

# Initial Study/Mitigated Negative Declaration

## Finkbiner Park Multi-Benefit Stormwater Capture Project City of Glendora, California

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## SECTION 1.0 INTRODUCTION

### 1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

In accordance with the California Environmental Quality Act (CEQA) (*California Public Resources Code* Section 21000 et seq.) and the State CEQA Guidelines (*California Code of Regulations*, Title 14, Section 15000 et seq.), this Initial Study (IS) has been prepared as documentation for a Mitigated Negative Declaration (MND) for the proposed Finkbiner Park Multi-Benefit Stormwater Capture Project (Project).

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Glendora (City) is the Lead Agency for the Project. The Lead Agency is the public agency that has the principal responsibility for carrying out a project and has the authority to approve the Project and its accompanying environmental documentation. This IS/MND includes a description of the Project; the location and setting of the Project site; an evaluation of the potential environmental impacts of Project implementation; and recommended mitigation measures to lessen or avoid impacts on the environment, where applicable.

This IS/MND is organized into the following five sections:

**Section 1, Introduction:** This section provides an introduction to this IS/MND and the CEQA process; provides a Project overview; summarizes the findings of the IS/MND; and describes the opportunities for public review and comment.

**Section 2, Environmental Setting and Project Description:** This section provides a description of the Project's location and existing environmental setting; the Project's components, construction scenario, and operational and maintenance needs; and required Project-related approvals.

**Section 3, Environmental Checklist:** The environmental checklist provides an analysis of potential adverse environmental impacts that may result from Project implementation and, if appropriate, identifies mitigation measures to eliminate potential significant effects or reduce them to a less than significant level.

**Section 4, Document Preparers and Contributors:** This section includes a list of those persons or agencies who participated in or contributed to preparing the IS/MND.

**Section 5, References:** This section identifies the references used to prepare the IS/MND.

### 1.2 PROJECT OVERVIEW

The City proposes to construct a regional stormwater runoff capture facility within Finkbiner Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The Project would also include in-kind replacement of existing facilities within the site that require demolition to implement the stormwater BMP with new recreation facilities and features; conversion of the alley along the northern site boundary into a green alley through installation of permeable pavement; and installation of a recirculating stream, native landscaping, and adjacent pedestrian/bicyclist path in the southeast portion of the site as a new passive recreation opportunity in the park. The restoration of demolished features provides the City an opportunity to rehabilitate these recreation facilities as part of the Safe, Clean Water Program (SCWP). More detailed information on the proposed Project is provided in Section 2.2 of this IS/MND.

## 1.2.1 SUMMARY OF FINDINGS

This IS/MND evaluates the potential environmental impacts of Project implementation. It includes significance determinations from the environmental analyses and sets forth mitigation measures (MMs) that will lessen or avoid potentially significant Project impacts on the environment.

The City will confirm that all MMs are included in the Contractor Specifications and bid documents, as appropriate, and verified as part of the Mitigation Monitoring and Reporting Program (MMRP).

The analysis in Section 3 of this IS/MND finds that implementation of the Project would have no impact or less than significant impacts for the following environmental topics:

- Aesthetics;
- Air Quality;
- Agriculture and Forestry Resources;
- Energy;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Transportation;
- Utilities and Service Systems; and
- Wildfire.

As described in Section 3 of this IS/MND, the Project would have significant impacts related to the following environmental topics unless the recommended MMs are implemented:

- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Noise and Vibration;
- Recreation; and
- Tribal Cultural Resources.

Table 1, Summary of Mitigation Measures, presents the recommended mitigation measures that would reduce or avoid environmental impacts if the Project were implemented. With implementation of these MMs, the Project would have less than significant impacts for each of these environmental topics. Therefore, no significant and unavoidable impacts would result due to Project implementation. According to the Section 15070 to 15075 of the State CEQA Guidelines, an IS/MND is the appropriate environmental document for the Project because, after incorporation of the recommended mitigation measures, potentially significant environmental impacts would be eliminated or reduced to a level considered less than significant.



