proposed with a 17-foot front setback where a 25-foot setback is required.

    - Playground areas are required to be placed no closer than 25 feet to a property line. The new playground area is proposed in the northwestern site boundary would be placed 15 feet from the west property line.

    - The new parking area encroaches into the 25-foot required setback requirement on both E. Whitcomb Avenue and N. Vista Bonita (6 feet is proposed).

Pursuant to Section 21.06.020 (Planned Redevelopment Zone) of the Glendora Zoning Ordinance, "The purpose of the planned redevelopment [PR] zone is to provide for development on a comprehensive basis by using site planning techniques not permitted through the literal application of zoning and subdivision regulations and to produce an environment of stable, desirable character in harmony with existing and potential

development in the surrounding area...". Therefore, by allowing a zone change to PR the setback items noted above would not be considered reductions as the project site would be granted a site-specific land use designation to establish development standards that are uniquely appropriate for the location and use. Should a different project be proposed in the future, the written text for the proposed PR zone would be included as zoning and development standards for the City to consider.

Also, in researching these proposed setbacks, City staff noted that other uses within the vicinity also have reduced parking setbacks. Notably, Glendora United Methodist Church at 201 E. Bennett Avenue has no parking setback along N. Vista Bonita Avenue and the Glendora Women's Club (just north of project site) has minimal parking setbacks along N. Glendora Avenue.

Furthermore, pursuant to the provisions of Section 21.02.020 (Conditional Use Permits) of the Glendora Zoning Ordinance, an amendment to the original Conditional Use Permit (CUP) issued by the City for the Cornerstone Bible Church is needed to allow for the proposed expansion. Specifically, the CUP amendment would cover all church-related uses as well as an increase in sanctuary seating capacity from 220 to 350 persons.

With establishment of the PR zone and approval of the CUP amendment, Project implementation would not conflict with the Glendora Zoning Ordinance. Therefore, no land use impact related to zoning consistency would occur and no mitigation measures are necessary.

3.12 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The project site is classified by the California Geologic Survey as Mineral Resource Zone 2 (MRZ-2), which is the case for other urbanized areas of the City (CGS 2015). This designation indicates that either aggregate resources exist on the project site, or that there is a high likelihood that such resources exist. However, the project site is not used for mining and no locally important mineral resource recovery sites are located on or near the site. The nearest mineral resource recovery site is the Cemex Azusa Quarry operations site (1201 W. Gladstone Street) in the City of Azusa, approximately six miles southwest of the project site. There is also no evidence to indicate that the project site was ever utilized for mining operations based on the review of historical sources.

Additionally, mining on the project site would be incompatible with the surrounding uses, which consists mostly of residential uses. Mining is also not a permitted use under the site's General Plan Land Use designations of Medium/High Density Residential or Low/Medium Density Residential or the sites zoning designations of Single-Family Residential (R-1) or R-2 (Restricted Multiple-Family Residential). Furthermore, the project site does not support mineral extraction operations.

Furthermore, no mining sites are designated in the General Plan, and the nearest mine to the site mapped on the Mines Online website is over 4.5 miles away (DMR 2022).

Finally, no oil or energy extraction and/or generation activities exist on any of the properties. A review of California Geologic Energy Management Division's well finder indicates that there are no oil or energy wells located on any of the properties (CalGEM 2022).

Therefore, no impact to mineral resources or mineral resource recovery sites would occur and no mitigation measures are necessary.

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?

No Impact. See response to Section 3.12.a, above. As substantiated in this section, no impact would occur and no mitigation measures are necessary.

3.13 NOISE

Noise Fundamentals

Noise is defined as unwanted sound and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal, state, and city governments have established criteria to protect public health and safety and to prevent the disruption of certain human activities, such as classroom instruction, communication, or sleep. Additional information on noise and vibration fundamentals and applicable regulations are contained in Appendix G of this Initial Study.

Existing Noise Environment

The project site is bounded by E. Whitcomb Avenue to the south, N. Vista Bonita Avenue to the east, and N. Glendora Avenue to the west. The project site is in a predominantly residential neighborhood; it is immediately bordered by single-family homes, the Glendora Women's Club and an alley to the north, single-family homes to the east and west, and a real estate business and single-family homes to the south (see Figure 3, *Aerial Photograph*). The existing noise environment in the vicinity of the project site is predominantly characterized by local traffic on the roadways mentioned above. According to the Glendora Community Plan 2025 Noise Element Existing Noise Contours, the project site is outside the 60 CNEL noise contour.

Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. The nearest sensitive receptors are the surrounding residential uses to the north, east, south, and west. In addition to the immediate single-family homes, there is the Glendora Woman's Club to the north.

Applicable Regulations

City of Glendora Noise Regulations

The City of Glendora Municipal Code has ambient base noise levels per designated zone. The ambient base noise levels identified in Section 4.44.040 of the Municipal Code are used as the exterior noise standards, which are summarized in Table 16.

Table 16 Ambient Noise Level, dBA

Zone	Time of Day		
	7:00 am to 7:00 pm (Day)	7:00 pm to 10:00 pm (Evening)	10:00 pm to 7:00 am (Night)
Single Family Residential (R-1, R-A, E-3, E-4, E-5, E-6, E-7)	55	50	45
Multifamily Residential (A-2, R-2, R-3, G-A, M.H.P)	55	55	50
Special Zone (MS)	55	50	45

Source: City of Glendora 2021b.

Section 9.44.100 (Machinery, Equipment, Fans and Air Conditioning), of the Glendora Municipal Code states that it is unlawful for any person to operate any machinery, equipment, pump, fan, or air conditioning apparatus or similar device in any manner as to create noise levels that would exceed the ambient noise level (Table 1) by more than 5 decibels (dBA) at the receiving property line.

Section 9.44.110 (Construction of Buildings and Projects) of the Glendora Municipal Code states that it is unlawful for any person within a residential zone, or within a radius of 500 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 during between the hours of 9:00 pm of one day and 7:00 am of the next day.

Federal Transit Administration

To determine impact significance for construction noise and vibration, the following Federal Transit Administration (FTA) criteria are used in this analysis.

A vibration or construction noise impact would occur if:

- Vibration levels would exceed 0.20 inches/second (in/sec) peak particle velocity (PPV) at the façade of a non-engineered structure (e.g., wood-frame residential).
- Vibration levels would exceed 0.12 in/sec PPV at the façade of a historical structure (e.g., buildings extremely susceptible to vibration damage).
- Project construction activities would generate noise levels greater than 80 dBA Leq at the sensitive receptor property line.

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?

Less Than Significant Impact With Mitigation Incorporated. Following is a discussion of the temporary and permanent noise impacts as a result of the Project's construction and operational phases.

Construction Noise

Project development would occur in two developmental phases, Phase 1 and Phase 2. Overall construction is estimated to take approximately 14 months, starting in approximately early 20204 for Phase One (for a duration of 7 months) and approximately late 2025 for Phase Two (for a duration of 7 months). Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment.

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys may create momentary noise levels of up to approximately 85 dBA Lmax at 50 feet from the worker and vendor vehicles. However, these occurrences would generally be infrequent and short-lived.

Phase 2 would generate the most worker trips and haul trips. Under Phase 2, worker and vendor trips would total a maximum of approximately 49 daily trips during overlapping activity phases. Maximum daily haul truck trips would be up to 79 during soil haul over a seven work-day period. The addition of construction trips and haul trips would be minimal and temporary. Noise increases would not be substantial nor permanent. Therefore, construction-vehicle noise impacts would be considered less than significant, and no mitigation measures are necessary.

Construction Equipment

Noise generated by onsite construction equipment is based on the type of equipment used, its location relative to sensitive receptors, and the timing and duration of noise-generating activities. Each stage of construction involves different kinds of equipment and has distinct noise characteristics. Noise levels from construction activities are typically dominated by the loudest equipment. The dominant equipment noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable.

The noise produced at each construction stage is determined by combining the Leq contributions from each piece of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions. Heavy equipment, such as a dozer or a loader, can have maximum, short-duration noise levels of up to 85 dBA at 50 feet. However, overall noise emissions vary considerably, depending on the specific activity performed at any given moment. Noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction phase would result in different noise levels from construction activities at a given receptor. Since noise from construction equipment is intermittent and diminishes at a rate of at least 6 dBA per doubling of distance (conservatively ignoring other attenuation effects

from air absorption, ground effects, and shielding effects), the average Leq noise levels at noise-sensitive receptors could vary considerably, as some construction equipment would move around the site with different loads and power requirements.