**TABLE 1  
SUMMARY OF MITIGATION MEASURES**

No.	Mitigation Measure
<b>Biological Resources</b>	
<b>MM BIO-1</b>	Prior to the initiation of construction activities, the City shall prepare and process a U.S. Army Corps of Engineers (USACE) Section 404 Permit; a Regional Water Quality Control Borad (RWQCB) Section 401 Water Quality Certification; a California Department of Fish and Wildfire (CDFW) Section 1602 Notification of Lake or Streambed Alteration agreement (LSA); and the appropriate jurisdictional determination form approved by the USACE. Additionally, a pre-application meeting shall be scheduled to discuss site conditions; the proposed Project; jurisdictional resources and impacts to these resources resulting from the proposed Project; proposed minimization measures and the mitigation program to offset these impacts; and the regulatory permit process.
<b>MM BIO-2</b>	<p>The Project shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act (MBTA) and <i>California Fish and Game Code</i> with methods approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) to protect active bird/raptor nests. As the Project requires that work be initiated during the breeding season for nesting birds (i.e., March 1–September 15) and nesting raptors (i.e., January 1–July 31), the City of Pasadena shall perform, or direct the performance of, a pre-construction survey for nesting birds and/or raptors shall be conducted by a qualified Biologist within three days prior to any construction activities on the Project site and in the immediately surrounding area (i.e., perform survey within 300 ft for nesting birds and within 500 ft for nesting raptors). A qualified Biologist shall be knowledgeable and experienced in conducting nesting bird surveys within Southern California and in determining appropriate buffer size to prevent bird nesting failure. If the Biologist does not find any active nests in or immediately adjacent to the Project site, the construction work shall be allowed to proceed, and no further mitigation is required.</p> <p>If the Biologist finds an active nest in or immediately adjacent to the Project site and determines that the nest may be impacted or breeding activities substantially disrupted due to planned construction activities, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified Biologist: (1) construction limits shall be established within a buffer around any occupied nest (the buffer shall be 25–100 ft for nesting birds and 300–500 ft for nesting raptors), unless otherwise determined by a qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified Biologist. Encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants. Construction in a buffer area can proceed when the qualified Biologist has determined that fledglings have left the nest or the nest has failed. These requirements shall be monitored by the City of Glendora.</p>
<b>Cultural Resources</b>	
<b>MM CUL-1</b>	Prior to the initiation of any earthmoving activity in which native soil is disturbed, the City shall be responsible for retaining a qualified Archaeologist to observe grading activities and to salvage and catalogue archaeological resources, as necessary. The Archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the City or its designee, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of any discovered artifacts as appropriate. If archaeological resources are found to be significant pursuant to Section 15064.5 of the State CEQA Guidelines, the Archaeologist shall determine appropriate actions, in cooperation with the City or its designee, for exploration and/or recovery. The Archaeologist shall also prepare a report of findings. The report shall include the period of inspection, an analysis of any artifacts found, and the present repository of the artifacts. The Archaeologist shall prepare excavated material to the point of identification and curation. The City or its designee shall pay curatorial fees associated with the cost of curation.

**TABLE 1  
SUMMARY OF MITIGATION MEASURES**

No.	Mitigation Measure
<b>Geology and Soils</b>	
<b>MM GEO-1</b>	In the event that paleontological resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery and the contractor shall contact the City's Community Development Director immediately. The City shall retain a qualified professional paleontologist to evaluate the significance of the find, and in consultation with the City, determine an appropriate course of action. If the paleontological resources are found to be significant, the paleontologist, in consultation with the City, shall determine appropriate actions for exploration and salvage. After the find has been appropriately avoided or otherwise mitigated, work in that area may resume.
<b>Noise and Vibration</b>	
<b>MM NOI-1</b>	Prior to the issuance of each grading permit, the developer or designee shall produce evidence acceptable to the City of Glendora Community Development Director demonstrating that the equipment to be used for excavation that would occur within 15 feet of the nearest residences shall not include vibratory rollers, jackhammers, large bulldozers, loaded trucks or similar heavy equipment that weigh in excess of 24,000 pounds. Use of a roller within 15 feet of the nearest residences is acceptable if the vibratory mechanism is turned off.
<b>Tribal Cultural Resources</b>	
<b>MM TCR-1</b>	<p><b>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities</b></p> <p>A. The Project Applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the Project at all project locations (i.e., both on-site 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" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <p>B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.</p> <p>C. 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/lead agency upon written request to the Tribe.</p> <p>D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.</p>
<b>MM TCR-2</b>	<p><b>Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)</b></p> <p>Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.</p>

**TABLE 1  
SUMMARY OF MITIGATION MEASURES**

No.	Mitigation Measure
MM TCR-3	<p><b>Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects</b> Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.</p> <p>Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.</p>

**1.3 PUBLIC REVIEW PROCESS**

Pursuant to Sections 15072 and 15073 of the State California Environmental Quality Act (CEQA) Guidelines, the 30-day public review period ran from Thursday, March 14 through Friday, April 12, 2024. A *Notice of Intent to Adopt a Mitigated Negative Declaration* (NOI) was prepared and distributed on March 12, 2024, to responsible and trustee agencies; and organizations and interested parties, including all parties who have requested such notice. The NOI was filed with the Los Angeles County Registrar-Recorder/County Clerk and the State Office of Planning and Research (OPR), State Clearinghouse and Planning Unit (State Clearinghouse). A summary of the NOI was published in the San Gabriel Valley Examiner on March 14, 2024, to announce the public review period. The IS/MND and associated technical reports are available online at [www.cityofglendora.org/businesses/public-notice](http://www.cityofglendora.org/businesses/public-notice). Hard copies are available for public review during regular business hours at the following two locations:

Glendora City Hall  
City Clerk Department  
116 East Foothill Boulevard  
Glendora, California 91741

Glendora Public Library  
140 South Glendora Avenue  
Glendora, California 91741

In reviewing the IS/MND, the reviewer should focus on the sufficiency of the document in identifying and analyzing the potential impacts on the environment and the mitigation measures proposed to reduce or eliminate potential impacts. Written comments on this IS/MND must be received or postmarked by 5:00 PM on April 12, 2024, and can be sent in writing or via email to the contact information provided below.

City of Glendora  
116 East Foothill Boulevard  
Glendora, California 91741-3380  
ATTN: Maliha Fatima Ansari, PE  
mansari@cityofglendora.org

In accordance with Section 15074 of the State CEQA Guidelines, the City shall consider the proposed IS/MND together with any comments received during the public review period. The City will adopt the proposed IS/MND and approve the Project only if it finds that there is no substantial evidence that the Project will have a significant effect on the environment and that the IS/MND reflects the independent judgment of the City of Glendora, as the Lead Agency for the Project.

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## **SECTION 2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION**

The Project is located within the southwestern portion of Finkbiner Park (Park), located at 160 North Wabash Avenue within the City of Glendora (City) and County of Los Angeles (County). Within a regional context, the Project site is located approximately two miles north of Interstate 210 (I-210), three miles east of State Route (SR) 39, and 0.5 mile south of the San Gabriel Mountains.

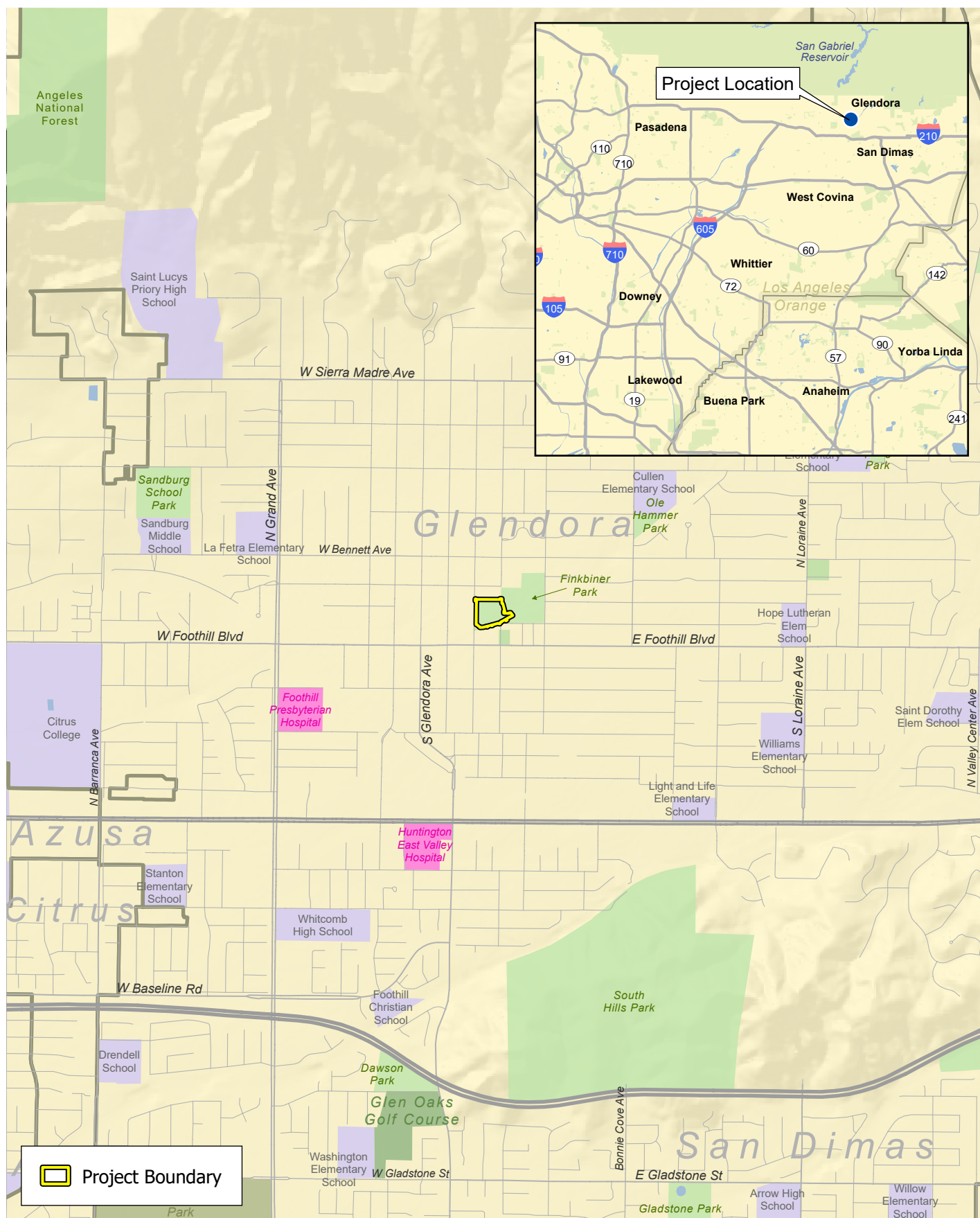
Within a local context, the Project site is bound on the north by residential properties and an asphalt concrete paved alleyway, on the east by North Cullen Avenue, on the south and southeast by Little Dalton Wash, and on the west by North Wabash and North Minnesota Avenues, as shown on Exhibit 1, Regional Location and Local Vicinity. Little Dalton Wash runs along the southern edge of the Park and consists of an approximately 15-foot-wide by 10-foot-deep portland cement concrete (PCC) open box channel. Primary vehicular access to the Project site is via North Minnesota Avenue, at an existing ingress point located south of the site.