Average noise levels from project-related construction activities are calculated by modeling the three loudest pieces of equipment per activity phase. The Project has two developmental phases, Phase 1 and Phase 2. Both phases have sub-phases such as site preparation, rough grading, fine grading, and others as shown in Table 17. To best represent average Leq noise levels, construction noise is modeled at spatially averaged distances (i.e., from the acoustical center of Phase 1 construction site boundary to the property line of the nearest receptors) from Phase 1 to represent the worst-case scenario. Though sensitive receptors are the same distance to the north and south of Phase 1 and Phase 2, sensitive receptors to the east/west are closer to construction activity under Phase 1. Therefore, construction noise modeling results for Phase 1 applied to Phase 2 would be conservative.

Table 17 Project-Related Construction Noise

	dBA, L_{eq}			
Construction Activity Phase	RCNM Reference Noise Levels at 50 feet	Residences to North at 100 feet	Residences to East at 125 feet	Residences to South at 150 feet
Site Preparation	84	78	76	74
Rough Grading	85	79	77	75
Fine Grading	85	79	77	75
Utility Trenching	77	71	69	67
Finish & Landscaping	77	71	69	67
Paving	83	76	75	73
Modular Building Removal	76	70	68	66
Asphalt Demolition	85	79	77	76
Church Building Construction	81	75	73	72
Architectural Coating	74	68	66	64

Source: FHWA RCNM

The expected construction equipment mix was categorized by construction activity using the FHWA Roadway Construction Noise Model (RCNM). The associated, aggregate sound levels—grouped by construction activity—are summarized in Table 17. RCNM modeling input and output worksheets are included in Appendix G of this Initial Study.

As shown in Table 17, construction-related noise levels would not exceed the 80 dBA Leq threshold at the nearest sensitive receptor property lines under Phase 1. Receptors distances under Phase 2 are equal to or further than under Phase 1. Therefore, construction-equipment noise impacts would be considered less than significant and no mitigation measures are necessary.

3. Environmental Analysis

Operation

Mobile Source Noise

A project will normally have a significant effect on the environment related to noise if it substantially increases the ambient noise levels at adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance, similar to those recommended by the Federal Aviation Administration (FAA), are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if the traffic noise increase would exceed:

- 1.5 dBA in ambient noise environments of 65 dBA CNEL and higher.
- 3 dBA in ambient noise environments of 60 to 64 dBA CNEL.
- 5 dBA in ambient noise environments of less than 60 dBA CNEL.

The average daily traffic volumes (ADT) along select roadways segments in the project's vicinity were used to determine the traffic noise increase. This analysis compares the existing plus project traffic volumes to the existing traffic volumes to estimate the increase due to the project. The same method is used in determining the cumulative traffic noise increase (cumulative plus project traffic volumes compared to existing).

Existing ADT volumes utilized are from the City (City of Glendora 2017). Daily project trip generation provided by EPD Solutions was added to the Existing volumes to estimate Existing Plus Project. This provides for a conservative analysis since the Project trip generation is added to each nearby roadway segment and trip distribution throughout the roadway network is conservatively not accounted for. Lastly, the City does not have ADT volumes for East Whitcomb Avenue. However, according to the General Plan, N. Glendora Avenue is a two-lane collector with a capacity of 12,000 vehicles per day. East Whitcomb is considered a collector street and collector streets generally have one tenth the capacity of a major street (a 10 percent factor) (EDP Solutions 2021). Therefore, the estimated existing roadway volumes along East Whitcomb is 10 percent of the N. Glendora Avenue—E. Leadora Avenue to E. Bennett Avenue roadway segment.

Table 18 shows estimated project-related traffic noise increases along study roadway segments. As shown in the table, traffic noise increases would not be greater than 1.5 dBA CNEL. Therefore, impacts would be less than significant and no mitigation measures are necessary.

Table 18 Project-Related Traffic Noise Increase

Roadway Segment	ADT Volumes		dBA CNEL Project Noise Increase
	Existing No Project	Existing Plus Project	
Glendora Avenue - Leadora Avenue to Bennet Avenue	3,650	3,703	0.1
Leadora Avenue - Glendora Avenue to Cullen Avenue	1,413	1,466	0.2
Leadora Avenue - Grand Avenue to Glendora Avenue	1,475	1,528	0.2
Bennett Avenue - Glendora Avenue to Cullen Avenue	4,670	4,723	0.0
Bennett Avenue - Grand Avenue to Glendora Avenue	5,056	5,109	0.0
East Whitcomb Avenue - Glendora Avenue to North Vista Bonita Avenue	365	418	0.6

Sources: City of Glendora 2017; EPD 2021.

Mechanical Equipment Noise

Heating, ventilation, and air conditioning (HVAC) systems are anticipated to be installed for the proposed buildings. The nearest sensitive receptor property line to the proposed buildings is 25 feet to the northeast. Typical HVAC equipment generates noise levels ranging up to 72 dBA at a distance of 3 feet. At a distance of 75 feet, noise levels would attenuate to 54 dBA. HVAC equipment would be mounted on the rooftop and be shielded by a parapet blocking line-of-sight. The parapet would provide at least 5 dBA of noise attenuation and attenuated noise levels would be 49 dBA. HVAC noise could potentially exceed the City's exterior nighttime noise standards of 45 dBA. Therefore, impacts would be potentially significant. However, with implementation of Mitigation Measure NOI-1, impacts would be reduced to a level of less than significant.

Recreational Noise

Project development includes relocation of the playground adjacent to the public alley approximately 25 feet from the northern property line. The playground would then be 25 feet further from existing nearest sensitive receptors to the north and noise associated with the playground would be reduced as a result of the Project. The Project would not add any new activities or events that do not already exist. Therefore, noise due to recreational activity and events would be less than significant and no mitigation measures are necessary.

Mitigation Measures

NOI-1 Mechanical equipment shall be selected, designed and installed to reduce impacts on surrounding residential uses to meet Glendora's Municipal Code noise limits of 55 dBA, 50 dBA, and 45 dBA at residential uses during daytime, evening, and nighttime, respectively. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Mechanical equipment shall

be selected and designed to reduce impacts on surrounding uses to meet the City's noise level requirements. Noise reduction measures may include, but are not limited to:

- Selection of equipment that emits low noise levels.
- Locating equipment in less noise-sensitive areas, where feasible.
- Equipment enclosures.

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

Less Than Significant Impact With Mitigation Incorporated. Following is a discussion of the temporary and permanent vibration impacts as a result of the Project's construction and operational phases.

Operational Vibration

Project operation would not include any substantial long-term vibration sources. Therefore, no significant vibration effects from operational sources would occur. Impacts would be less than significant and no mitigation measures are necessary.

Construction Vibration

Construction activities generate varying degrees of ground vibration, depending on the construction procedures, construction equipment used, and proximity to vibration-sensitive uses. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Table 19 lists reference vibration levels for different types of commonly used construction equipment.

Table 19 Vibration Source Levels for Common Construction Equipment

	Peak Particle Velocity (in/sec)			
Equipment	FTA Reference Levels at 25 Feet	Offsite Residential Structure to North at 20 Feet	Onsite Historical Stone Structure at 5 Feet	Onsite Historical Two-Story Residential Structure at 5 Feet
Vibratory Roller	0.21	0.293	NA	2.348
Large Bulldozer	0.089	0.124	0.995	0.995
Caisson Drilling	0.089	0.124	NA	NA
Loaded Trucks	0.076	0.106	0.850	0.850
Jackhammer	0.035	0.049	0.391	0.391
Small Bulldozer	0.003	0.004	0.034	0.034

Source: FTA 2018.

The term "architectural damage" is defined as minor surface cracks (in plaster, drywall, tile, or stucco) or the sticking of doors and windows. This is below the severity of "structural damage," which compromises structural soundness or threatens the basic integrity of the building shell. Building damage is typically not a concern for most projects, with the occasional exception of blasting and pile driving during construction (FTA 2018). No blasting, pile driving, or rock-crushing activities will be required during project construction. Since

vibration-induced architectural damage could result from an instantaneous vibration event, vibration-induced architectural damage is assessed in terms of peak particle velocity (PPV) and distances are measured from the receptor façade to the nearest location of potential construction activities.

For reference, a vibration level of 0.2 inches per second (in/sec) PPV is used as the limit for non-engineered timber and masonry buildings, which would apply to the surrounding off-site residential structures. A vibration level of 0.12 in/sec PPV is used as the limit for historical buildings (FTA 2018), which is applied to the two onsite historical buildings (two-story stone-façade church building at the corner of N. Glendora Avenue and E. Whitcomb Avenue and the two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue).