### **2.2 PROJECT BACKGROUND AND NEED**


The Project is funded by the Los Angeles County SCWP, which aims to plan, build, and maintain multi-benefit watershed-based projects that improve water quality and increase water supply and/or enhance communities. The SCWP is developed in collaboration with public health, environmental groups, cities, businesses, labor, and community-based organizations.

The Project site has the potential to provide significant benefits for the City due to the sizable drainage area – 1,596 acres, of which the City occupies 97.5 percent – as well as location of the storm drains and available development space that can offer runoff storage, water quality improvements, and water supply benefits concurrently. The Project would also address the additional need for stormwater management identified to achieve compliance with *Upper San Gabriel River Enhanced Watershed Management Program Plan* goals (LARWQCB 2016); the City is an Upper San Gabriel River (USGR) Enhanced Watershed Management Program (EWMP) Group member.

The USGR EWMP Group is comprised of the County of Los Angeles (County), Los Angeles County Flood Control District (LACFCD), and the Cities of Baldwin Park, Covina, Glendora, Industry, La Puente, and West Covina. The USGR EWMP Group was formed in response to provisions of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit Order No. 2012-0175-A01 (MS4 Permit). The EWMP Group, through a cooperative and collaborative process, developed an EWMP Plan. The Final EWMP Plan, dated January 2016, was approved by the Los Angeles Regional Water Quality Board (LARWQB) on April 11, 2016. The EWMP Plan was identified as a suite of watershed control measures and Best Management Practices (BMPs), including regional priority projects. Potential sites for targeted control measures were identified in the EWMP and recommended by the USGR EWMP Group for further evaluation and potential implementation to meet compliance for the watershed. The Finkbiner Park location was one of the identified regional stormwater capture sites within the USGR EWMP (Glendora 2020).



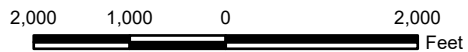
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 Project Boundary

## Regional Location and Local Vicinity

Finkbiner Park Multi-Benefit Stormwater Capture Project

## Exhibit 1



The performance of the proposed BMP must meet the performance metrics established for the Project in the SCWP transfer agreement, summarized in Table 2, Safe, Clean Water Program Goals and Targets for the Project (Glendora 2022). The major mechanisms by which the Project would achieve the targets in Table 2 are through diversion, runoff/pollutant filtration, and recharge. The Project would address the following stormwater runoff pollutants: zinc, copper, lead, nitrogen, phosphorus, and E. coli (fecal bacteria) (Glendora 2022).

**TABLE 2  
SAFE, CLEAN WATER PROGRAM METRICS AND TARGETS FOR THE PROJECT**

Metric/Benefit	Summary	Targets	
Improve Water Quality	The stormwater capture and treatment facility would provide water quality improvements to address water quality requirements described in the Upper San Gabriel River Enhanced Watershed Management Program.	Runoff Treated (average annual)	118.7 af
		Zinc Reduction	80.5%
Water Supply	The facility would capture and infiltrate urban runoff and stormwater runoff.	Water Capture (average annual)	67.7 af
Multiple Benefit Projects/ Community Investment Benefit	This project is a multi-benefit project that improves water quality, provides water supply, and integrates native habitat.	Design Plans	1 each
Nature-Based Solutions	Landscape plans will include additional drought-tolerant trees, shrubs, and grasses to be installed at select spots impacted by the construction throughout the Project site.	Landscape Plans	1 each
Provide a spectrum of project sizes to regional scale/ Community Investment Benefit	The Project would construct a regional stormwater capture facility with the secondary benefit of improved park amenities, including sports fields that would use artificial turf thereby reducing irrigation water demand.	Design Plans	1 each
af: acre-feet Source: Glendora 2022.			

## 2.3 PROJECT SITE AND SURROUNDING AREA SETTING

### 2.3.1 ON-SITE AND SURROUNDING LAND USES

The existing Finkbiner Park is an 11.45-acre, multi-purpose facility that provides multiple facilities for both active and passive recreation. The approximate 3.8-acre Project site includes a large grass and infield soil area used as four lighted baseball fields with adjacent dugouts and bleachers, a lighted basketball court, concrete walking paths, and landscaped areas. The Project site includes approximately 0.02 acre of public rights-of-way (ROW), primarily comprised of the adjacent paved alley parallel to the northern boundary of the site and a portion of North Minnesota Avenue where the street dead ends at the Park on the north side. The *City of Glendora Community Plan 2025 (General Plan)* land use designation for the Project site, not including the public ROW, is Open Space and the zoning is E-7 (Single-Family Estate).

The remainder of Finkbiner Park is located immediately east and northeast of the Project site. Finkbiner Park is situated in a densely developed, urban area with primarily residential, both single- and multi-family, land uses located nearby. However, non-residential land uses are located to the south across Dalton Avenue, including the La Fetra Center, Glendora Transportation Center, and Glendora Ranger Station of the San Gabriel Mountains National Monument. Glendora City Hall, Public Library, and Police Department are located further to the southwest of the site. Other dominant land uses include commercial uses and public facilities (e.g., churches, schools). The sensitive receptors near the Project site are detailed in Section 3.3, Air Quality, of

this IS/MND. Exhibit 2, On-Site and Surrounding Land Uses, shows the Project site, the remainder of Finkbiner Park, and the land use types and roadways in the surrounding area.

### **2.3.2 PHYSICAL SETTING**

#### **Topography and Geology**

The topography of the existing park and Project site is relatively flat with a gentle slope toward the southwest. Elevations on-site range from approximately 805 feet above mean sea level (MSL) at the northeast corner of the Project site to approximately 795 feet above MSL at its southwest corner.

The City of Glendora is positioned at the base of the San Gabriel Mountains, located within the northeastern portion of the Los Angeles Basin of the Peninsular Ranges Geomorphic Province. The Project site is located approximately 0.8 mile south of the foothills. The site is located within the Northeastern Block of the Los Angeles Basin, which is a deep basin characterized by thick sequences of alluvium and sedimentary units overlying basement rocks, which are at depths of up to approximately 12,000 feet below the surface in the central part of the San Gabriel Valley. The Project site is generally underlain by middle Holocene-age, young alluvial fan deposits consisting of slightly to moderately consolidated, silt, sand, and gravel to boulders. The site has been mapped as underlain by young alluvial fan deposits consisting of loose to medium dense, gravel, sand, and silt. Materials encountered during the Project-specific Geotechnical Evaluation (Ninyo & Moore 2022) subsurface exploration generally consisted of undocumented fill underlain by alluvium.

#### **Hydrology**

The USGR Watershed is a largely built-out, urbanized watershed nearly 500 square miles or over 300,000 acres in size. Runoff from this watershed drains to over 50 linear miles of the San Gabriel River. One tributary to the Upper San Gabriel River is the Little Dalton Wash, which runs along the southern site boundary and would be the primary source of runoff diverted into the Project.

### **2.4 PROJECT DESCRIPTION**

The proposed Project would construct a regional stormwater runoff capture facility, or BMP, within Finkbiner Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The stormwater facility would involve diverting runoff from two adjacent drainage features into an underground capture, treatment, and infiltration facility situated beneath the existing ballfields. The Project represents an opportunity to implement regional-scale pollutant load reductions from a sizeable drainage area in the USGR Watershed as well as increase infiltration to the underlying groundwater aquifer (Main San Gabriel Basin).

The Project would also include in-kind replacement of existing facilities within the site that require demolition to implement the stormwater BMP with new recreation facilities and features; conversion of the alley along the northern site boundary into a green alley through installation of permeable pavement; and installation of a recirculating stream, native landscaping, and adjacent path in the southeast portion of the site as a new passive recreation opportunity in the park. The restoration of demolished features provides the City an opportunity to rehabilitate these recreation facilities as part of the SCWP. The proposed Project components are discussed further below.



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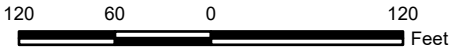


Aerial Source: Esri, Maxar 2022

# On-Site and Surrounding Uses

# Exhibit 2

*Finkbiner Park Multi-Benefit Stormwater Capture Project*



(Rev: 08/08/2023 JVR) R:\Projects\CRA\3CRA120100\Graphics\ISMND\ex\_Project\_Site.pdf

## 2.4.1 PROJECT COMPONENTS

### **Stormwater Management**

Diversion structures generally apply to off-line regional projects where stormwater is diverted from a major water conveyance and directed to a separate, engineered site at a predetermined maximum rate. The Project proposes to divert 20 cubic feet per second (cfs) from the adjacent Little Dalton Wash, an open concrete channel that runs along the southern site boundary; and divert 5 cfs from LACFCD's MTD 1129, a 36-inch-diameter subsurface reinforced concrete pipe (RCP) running generally north-south beneath the eastern portion of the site.