Construction activities, including paving (proposed parking stalls under Phase 1) could occur within 20 feet of the residential structures to the north. As shown in Table 16, vibration from a vibratory roller could exceed 0.20 in/sec PPV at 20 feet. Therefore, impacts to offsite receptors would be potentially significant. However, with Mitigation Measure NOI-2, potential vibration damage impacts would be reduced to less than significant.

The onsite two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue could be within a few feet of proposed grading and paving activities under Phase 1. Table 19 shows vibration levels projected at a distance of five feet within very close proximity. Vibration levels from grading and paving could exceed 0.12 in/sec PPV at the façade of the two-story historical structure. Therefore, impacts to the onsite historical structure would be potentially significant. However, with implementation of Mitigation NOI-2, impacts would be reduced to less than significant.

The onsite two-story stone-façade church building would be adjacent to the drive aisle that is to be demolished under Phase 2. Table 19 shows projected vibration levels at five feet. As shown in the table, vibration levels from asphalt/paving demolition could exceed 0.12 in/sec PPV levels at the façade of the historical church building. Therefore, impacts to the onsite historical stone structure would be potentially significant. However, with implementation of Mitigation NOI-3, impacts would be reduced to less than significant.

Mitigation Measures

NOI-2 Any project-related paving activities within 25 feet of offsite residential structures shall employ the use of a static roller in lieu of a vibratory roller.

NOI-3 Prior to the issuance of grading permits, a construction vibration monitoring plan shall be developed to document conditions at the onsite historical buildings (two-story stone-façade church building at the corner of N. Glendora Avenue and E. Whitcomb Avenue and the two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue) prior to, during, and after vibration-generating demolition and construction activities. The plan shall be submitted for review to and approved by the Glendora Community Development Director, or his/her designee, prior to ground disturbance and demolition activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California or qualified acoustical consultant and be in accordance with industry accepted standard methods. The vibration monitoring plan, including a vibration velocity limit

(as determined based on a detailed review of the buildings), method (including locations and instrumentation) for monitoring vibrations during construction, and method for alerting responsible persons who have the authority to halt construction should limits be exceeded or damaged observed. The vibration limits shall be reduced if movement or cracking is detected. The construction vibration monitoring plan shall be implemented to include the following tasks:

- Identification of sensitivity to groundbourne vibration of the historical buildings. A vibration survey would need to be performed by a qualified professional (e.g., acoustical consultant, licensed historical architect, or licensed Professional Structural Engineer).
- Performance of a photo survey, elevation survey, and crack monitoring survey for the historical buildings. Surveys shall be performed prior to, in regular intervals during, and after completion of all vibration-generating activity. The surveys shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of the historical buildings.
- Development of a vibration monitoring and construction contingency plan to identify where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after demolition of the adjacent drive isle and construction activities. Construction contingencies would be identified for when vibration levels approach the limits.
- If vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structure.
- Conduct a post-survey on the structure where monitoring has indicated high levels of damage. Make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities.
- Summarize the results of all vibration monitoring and submit results in a report after completion of each phase identified in the project schedule. The report shall include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits shall be included together with proper documentation supporting any such claims. The report shall be submitted to the Community Development Director, or his/her designee, two weeks after completion of each phase identified in the project schedule.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such a person shall be clearly posted in one or more locations at the construction site.

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

No Impact. The project is not within an airport land use plan and there are no public airports or private airstrips within two miles of the project site. The nearest airports are Brackett Field Airport, approximately 5.4 miles southeast, and Cable Airport, 10 miles east (AirNav, 2021). Due to the distances of the airports, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur and no mitigation measures are necessary.

3.14 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)?

No Impact. The Project does not propose the development of new homes or businesses, which result in direct and indirect population growth. The Project involves expansion of and various improvements to an existing church and adjoining properties. Therefore, the Project would not directly or indirectly induce population growth in the area. Institutional uses such as churches are developed in response to population growth in an area and do not cause population growth in and of themselves. The project site and existing uses are also provided with adequate road access and utilities, and Project development would not require extension or expansion of roadways or utilities. Therefore, no impact would occur and no mitigation measures are necessary.

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

No Impact. The project site is developed with an existing local church, Cornerstone Bible Church, and six former single-family residential structures with accessory buildings and two modular buildings (see Figure 3, *Aerial Photograph*). The church owns all the buildings onsite. Table 1, *Existing Building Tabulation Summary*, provides a tabulation of the existing buildings onsite. As shown in the table, none of the existing former residential structures are used for residential purposes; they are all currently (and have been for some time now) used for office and classroom spaces and for storage purposes. For years, the residential structures have been repurposed for church uses; there is no plan either currently or in the future to return them to residential use. Although Project implementation includes demolition of four of the six former residential structures, it would not displace people or housing. Therefore, no impact would occur and no mitigation measures are necessary.

3.15 PUBLIC SERVICES

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

a) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACFD) provides fire protection and emergency services to the entire City (including the project site) from three fire stations: Station's 85, 86 and 151 (City of Glendora 2021a). The nearest fire station to the project site is Station 51 at 231 W. Mountain View Avenue, approximately 0.4 mile to the southwest. LACFD also has mutual aid agreements with other fire departments in the county.

Project implementation could result in a slight increase in calls for fire protection and emergency medical service. However, considering the existing firefighting resources available in and near the City, project impacts on fire protection and emergency services (including response times) are not expected to occur. Additionally, in the event of an emergency at the project site that required more resources than Fire Station 51 could provide, LACFD would direct resources to the site from other LACFD stations nearby and, if needed, would request assistance from other nearby fire departments.

Project implementation is also not anticipated to impede or increase LACSD's response times to either the project site or the surrounding vicinity. Currently, travel time to the project site from Station 51 is approximately two minutes (Google Maps 2021)—this would remain the same with Project implementation. Therefore, LACFD's response time for Station 51 to the project site would be within LACFD's goal of having a fire unit to the site as quickly as possible. The project site is also an infill site already served by LACFD; therefore, the Project would not result in an expansion of LACFD's service area.

Additionally, the City involves LACFD in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. The Project would incorporate such design features to minimize the potential demand placed on LACFD. For example, the new church building would feature an automatic fire sprinkler and alarm system. Additionally, the adequacy of existing water pressure and water availability in the project area would be verified by LACFD during the Project's plan check review process. All site and building improvements proposed under the Project would be subject to review and approval by LACFD prior to building permit and certificate of occupancy issuance. LACFD requirements would also be included as conditions of approval.

Furthermore, project development is required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and LACFD, which impose design standards and requirements that seek to minimize and mitigate fire risk. Compliance with these codes and standards is ensured through the City's and LACFD's development review and building permit process.

Based on the preceding, the Proposed Project would not adversely affect LACFD's ability to provide adequate service and would not require new or expanded fire facilities that could result in adverse environmental impacts. Therefore, impacts would be less than significant and no mitigation measures are necessary.

b) Police protection?

Less Than Significant Impact. The Glendora Police Department (GPD) provides police service to the City, including the project site. GPD is divided into two divisions consisting of various bureaus. The Administrative Division consists of the Community Relations Bureau, Community Preservation Bureau, and Records Bureau. The Operations Division consists of the Patrol Bureau, Investigations Bureau, Traffic Bureau, Jail Bureau, and Emergency Service Bureau (City of Glendora 2021b). The project site is served by the GPD station at 150 Glendora Avenue, which is approximately 0.6 mile south of the project site.

Project implementation could result in a slight increase in calls for police protection services. However, considering the existing police resources available in and near the City, project impacts on police services (including response times) are not expected to occur. The project site is also an infill site already served by GPD; therefore, the Project would not result in an expansion of their service area. Additionally, in the event of an emergency at the project site that required more resources than GPD could provide, GPD would request assistance from other nearby police departments, including the Los Angeles County Sheriff's Department.

Furthermore, the City involves GPD in the development review process in order to ensure that the necessary police protection features are incorporated into development projects. All site and building improvements proposed under the Project would be subject to review and approval by GPD. For example, the Project would be designed with GPD's Standard Building Security Specifications and Crime Prevention through Environmental Design (CPTED) principles, which include natural surveillance, natural access control, territorial reinforcements and maintenance and management. GPD requirements would also be included as conditions of approval.