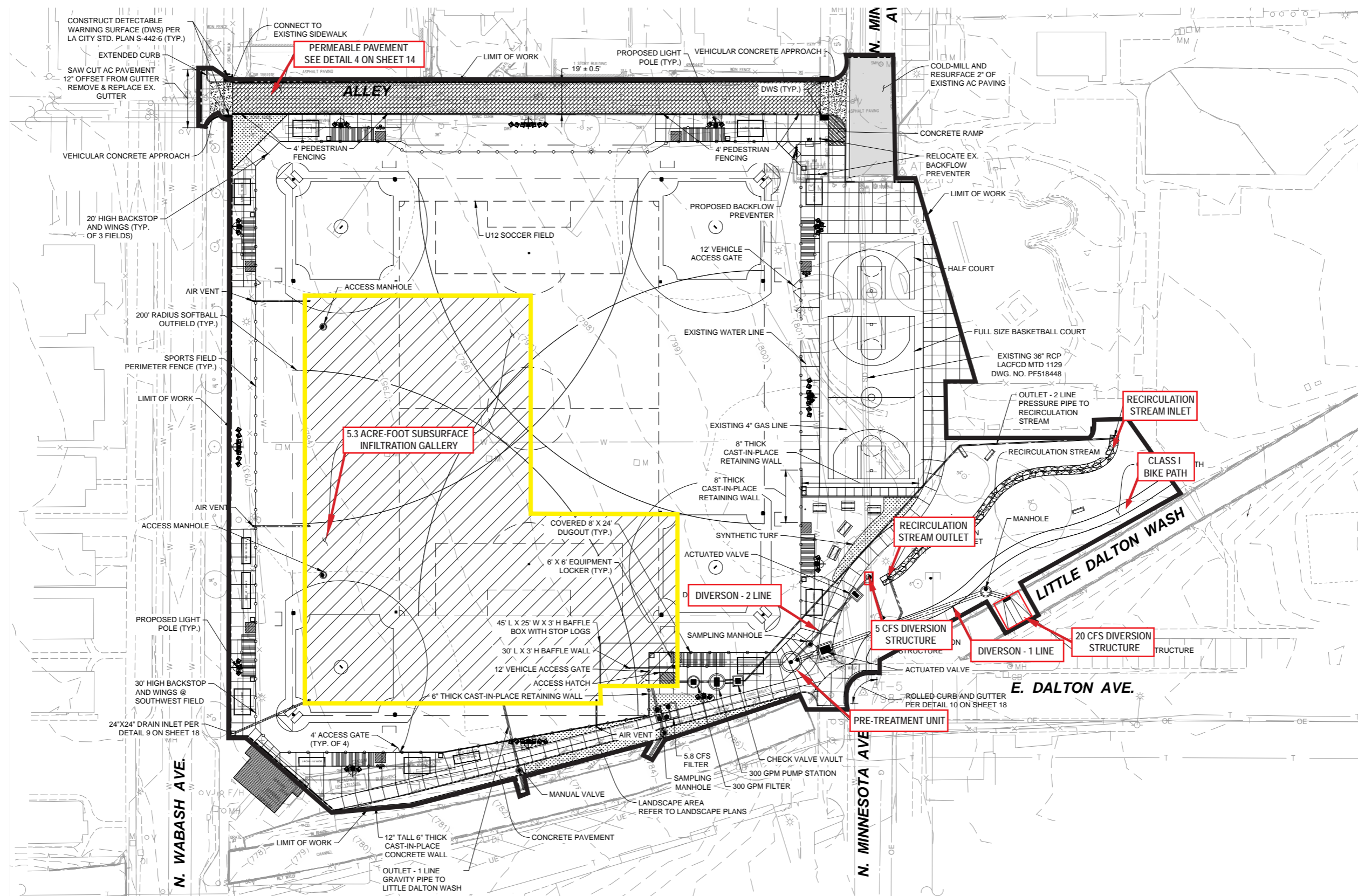
A drop-inlet structure is proposed at the channel diversion point and an access manhole is proposed at the storm drain diversion point to capture stormwater during low-flow and storm events. The drop-inlet structures would direct runoff into new pipelines connecting to a pretreatment system and then to the subsurface infiltration gallery. A portion of the captured runoff would be returned, after pretreatment, to the inlet of the proposed recirculating stream to flow downstream (towards the southwest) to the stream outlet. The outlet would have a connection to the Little Dalton Wash diversion pipeline. Through this interconnected system, the stream feature would recirculate pretreated runoff. These components, except for the infiltration gallery, would be situated along the south and southeastern portions of the Project site.

The 5.3-acre-foot infiltration gallery would be the largest component of the stormwater management system and would be located beneath the southwestern portion of the site. The infiltration gallery would have a subsurface area of approximately 38,333 square feet (0.88 acre) and a storage depth of 6 feet. The infiltration gallery would require two access manholes, to be situated along the western edge; and two air vents, one that would extend from the western edge of the gallery to the western edge of the ballfield and one that would extend from the southern edge of the gallery to the southern edge of the ballfield. Except for the manholes and stream inlet and outlet, all proposed engineering infrastructure would be located underground. The stream infrastructure would be minimally visible at the surface, as the goal is to provide a naturalized surface condition. Other underground components of the BMP include valves, meters, filters, relocated backflow preventor, pump station, electric connections, and a Supervisory Control and Data Acquisition (SCADA) system. Exhibit 3, Civil Engineering Site Plan, illustrates the plan for the proposed infrastructure and recirculating stream.

### **Recreation Facilities, Hardscape, and Landscape**

Following installation of the stormwater infrastructure, the facilities that were demolished to facilitate installation of the BMP would be replaced in-kind with new facilities. The materials, finishes, and other details of the new recreation features were selected to reflect the current needs of the City and its residents based on anticipated park use, water conservation efforts, safety and security, and long-term operation and maintenance. Exhibit 4, Site Improvements and Landscaping Plan, illustrates the proposed recreation facilities, related amenities, surface and material finishes, green alley, and landscaping.

As shown on Exhibit 4, four ballfields meeting the specifications for Little League softball and a soccer field meeting the American Youth Soccer League (AYSL) specifications for under 12 (U12) use would be installed in essentially the same place as the existing facilities. However, the fields would be finished with an artificial turf sports surface to conserve approximately six acre-feet per year (afy) of potable water currently used for irrigation. New bleachers, dugouts, and storage boxes would be constructed around the ballfield perimeter. A full- and half-size basketball court would be constructed east of the ballfields, in a similar location to the existing condition. A new picnic area would be constructed south of the basketball courts, between the ballfields, basketball



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Source: Craftwater 2023

## Civil Engineering Site Plan

Finkbiner Park Multi-Benefit Stormwater Capture Project



Map not to scale

## Exhibit 3



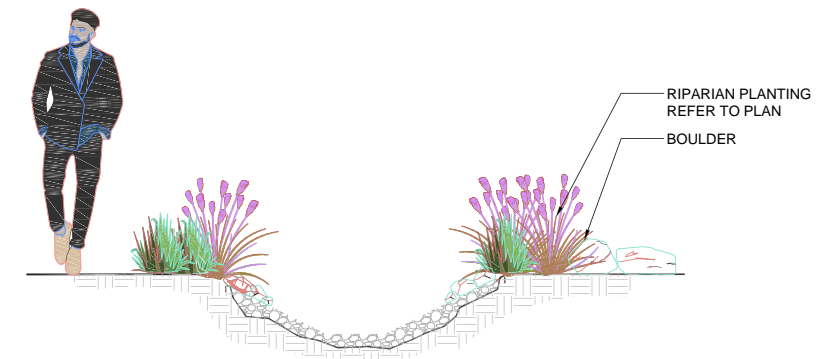
(07/18/2023 PLO) R:\Projects\CRA\3CRA120100\Graphics\Ex3\_Civil\_Site\_Plan.pdf

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Overall Landscape Improvements Plan

Landscape Amenities and Finishes



Recirculating Stream Section

Source: City of Glendora, Craftwater Engineering, Inc., & Sustainable Landesign 2023

Site Improvements and Landscaping Plan

Finkbiner Park Multi-Benefit Stormwater Capture Project

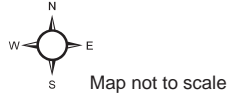


Exhibit 4



courts, and proposed stream and path. This asphalt-paved pedestrian/bicyclist path was designed to accommodate the City's urban bike trail. The asphalt-paved alley located north of the ballfields/soccer field, between Wabash Avenue and Minnesota Avenue, would be resurfaced with permeable pavers. This would reduce runoff from this alley through facilitating more infiltration and would improve the visual condition of the alley. Additionally, the upper two inches of asphalt paving on the segment of Minnesota Avenue at the intersection of the alley and park would be removed and resurfaced. A concrete ramp would be installed in the southwest corner of this intersection to facilitate universal access.

High-voltage light-emitting diode (LED) field lighting would be installed to provide adequate lighting for evening play as well as for security; the proposed light fixtures would be shielded and downward directed to minimize light spill beyond the intended area. These lights would replace existing light standards and the total number would not exceed present conditions. The new, modern light fixtures are expected to generate less glare than the existing fixtures and would be more energy efficient. Other amenities proposed throughout the rehabilitated park area include water fountains, trash receptacles, benches, seatwalls, a flagpole, safety bollards where Minnesota Avenue abuts the park, and perimeter chain-link fencing with pedestrian and vehicular gates to provide access.

There are 12 existing trees within the Project site. Of these, 6 would be protected in place during construction and 6 would be removed and replaced consistent with City requirements. As shown on Exhibit 4, new landscaping with native and/or drought tolerant plant species would be installed on the north and west sides of the new ballfields, between the bleachers and dugouts; along the proposed concrete path paralleling Little Dalton Wash on the south side of the site; and throughout the recirculating stream area.

## **2.4.2 PROJECT CONSTRUCTION**

The Project would be constructed in one phase lasting approximately 15 months, beginning in Spring 2025. Project construction is expected to occur from Monday through Friday within an 8-hour period between the hours of 7:00 AM and 9:00 PM, consistent with Section 9.44.110 of the Glendora Municipal Code (GMC). There would be no construction activity on Saturday or Sunday, federal holidays that occur on weekdays, or at nighttime. Construction equipment would vary by phase and include, but not be limited to, dozer(s), grader(s), backhoe and skid steer loader(s), trencher, crane, and vibratory roller. Equipment and material staging would be within the Project site and parking for construction workers would be at the park or in the immediately surrounding ROW areas that provide public parking.