Based on the preceding, the Project would not adversely affect GPD's ability to provide adequate service and would not require new or expanded police facilities that could result in adverse environmental impacts. Therefore, impacts would be less than significant and no mitigation measures are necessary.

c) Schools?

No Impact. The increase in the student generation and the need for new or the expansion of existing school facilities is tied to population growth. No residential development is proposed as a part of the project, and project development is not expected to generate an increase in the student population in the area. As shown in Figure 5, *Conceptual Site and Landscape Plan*, the Project involves expansion of an existing church.

Additionally, the need for additional school services and facilities is addressed by compliance with school impact assessment fees per Senate Bill 50, also known as Proposition 1A. SB 50—codified in California Government Code Section 65995—which was enacted in 1988 to address how schools are financed and how development projects may be assessed for associated school impacts. The project applicant would be required to pay school

impact fees to reduce any impacts to the school system, in accordance with SB 50. These fees are collected by school districts at the time of issuance of building permits.

Therefore, no impact to schools would occur and no mitigation measures are necessary.

d) Parks?

No Impact. See response to Section 3.16.a. As substantiated in this section, no impact would occur and no mitigation measures are necessary.

e) Other public facilities?

No Impact. The need for new or the expansion of existing library services and facilities is tied to population growth. No residential development is proposed as a part of the project, and project development is not expected to generate a need for new or additional library services or facilities. Church staff and employees could use the Glendora Public Library; however, the number of users (if any) would be minimal. The current library is also not at capacity or overcrowded. Therefore, no impact to libraries would occur and no mitigation measures are necessary.

3.16 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?

No Impact. The increase in the use of existing parks and recreational facilities and the need for new or the construction or expansion of existing recreational facilities is tied to population growth. No residential development is proposed as a part of the Project. As shown in Figure 5, *Conceptual Site and Landscape Plan*, the Project involves expansion of an existing church. Therefore, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, nor would it require construction of new or expanded parks or recreational facilities. Additionally, a new 1,900-square-foot children's playground area would also be provided west of the new worship center building (see Figure 5, *Conceptual Site and Landscape Plan*). The playground would be available to the children of the church's staff and congregants. Furthermore, church staff and employees could use the City's parks; however, the number of users (if any) would be minimal. No impact would occur and no mitigation measures are necessary.

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

No Impact. The Project does not involve the development of recreational facilities. Also, Project development would not require construction of new or expanded recreational facilities, as noted in Section 3.16.a, above. Therefore, no impact would occur and no mitigation measures are necessary.

3.17 TRANSPORTATION

The analysis in this section is based in part on the following technical studies, included as Appendix H to this Initial Study:

- *Trip Generation and VMT Screening Analysis*, Environmental Planning Development Solutions, Inc., May 2023.

Would the project:

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

Less Than Significant Impact. Following is a discussion of the Project's potential impacts on a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impact to Roadway Facilities

Environmental Planning Development Solutions, Inc. (EPD) prepared a trip generation analysis memorandum for the Project. The purpose of the memorandum was to assess the change in vehicle trips that would be generated by the Project and to evaluate the potential traffic impacts associated with the Project. As stated in the trip generation memorandum, the project is expected to generate 108 net new daily weekday trips including 10 net new weekday trips during the AM peak hour and 14 net new weekday trips during the PM peak hour. Since the highest activity at the site would be during church services on Sunday, the Project is expected to generate 265 daily Sunday trips, with 61 trips generated during the AM peak hour.

The City of Glendora's Traffic Impact Analysis Guidelines indicate that all intersections where a project adds 50 or more weekday peak hour trips must be analyzed in a Traffic Impact Assessment (TIA). Based on the weekday peak hour net trip generation of 14 trips during the PM peak hours, the Project would not trigger the need for preparation of a TIA. Therefore, the minimal increase in trips would not result in a conflict with a program, plan, ordinance, or policy addressing the roadway facilities. Impacts would be less than significant and no mitigation measures are necessary.

Impact to Alternate Modes of Transportation Facilities

Pedestrian Facilities

Pedestrian access to the project site would continue to be provided via the existing public sidewalks along N. Glendora Avenue, E. Whitcomb Avenue, N. Vista Bonita Avenue, which would connect to the project site's internal pedestrian circulation system. As shown in Figure 5, *Conceptual Site and Landscape Plan*, the pedestrian circulation system includes walkways through the parking areas, through common areas, and to and around buildings. Also, enhanced pedestrian walkways would be provided from the public sidewalks and parking areas to a main gathering area and courtyard. The walkways and gathering area and courtyard would include enhanced concrete pavement. Project development would not result in an impact to the pedestrian circulation system in

and around the project site; it would not inhibit pedestrian use of the existing public sidewalks or nearby crosswalks, nor would it inhibit their safety.

Bicycle Facilities

There are no bicycle lanes or facilities adjacent to or around the project site. Project development would not impact or alter any existing bicycle lanes or facilities. However, the project applicant would provide bicycle racks onsite in accordance with the provisions of CALGreen; the racks would be placed in a designated area near the site management office. Additionally, Section 21100(h) of the California Vehicle Code allows bicyclists to ride on sidewalks. Bicyclists are also allowed to ride on roads.

Public Transit Facilities

Foothill Transit operates public transit bus routes in the City. Bus route 851 is the closest bus routes to the project site; a portion of bur route 851 travels north-south along N. Glendora Avenue from Gladstone Street to E. Bennett Avenue (south of the project site). This bus route is within a reasonable walking distance (approximately one-half mile) of the project site. The closest bus stop for route 851 is approximately 0.15 mile south of the project site at the N. Glendora Avenue and E. Bennett Avenue intersection. This bus route and stop (along with other stops nearby) would be within a reasonable walking distance from the project site and would be available to serve staff, employees, and congregants of the Project. Also, the route has adequate capacity to serve bus riders needing to access the project site; it is anticipated that the number of bus riders that would be generated by the Project would be low since the majority of people accessing the project site would use their personal vehicles. Project implementation would not require the need for additional Foothill Transit bus routes or stops to serve the Project's users.

Metrolink's Glendora station, which is under construction, is part of the Foothill Gold Line extension from Glendora to Montclair. The station will be located just south of the City's historic downtown, east of Vermont Avenue, west of Glendora Avenue, and south of Ada Avenue. The station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). The Glendora station will have an associated parking facility, and have amenities for riders arriving by walking, bicycle, bus, and drop-off.

The Glendora station is approximately 0.7 mile south of the project site and will provide an alternative means of transportation for employees, congregants, and visitors of the project site. From the station individuals will be able to travel to the project site by walking, bicycle, bus, or a paid ride sharing company (e.g., Uber, Lyft). Once completed, the station and the Foothill Gold Line will have more than adequate capacity to serve Metro riders needing to access the project site; it is anticipated that the number of Metro riders that would be generated by the Project would be very low since the majority of people accessing the project site would use their personal vehicles. Project implementation would not result in any impacts to the station or rail line.

Conclusion

Based on the preceding, the Project would not result in a conflict with a program, plan, ordinance, or policy addressing alternate mode of transportation facilities. Impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. Senate Bill 743 (SB 743) was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS) for evaluating transportation impacts. SB 743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. The bill also specified that delay-based LOS could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3, Determining the Significance of Transportation Impacts, states that Vehicle Miles Traveled (VMT) was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3 is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

The City adopted VMT Screening thresholds on July 14, 2020. These screening thresholds were used to determine if projects would require a VMT analysis. The screening thresholds provide criteria for projects that would be considered to have a less-than significant impact on VMT and therefore, could be screened out from further analysis. If a project meets one of the following criteria, then the VMT impact of the project is considered less-than significant and no further analysis of VMT would be required:

- Small projects that generate less than 250 daily vehicle trips.
- The project is located within a Transit Priority area.
- The project is a retail project less than 50,000 square feet.
- The project is constructing affordable housing (4 percent reduction per home).
- The project is a redevelopment project.
- The project is a community serving project.

The Project would meet the criteria for a small project and redevelopment project as the net new daily vehicle trips would be 108 on weekdays (Appendix H). In addition, the Project would be classified as a community-serving use. Therefore, the Project would screen out of VMT and is presumed to have a less than significant impact on VMT. No mitigation measures are necessary.

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

No Impact. As shown in Figure 5, *Conceptual Site and Landscape Plan*, the primary vehicular access for the project site would be provided via a new full-access driveway (all turning movements permitted) off E. Whitcomb Avenue. A new secondary and limited-access driveway (right and left in only) would be provided off N. Vista Bonita Avenue. Both driveways would connect to the onsite drive aisles and parking areas. Removable bollards would be provided at the northern end of the main parking area for emergency vehicles access. The existing public alley would remain and continue to provide vehicular access for the surrounding neighborhood. As a part of the Project the alley would undergo limited improvements such as asphalt repair or repaving.

3. Environmental Analysis

Emergency vehicle access to the project site would be more than adequate, provided via N. Glendora Avenue, E. Whitcomb Avenue, N. Vista Bonita Avenue, the public alley on the north, and the drive aisle of the new parking area.

The City and LACFD have adopted design standards that preclude the construction of any unsafe roadway, circulation, or access design features. Design and construction of the proposed access and circulation improvements would be required to adhere to the City's and LACFD's established design standards, which are imposed on development projects during the City's development review and building plan check process, and as conditions of approval. For example, at intersections and project driveways, a substantially clear line of sight must be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Sight distance is the continuous length of roadway visible to the driver. Based on a review of aerial photography, there are no restrictions blocking the view from the proposed location of the access driveways and traffic on E. Whitcomb Avenue and N. Vista Bonita Avenue, and sufficient sight distance would be provided. Compliance with the established design standards would ensure that hazards due to design features would not occur and that the placement of the vehicular access and circulation improvements would not create a conflict for motorists, pedestrians, or bicyclists traveling within or around the project site.

Furthermore, the Project would provide a network of low-speed internal drive aisles that would be safe and walkable for pedestrians, while maintaining an efficient circulation system for vehicles. The Project would also not include incompatible uses such as farm equipment or other unusually slow vehicles that would present a traffic hazard on area roadways.

Therefore, no impact resulting from hazards due to design features or incompatible uses would occur and no mitigation measures are necessary.

d) Result in inadequate emergency access?

No Impact. As outlined above, the Project would introduce a number of new onsite vehicular access and circulation improvements. To address emergency and fire access needs, the improvements would be required to be designed in accordance with all applicable LACFD design standards for emergency access (e.g., minimum lane width and turning radius). For example, internal drive aisles would be designed to meet the minimum width requirements of LACFD to allow the passing of emergency vehicles.

Additionally, the Project would be required to incorporate all applicable design and safety requirements as set forth in the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of Glendora and LACFD, such as those outlined in Chapter 18.04 (California Fire Code) of the Glendora Municipal Code. Compliance with these standards is ensured through the City's and LACFD's development review and building plan check process and as conditions of approval.

Furthermore, during the development review and building plan check process, the City would coordinate with LACFD and the Glendora Police Department to ensure that the necessary fire prevention and emergency response features are incorporated into the Project and that adequate circulation and access (e.g., adequate turning radii for fire trucks) are provided within the traffic and circulation components of the Project. All site

and building improvements proposed under the project would be subject to review and approval by the City, LACFD, and Glendora Police Department.

Based on the preceding, no impacts to emergency access would occur no mitigation measures are necessary.

3.18 TRIBAL CULTURAL RESOURCES

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

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

Less Than Significant Impact. Existing land uses and conditions of the project site and surrounding area are depicted in Figure 3, *Aerial Photograph*. As shown in Figure 3, the project site is developed with an existing church and six former single-family residential structures with accessory buildings and two modular buildings. Project implementation includes demolition of four of the six former residential structures (addresses of residential structure to be demolished: 117 E. Whitcomb Avenue, 125 E. Whitcomb Avenue, 127 E. Whitcomb Avenue, and 415 N. Vista Bonita Avenue) and accessory buildings onsite, demolition of the parking lot and drive aisle, removal of the modular buildings and playground area, and demolition and removal of various hardscape and landscape improvements throughout. As concluded in Section 3.5.a, above, HRG determined that the four former residential structures to be demolished were not found to be historically significant as none are eligible for listing in the National Register of Historic Places or California Register of Historical Resources, or eligible for designation as a Glendora Historic Resource or Landmark.

Additionally, the existing two-story stone-façade church building (400 N. Glendora Avenue), which functions as the existing worship center, would remain in its existing condition and be repurposed for other church uses.

The existing two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue (131 E. Whitcomb Avenue) would also remain due to its local historic significance and would be repurposed for other church uses. The structure is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources. However, it is eligible for listing as a Historic Resource or Landmark in the City of Glendora, which is at the local level.

Furthermore, no modifications or improvements are proposed to the single-story residential structure in the northwestern end of the project site, which has an address of 420 N. Glendora Avenue.

Therefore, no impact to historical resources would occur and no mitigation measures are necessary.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource

3. Environmental Analysis

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

Less Than Significant Impact With Mitigation Incorporated. Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. The intent of the consultations is to provide an opportunity for interested Native American contacts to work together with the lead agency (in this case, Glendora) during the project planning process to identify and protect tribal cultural resources.

The provisions of CEQA, Public Resources Code Sections 21080.3.1 et seq. (also known as Assembly Bill 52 [AB 52]), require meaningful consultation with California Native American Tribes on potential impacts to tribal cultural resources. As defined in Public Resources Code Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

As part of the AB 52 process, Native American tribes must submit a written request to the relevant lead agency if it wishes to be notified of projects that require CEQA public noticing and are within its traditionally and culturally affiliated geographical area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1): the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code Section 21082.3(c).

In accordance with the provisions of AB 52, the City sent letters on June 30, 2021, to the following tribes: Gabrieleño Band of Mission Indians - Kizh Nation; LA City/County Native American Indian Commission; Soboba Band of Luiseño Indians; Torres Martinez Desert Cahuilla Indians; Gabrieleño/Tongva Tribal Council; Gabrieleño-Tongva Tribe; Gabrieleño Tongva Indians of California Tribal Council; Gabrieleño/Tongva Nation; and Gabrieleño/Tongva San Gabriel Band of Mission Indians. The 30-day noticing requirement under AB 52 was completed on August 3, 2021 (30 days from the date the tribes received the notification letter). One tribe responded to the City's AB 52 consultation notification letter: Gabrieleño Band of Mission Indians - Kizh Nation (Kizh Nation). In their response letter, Kizh Nation stated that they are the direct lineal descendants of the project area and that the project site is within their ancestral tribal territory. Therefore, they requested consultation with the City. Based on the consultation conducted, the Kizh Nation requested mitigation measures to reduce the Project's potential impacts to tribal cultural resources.

Additionally, while unlikely, the presence of subsurface tribal cultural resources on the project site remains possible, and these could be affected by ground-disturbing activities associated with grading and construction at the site. It is possible that subsurface disturbance might occur at levels not previously disturbed or may uncover undiscovered tribal cultural resources at the site. For example, the subterranean level of the proposed church building involves deeper excavation than previously performed in that area of the project site. Therefore, impacts to tribal cultural resources are potentially significant.

To enable the Kizh Nation with the ability to protect and preserve their tribal cultural resources and to reduce potential impacts to such resources (if encountered), mitigation is required. With implementation of Mitigation Measures TCR-1 through TCR-3, which are based on input the City received from the Kizh Nation during the consultation efforts, impacts related to tribal cultural resources would be reduced to a level of less than significant.

Mitigation Measures

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

- The project applicant/developer shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation ("Kizh" or "Tribe"), the direct lineal descendants of the project site. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the project site, at all project locations (i.e., both on- and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- A copy of the executed monitoring agreement shall be provided to the City of Glendora prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.
- The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.
- The project applicant/developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.

- The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/developer and City of Glendora upon written request.
- Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/developer and City of Glendora that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

TCR-2 Discovery of TCRs, Human Remains, and/or Grave Goods

- Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.
- The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.
- If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d) (1) and (2).)
- Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site

and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. §15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

- Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)
- Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.
- Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.

TCR-3 Procedures for Burials, Funerary Remains, and Grave Goods

- As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.
- If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.

- In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.
- Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects, and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.
- The Tribe will work closely with the project applicant's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and Native American Heritage Commission. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

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

Less Than Significant Impact. Following is a discussion of the Project's potential impacts on water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities. Impacts to natural gas facilities would not occur as the Project would not require the use of natural gas.

Water Treatment Facilities

GWD provides water services to the project site. The City's main source of water supply is groundwater pumped from the Main San Gabriel Valley Basin. Other water supplies consist of purchased local groundwater,

surface water from the Covina Irrigating Company (CIC) and imported surface water supplies. Imported surface water historically accounted for approximately eight percent of the City's overall water supplies. Purchased water from CIC historically accounted for less than one percent of the City's overall water supplies (Glendora 2021bd.

The City pumps groundwater from the Main San Gabriel Valley Groundwater Basin from the City's eight active wells. Over the past five years, the City pumped an average of 9,763 afy and has a total capacity to provide 16,291 afy of treated groundwater. Therefore, the City has a residual capacity of 6,528 afy. GWD estimates that water demands in its service area for normal years would increase from approximately 11,090 afy in 2025 to approximately 11,581 afy in 2045 (Glendora 2021b).

Three Valleys District provides purchased imported treated water from the Metropolitan Water District of Southern California. Imported water is treated at the Weymouth Treatment Plant and the Miramar Treatment Facility (Glendora 2021d). The Weymouth Treatment Plant in the City of La Verne in Los Angeles County has a capacity of 520 million gallons per day (582,475 afy) (MWD 2020). The Miramar Treatment Facility in the City of San Diego has a capacity of 144 million gallons per day (161,300 afy) (San Diego 2021). CIC treats surface water at the William B. Temple Water Treatment Plant #1, which has a capacity of 12.5 million gallons per day (mgd) (14,000 afy) (LARWQCB 2016). Groundwater provided by CIC is treated at the Baldwin Pumping Plant in the City of Baldwin Park. The plant can treat 9.5 mgd (10,641 afy) (SGVT 2017).

Water demand estimates for the existing uses onsite and proposed uses under the Project are included in Table 20. As shown in the table, a net increase of approximately 248 gpd (or approximately 0.28 afy) over existing water use would occur under Project development.

Table 20 Water Demands, Existing Uses and Proposed Project

Scenario	Square Feet (SF)[1]	Indoor Water Use Rate (gpd per SF)	Total Indoor Water Demand (gpd)	Outdoor Use (gpd)
Water Demands				
Existing Uses	10,025	—	2,056[3]	522[4]
Proposed Project	29,015	0.086[2]	2,495	331[4]
		Net increase	**439**	**(191)**

Source: CAPCOA 2017.
Notes: SF = square feet; gpd = gallons per day
[1] The square footage of buildings used for storage or buildings that are unused are not included.
[2] CalEEMod 2017 place of worship indoor water use rates used.
[3] Water bills provided by project applicant for indoor water usage from April 2020 to June 2021. Average water usage for the 14-month period used in table.
[4] Provided by project applicant.

GWD estimates that it will have sufficient water supplies to meet proposed growth in the City for normal, single-dry, and multiple-dry years. Additionally, there is sufficient water treatment capacity in the City for project water demand. Therefore, project development would not require the construction of new or expanded water treatment facilities. No significant impacts would occur and no mitigation measures are necessary.

3. Environmental Analysis

Wastewater Treatment Facilities

Wastewater generated by land uses in the City is treated by the Sanitation Districts of Los Angeles County (LACSD). Wastewater is collected through the City's local sewer collection system. The City's local sewers tie into LACSD's regional trunk sewers. The regional trunk sewer lines deliver wastewater to one or more water reclamation plants owned by LACSD for treatment. The water reclamation plants are not located in the City's service area. The water reclamation plants serving the City include the San Jose Creek Water Reclamation Plant (SJCWRP) and the Joint Water Pollution Control Plant (JWPCP). The SJCWRP has a treatment capacity of about 100 MGD (Glendora 2021d). The JWPCP treats 260 million gallons of wastewater per day (mgd) and has a total permitted capacity of 400 mgd (LACSD 2021).

The Project would generate a net increase in wastewater generation of about 1,470 gallons per day. Wastewater generation is assumed to be 90 percent of indoor water use. The amount of wastewater that would be generated is much less than one percent of LACSD's total remaining daily treatment capacity at the JWPCP. Therefore, project development would not require the construction of new or expanded wastewater treatment facilities. No significant impacts would occur and no mitigation measures are necessary.

Stormwater Drainage Facilities

See response to Section 3.10.c.iii, above. As substantiated in this section, impacts would be less than significant and no mitigation measures are necessary.

Electricity and Natural Gas Facilities

The Project would result in an annual net increase in electricity demand of 255,536 kWh (refer to Section 3.6, *Energy*). Electricity would be supplied by SCE. Total mid-electricity consumption in SCE's service area is forecast to increase by approximately 18,000 GWh between 2016 and 2030 (CEC 2018). SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area; and the electricity demand due to Project development is within the forecast increase in SCE's electricity demands. Project development would not require SCE to obtain new or expanded electricity supplies.

Natural gas needs for the project site would be provided by the Southern California Gas Company (SoCalGas) via existing infrastructure in the immediate area of the project site. The Project would result in an annual net increase in natural gas demand of 422,599 kBTU (refer to Section 3.6, *Energy*). The total gas consumption in the SoCalGas service area was approximately 7,700 million therms in 2016, with little to no growth projected up to 2030 (CEC 2018). The natural gas consumption rate for the Project is typical for projects of this size and is a modest increase in gas use in the context of SoCalGas' service territory.

In addition, the Project would be required to comply with energy efficiency standards of Title 24 of the California Administrative Code and the Appliance Efficiency Regulations. The Project would also comply with CALGreen requirements related to energy and water conservation. These measures would help decrease electricity and gas consumption.

Therefore, the Project would not result in a substantial increase in electrical and natural gas service demands. SCE and SoCalGas would not need to expand their supply and transmission facilities to handle the demand generated by the Project. Impacts would be less than significant and no mitigation measures are necessary.

Telecommunication Facilities

The Project would include onsite connections to telecommunication services. The construction-related impacts associated with these improvements are analyzed throughout this Initial Study as part of the Project development. Impacts would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. The City's 2020 Urban Water Management Plan found that the portfolio of water resources available to the City is reliable and adequate to meet existing and projected demands over the next 20 years, as substantiated above in Section 3.18.a.

Also, when applicable, the City assesses a Developer Impact Fee (DIF) for new developments within its service area. Funds collected through the DIF are utilized, in part, to fund the purchase of a sufficient amount of additional water rights to meet increased water demands.

Furthermore, the Project would be designed to include a number of green building practices/features that would help reduce water usage and demand, including drought tolerant landscaping with automatic irrigation systems and high efficiency plumbing fixtures. Other green building practices/features would be considered by the City as the Project is refined during the design and construction phase.

The Project's landscaping would also be required to be installed and maintained in compliance with the water-efficient landscape requirements outlined in Section 21.03.060 (State Model Water Efficient Landscape Ordinance) of the Glendora Municipal Code, as well as with the provisions of Chapter 14.34.110 (Water Conservation Standards), which set plumbing and landscape design standards for water conservation.

Finally, project development would be required to comply with the provisions of the 2019 CALGreen, which contains requirements for indoor water use reduction and site irrigation conservation.

Based on the preceding, there are adequate water supplies to meet the water demands of the Project and Project development would not require GWD to obtain new or expanded water supplies. Therefore, impacts on water supplies due to project development would be less than significant and no mitigation measures are necessary.

c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As substantiated above in Section 3.18.a, there is existing wastewater treatment capacity in the region for estimated project wastewater generation. Project development would not

require construction of new or expanded wastewater treatment facilities. Therefore, impacts would be less than significant and no mitigation measures are necessary.

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?

Less Than Significant Impact. In 2019, approximately 56 percent of the municipal solid waste from the City was disposed of at the Mid-Valley Sanitary Landfill. The San Timoteo Sanitary Landfill received an additional 18 percent (CalRecycle 2019b). Both landfills are located in San Bernardino County. Capacity and disposal data for the two landfills are shown in Table 21. As shown in the table, the landfills have a combined residual capacity of over 4,540 tons per day.

Table 21 Landfill Capacity

Landfill and Nearest City	Current Remaining Capacity (tons)[1]	Maximum Daily Disposal Capacity (tons)	Average Daily Disposal, 2017 (tons)[2]	Residual Daily Disposal Capacity (tons)	Estimated Close Date
Mid-Valley Sanitary Landfill	61,219,377	7,500	3,718	3,782	2045
San Timoteo Sanitary Landfill	12,360,396	2,000	922	722	2039
Total	**73,579,773**	**9,500**	**4,640**	**4,540**	**NA**

Sources: CalRecycle 2019c, 2019d, 2019e.
[1] A Volume-to-Weight conversion rate of 2,000 lbs/cubic yard (1 tons/cubic yard) for "Compacted - MSW Large Landfill with Best Management Practices" is used as per CalRecyle's 2016 Volume-to-Weight Conversion Factors https://www.epa.gov/sites/production/files/2016 04/documents/volume_to_weight_conversion_factors_memorandum_04192016_508fnl.pdf.
[2] Average daily disposal is calculated based on 300 operating days per year. The two facilities are open six days per week, Monday through Saturday, except certain holidays.

The Project is estimated to generate a net increase of about 133 pounds of solid waste per day, as shown in Table 22.

Table 22 Solid Waste Generation, Existing and Proposed Project

Scenario	Square Feet[1]	Solid Waste Generation, pounds per day	
		Per square foot	Total
Existing Uses	10,025	0.007	70
Proposed Project	29,015	0.007	203
		Net increase	**133**

Source: CalRecycle 2018e. Rate for public/Institutional.
[1] The square footage of buildings used for storage or buildings that are unused are not included.

As demonstrated in Table 21, there is adequate landfill capacity in the region for the Project's forecasted solid waste, and project development would not require additional landfill capacity at any of the two landfills serving the City. Additionally, the total amount of solid waste expected to be generated under the Project would be minimal compared to the total permitted daily maximum solid waste tonnage per day of the two landfills serving the City.

Furthermore, substantial reductions in solid waste from construction materials can be achieved through recycling, reuse, and diversion programs. The Glendora Municipal Code, Chapter 6.09 (Construction and Demolition Waste Management) outlines the requirements for diverting construction waste from landfills. As currently codified, this section requires diversion of 50 percent of nonhazardous construction and demolition waste through recycling, reuse, and diversion programs. However, beginning January 1, 2017, state law (CALGreen, discussed in the following) increased the required percentage from 50 to 65. Therefore, the City implements the 65 percent requirement. As a result, the City requires submittal of construction and demolition waste management plans and payment of applicable fees and deposits to ensure proper documentation of construction material that will be reused, recycled, or landfilled. The purpose of the plan is to ensure that development projects are meeting the 65 percent requirement. The project applicant would be required to submit a construction and demolition waste management plan to the City for approval.

Finally, Project development would be required to comply with the provisions of the 2019 CALGreen, which outlines requirements for construction waste reduction, material selection, and natural resource conservation. For example, Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of CALGreen requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Based on the preceding, impacts on landfill capacity would be less than significant and no mitigation measures are necessary.

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

Less Than Significant Impact. See response to section 3.19.d, above.

Additionally, the following federal, state, and local laws and regulations govern solid waste disposal, including:

- USEPA administers the Resource Conservation and Recovery Act of 1976 and the Solid Waste Disposal Act of 1965, which govern solid waste disposal.
- Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multi-family residential land uses.
- AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) required every California city and county to divert 50 percent of its waste from landfills by the year 2000 by such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a countywide siting element specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled for a 15-year period.
- AB 1327 (California Solid Waste Reuse and Recycling Access Act of 1991) requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

Project-related construction and operation phases would be implemented in accordance with all applicable federal, state, and local laws and regulations that govern solid waste disposal. Therefore, no impact would occur and no mitigation measures are necessary.

3.20 WILDFIRE

Wildland fire protection in California is the responsibility of either the local government, state, or the federal government. State Responsibility Areas (SRA) are the areas in the state where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA forms one large area over 31 million acres to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services.

Local responsibility areas (LRA) include incorporated cities, cultivated agriculture lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government (CAL FIRE 2021). CAL FIRE uses an extension of the SRA Fire Hazard Severity Zone model as the basis for evaluating fire hazard in LRAs. The local responsibility area hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area. LACFD currently provides fire protection and emergency medical services to the City.

Fire Hazard Severity Zones (FHSZ) are identified by Moderate, High and Very High in an SRA, and Very High in an LRA. The nearest FHSZ in the SRA is a VHFHSZ approximately two miles north in the San Gabriel Mountains. The nearest FHSZ in the LRA is a VHFHSZ approximately 0.5 mile north in the foothills of the San Gabriel Mountains along the City's northern boundary (CAL FIRE 2021). Land between the edge of the nearest FHSZ and the project site is dense urban development.

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?

No Impact. As demonstrated above, the project site is not in, adjacent to or within proximity of an SRA or LRA or lands classified as high fire hazard severity zones. Therefore, the Project would not impact an adopted emergency response plan or emergency evacuation plan. No impact would occur and no mitigation measures are necessary.

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?

No Impact. As demonstrated above, the project site is not in, adjacent to or within proximity of an SRA or LRA or lands classified as high fire hazard severity zones. Therefore, the Project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur and no mitigation measures are necessary.

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?

No Impact. As demonstrated above, the project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. Additionally, the Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. Therefore, no impact would occur and no mitigation measures are necessary.

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?

No Impact. As demonstrated above, the project site is not in or near an SRA or LRA or lands classified as high fire hazard severity zones. The project site is fully developed and surrounded by mainly residential development—the site and surroundings are generally flat and not adjacent to or near any slopes or hills. Therefore, Project development 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. No impact would occur and no mitigation measures are necessary.

3.21 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?

Less Than Significant Impact With Mitigation Incorporated. As shown in Figure 3, *Aerial Photograph*, the project site is developed with an existing church and six former single-family residential structures. The site is in a highly urbanized area of the City and is surrounded by a mix of mainly residential uses. As demonstrated in Section 3.4, *Biological Resources*, impacts to biological resources would be reduced to a level of less than significant with implementation of Mitigation Measure BIO-1. Additionally, as demonstrated in Section 3.5, *Cultural Resources*, no historic resources were identified onsite, and therefore the Project does not have the potential to eliminate important examples of California history or prehistory. Impacts were deemed to be less than significant. As also demonstrated in Sections 3.5, impacts to archeological resources would be reduced to a level of less than significant with implementation of Mitigation Measure CUL-1. Furthermore, impacts to tribal cultural resources would be reduced to a level of less than significant with implementation of Mitigation Measures TCR-1 through TCR-3.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Less Than Significant Impact With Mitigation Incorporated. Because this Initial Study analyzes long- and short-term impacts and mitigates all potential impacts identified to a less than significant level (noise impacts

were reduced to less than significant with implementation of Mitigation Measures NOI-1 through NOI-3), the Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals. Any impacts are considered to not be significant, less than significant, or less than significant with mitigation incorporated.

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

Less Than Significant Impact. The issues relevant to Project development are confined to the immediate project site and surrounding area. Additionally, the project site is in an urbanized area of the City where supporting utility infrastructure (e.g., water, wastewater, and drainage) and services (e.g., solid waste collection, police and fire protection) currently exist. As substantiated in this Initial Study, Project implementation would not require the construction of new or expansion of existing utility infrastructure or services. The project site is also generally too small in scope to appreciably contribute to existing cumulative impacts.

Furthermore, impacts related to other topical areas such as air quality, GHG, hydrology and water quality, and traffic would not be cumulatively considerable with development of the Project in conjunction with other cumulative projects.

In consideration of the preceding factors, the Project's contribution to cumulative impacts would be rendered less than significant; therefore, project impacts would not be cumulatively considerable.

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

Less Than Significant Impact With Mitigation Incorporated. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study. As discussed in the respective topical sections of this Initial Study, implementation of the Project would not result in significant impacts, either directly or indirectly, in the areas of air quality, GHG, geology and soils, hazards and hazardous materials, hydrology and water quality, or wildfire, which may cause adverse effects on human beings. Additionally, construction-related noise impacts were deemed to be less than significant with implementation of Mitigation Measures NOI-1 through NOI-3. With implementation of the identified mitigation measures, the Project is not expected to cause significant adverse impacts to humans.

4. Mitigation Monitoring and Reporting Program

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 23. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix serves as the basis for scheduling the implementation of, and compliance with, all mitigation measures and conditions of approval.

4. Mitigation Monitoring and Reporting Program

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Table 23 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Biological Resources					
BIO-1	To avoid impacts to nesting birds within or adjacent to the project site and to comply with the California Department of Fish and Game Codes 3503 and 3513 and Migratory Bird Treaty Act, any site clearing and ground-disturbing activities should occur between the non-nesting (or non-breeding) season for birds (generally, September 1 to January 31). If this avoidance schedule is not feasible, prior to the commencement of any proposed actions (e.g., site clearing, demolition, grading) during the breeding/nesting season, a qualified monitoring biologist contracted by the project applicant shall conduct a preconstruction survey(s) to identify any active nests in and adjacent to the project site no more than 14 days prior to initiation of the action. If the biologist does not find any active nests that would be potentially impacted, the proposed action may proceed. However, if the biologist finds an active nest within or directly adjacent to the action area (within 100 feet) and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest using temporary plastic fencing or other suitable materials, such as barricade tape and traffic cones. The buffer zone shall be determined by the biologist in consultation with applicable resource agencies and in consideration of species sensitivity and existing nest site conditions, and in coordination with the construction contractor. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. Only specified activities (if any) approved by the qualified biologist in coordination with the construction contractor shall take place within the buffer zone until the nest is vacated. Activities that may be prohibited within the buffer zone by the	Project applicant, construction contractor, and biologist	Prior to the commencement of any site clearing and/or grading activities	City of Glendora Community Development Department	

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	biologist may include but not be limited to grading and tree clearing. Once the nest is no longer active and upon final determination by the biologist, the proposed action may proceed within the buffer zone. The monitoring biologist shall prepare a survey report summarizing his/her findings and recommendations of the preconstruction survey. Any active nests observed during the survey shall be mapped on a current aerial photograph, including documentation of GPS coordinates, and included in the survey report. The completed survey report shall be submitted to the City of Glendora Planning Department prior to the commencement of construction-related activities that have the potential to disturb any active nests during the nesting season.				
Cultural Resources					
CUL-1	Prior to the issuance of grading permits, the project applicant shall provide a letter to the City of Glendora (City) from a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications for Archeology as defined at 36 CFR Part 61, Appendix A (Professional Archeologist). The letter shall state that the project applicant has retained such an individual, and that the consultant will be on call during all grading and other significant ground-disturbing activities. In the event that archeological resources are discovered during ground-disturbing activities, all such activity shall cease in the immediate area of the find, and the professional archeological monitor shall have the authority to halt any activities adversely impacting potentially significant cultural resources until they can be formally evaluated. Suspension of ground disturbances in the vicinity of the discovery shall not be lifted until the archaeological monitor has evaluated the discovery to assess whether it is classified as a significant cultural resource pursuant to the CEQA (California Environmental Quality Act) definition of historical (State CEQA Guidelines 15064.5[a]) and/or unique	Project applicant, construction contractor, and archeologist	Prior to the issuance of grading permits	City of Glendora Community Development Department	

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
archeological resource (Public Resources Code 21083.2[g]). If the resource is classified as a significant cultural resource, the qualified archeologist shall make recommendations on the treatment and disposition of the deposits. For example, if archaeological resources are recovered, they shall be offered to a repository with a retrievable collection system and an educational and research interest in the materials such as the Los Angeles County Museum of Natural History, or any other local museum such as the Glendora Historical Society Museum or repository willing to and capable of accepting and housing the resource. If no museum or repository willing to accept the resource is found, the resource shall be considered the property of the City and may be stored, disposed of, transferred, exchanged, or otherwise handled by the City at its discretion. The final recommendations on the treatment and disposition of the deposits shall be developed in accordance with all applicable provisions of California Public Resource Code Section 21083.2 and State CEQA Guidelines Sections 15064.5 and 15126.4. The project applicant shall follow all recommendations made by the archeologist. The archaeologist shall prepare a final report describing all identified and curated resources (if any are found) and submit the report to the City. In addition, if a resource is discovered during ground-disturbing activities and the professional archeological monitor determines that it could potentially be a paleontological resource, the archeological monitor shall inform the construction contractor and make the determination if a professional paleontological monitor is required to analyze the resource.				

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Noise					
NOI-1	Mechanical equipment shall be selected, designed and installed to reduce impacts on surrounding residential uses to meet Glendora's Municipal Code noise limits of 55 dBA, 50 dBA, and 45 dBA at residential uses during daytime, evening, and nighttime, respectively. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as these systems are selected to determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City's noise level requirements. Noise reduction measures may include, but are not limited to: • Selection of equipment that emits low noise levels. • Locating equipment in less noise-sensitive areas, where feasible. • Equipment enclosures.	Project applicant, construction contractor, and acoustical consultant	Prior to the issuance of building permits	City of Glendora Community Development Department	
NOI-2	Any project-related paving activities within 25 feet of offsite residential structures shall employ the use a static roller in lieu of a vibratory roller.	Project applicant and construction contractor	During grading and paving activities	City of Glendora Community Development Department	
NOI-3	Prior to the issuance of grading permits, a construction vibration monitoring plan shall be developed to document conditions at the onsite historical buildings (two-story stone-façade church building at the corner of N. Glendora Avenue and E. Whitcomb Avenue and the two-story residential structure at the corner of N. Vista Bonita Avenue and E. Whitcomb Avenue) prior to, during, and after vibration-generating demolition and construction activities. The plan shall be submitted for review to and approved by the Glendora Community Development Director, or his/her designee, prior to ground disturbance and demolition activities. All plan tasks shall be undertaken under the	Project applicant, construction contractor, and structural engineer	Prior to the issuance of grading permits	City of Glendora Community Development Department	

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
direction of a licensed Professional Structural Engineer in the State of California or qualified acoustical consultant and be in accordance with industry accepted standard methods. The vibration monitoring plan, including a vibration velocity limit (as determined based on a detailed review of the buildings), method (including locations and instrumentation) for monitoring vibrations during construction, and method for alerting responsible persons who have the authority to halt construction should limits be exceeded or damaged observed. The vibration limits shall be reduced if movement or cracking is detected. The construction vibration monitoring plan shall be implemented to include the following tasks: • Identification of sensitivity to groundbourne vibration of the historical buildings. A vibration survey would need to be performed by a qualified professional (e.g., acoustical consultant, licensed historical architect, or licensed Professional Structural Engineer). • Performance of a photo survey, elevation survey, and crack monitoring survey for the historical buildings. Surveys shall be performed prior to, in regular intervals during, and after completion of all vibration-generating activity. The surveys shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of the historical buildings. • Development of a vibration monitoring and construction contingency plan to identify where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after demolition of the adjacent drive isle and construction activities. Construction				

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
contingencies would be identified for when vibration levels approach the limits. • If vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structure. • Conduct a post-survey on the structure where monitoring has indicated high levels of damage. Make appropriate repairs in accordance with the Secretary of the Interior's Standards where damage has occurred as a result of construction activities. • Summarize the results of all vibration monitoring and submit results in a report after completion of each phase identified in the project schedule. The report shall include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits shall be included together with proper documentation supporting any such claims. The report shall be submitted to the Community Development Director, or his/her designee, two weeks after completion of each phase identified in the project schedule. • Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted in one or more locations at the construction site.				

Table 23 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Tribal Cultural Resources					
TCR-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities** • The project applicant/developer shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation ("Kizh" or "Tribe"), the direct lineal descendants of the project site. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the project site, at all project locations (i.e., both on- and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. • A copy of the executed monitoring agreement shall be provided to the City of Glendora prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity. • The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.	Project applicant, Native American monitor, and construction contractor	Prior to the commencement of any ground-disturbing activities	City of Glendora Community Development Department	

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• The project applicant/developer shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures. • The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/developer and City of Glendora upon written request.				

Table 23 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/developer and City of Glendora that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.				
TCR-2	**Discovery of TCRs, Human Remains, and/or Grave Goods** • Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the	Project applicant, Native American monitor, and construction contractor	During ground-disturbing activities	City of Glendora Community Development Department	

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
discovered TCR and surveyed the surrounding area. • The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes. • If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), (d)(1) and (2).) • Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the				

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
remains. (14 Cal. Code Regs. §15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. • Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).) • Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods. • Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.				

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.				
TCR-3	**Procedures for Burials, Funerary Remains, and Grave Goods** • As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains. • If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. • The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials. • In the case where discovered human remains cannot be fully recovered (and	Project applicant, Native American monitor, and construction contractor	During ground-disturbing activities	City of Glendora Community Development Department	

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. • In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity. • Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.				

4. Mitigation Monitoring and Reporting Program

Table 23 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
• The Tribe will work closely with the project applicant's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and Native American Heritage Commission. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.				

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5. References

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6. List of Preparers

LEAD AGENCY

Mark Carnahan, City Planner

Maryann Marks, AICP, Consulting Planner, Romo Planning Group

PLACEWORKS

Jorge Estrada, Senior Associate II (Project Manager)

John Vang, Senior Associate II, Air Quality and GHG

Josh Carman, Senior Associate II, Noise and Vibration

Alejandro Garcia, Senior Associate I, Noise and Vibration

Emily Parks, Project Planner, Air Quality and GHG

Dina El Chammas, Senior Engineer I

Cary Nakama, Graphic Artist

6. List of Preparers

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