Clearing, vegetation removal, and other site preparation are estimated to result in approximately 300 cubic yards (cy) of mixed demolition debris and greenwaste, which would be exported over an approximate 10-week period. This would result in approximately one 14-cy one-way truck trip (or trip end) every other day. An estimated total of 31,560 cy of sediment would be excavated during the remaining construction phases over approximately 13.5 months. This would equate to approximately 3,125 one-way, truck trips if all sediment were to be exported for disposal. Installation of the infiltration gallery is the primary source of earthmoving and would involve the most intense excavation and export activities. Based on conservative assumptions, it is estimated that excavation for the infiltration gallery would require approximately 3,125 one-way truck trips over an approximate 6.5-month period; this equates to approximately 48 one-way truck trips during this construction phase. These are conservative assumptions as some of the excavated sediment would be returned as backfill. The number of trips would be lower if larger (18 cy) trucks were used. There would likely be a combination of 14-cy and 18-cy trucks used; however, to provide a worst-case scenario in terms of construction traffic, this analysis assumes that only 14-cy trucks would be used to export excavated sediment and that all sediment and debris would be

exported. The demolition debris and excavated sediment would likely be disposed at Azusa Special Waste Services, located at 1211 West Gladstone Street in Azusa, approximately four miles to the west-southwest. Haul trucks would travel south on surface streets to the I-210, as the nearest freeway traveling west, and continue to the landfill.

### **2.4.3 PROJECT OPERATION**

Public access to and use of the recreation facilities on the site with Project implementation would be the same as in the existing condition. Although there would be new and improved on-site facilities because Finkbiner Park is already intensively used by all segments of the community, the City does not expect a long-term increase in park visitation due to the Project.

Long-term maintenance of the proposed stormwater capture system is vital to its continued operation. The responsible party for operation and maintenance (O&M) of Project would be the City. It is anticipated that quarterly maintenance visits would be required, and it is expected that maintenance personnel would travel to and from the site in one or two vehicles such as pickup trucks. Long-term maintenance of the new recreation facilities would also be the responsibility of the City, as in the existing condition. As noted above, decisions on the type, location, and finishes of all aspects of the new facilities were made with consideration for feasible and cost-effective maintenance.

## **2.5 DISCRETIONARY APPROVALS**

This IS/MND is intended to serve as the primary environmental document pursuant to CEQA for actions associated with the Finkbiner Park Multi-Benefit Stormwater Capture Project, including discretionary approvals required to implement the Project. In addition, this IS/MND is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the Project, in accordance with Section 15097 of the State CEQA Guidelines.

The City of Glendora, as the Lead Agency, may adopt the IS/MND if it finds, based on the whole Project record, that there is no substantial evidence that the Project would have a significant effect on the environment. Discretionary actions subject to City review and approval include, but are not limited to:

- Adoption of the IS/MND,
- Approval of the Finkbiner Park Multi-Benefit Stormwater Capture Project,
- Award of contract for construction of the Finkbiner Park Multi-Benefit Stormwater Capture Project, and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to, grading permit, foundation permit, and building permit.

The IS/MND also provides environmental information to responsible agencies, trustee agencies, and other public agencies that may be required to grant approvals and permits or coordinate with the City as part of Project implementation. These agencies include, but are not limited to, those listed below:

- California Department of Fish and Wildlife (Clean Water Act/Streambed Alteration Agreement);
- Los Angeles County Flood Control District (Measure W / Safe, Clean Water Program);

- Los Angeles County Flood Control District (Major Modification Permit, Discharge Permit, Use and Maintenance Agreement);
- Los Angeles County Department of Public Health (Cross Connection and Water Pollution Control Program);
- Los Angeles Regional Water Quality Control Board (Clean Water Act / Section 401 Water Quality Certification);
- State Water Resources Control Board (Construction General Permit); and
- U.S. Army Corps of Engineers (Clean Water Act / Section 404 Permit).

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## SECTION 3.0 ENVIRONMENTAL CHECKLIST FORM

This section includes the completed CEQA environmental checklist form, as provided in Appendix G of the State CEQA Guidelines, as well as substantiation and clarification for each checklist response.

1. **Project Title:** Finkbiner Park Multi-Benefit Stormwater Capture
2. **Lead Agency Name and Address:** City of Glendora  
116 East Foothill Boulevard  
Glendora, California 91741
3. **Contact Person: and Phone Number:** Maliha Ansari, PE, Principal Civil Engineer  
626.914.8294  
MAnsari@cityofglendora.org
4. **Project Location:** The Project occupies approximately 3.8 acres, including 0.2 acre of adjacent public ROW, in the southwestern portion of the approximate 10-acre Finkbiner Park, located at 160 North Wabash Avenue, City of Glendora, Los Angeles County.
5. **Project Sponsor's Name and Address:** City of Glendora  
116 East Foothill Boulevard  
Glendora, California 91741
6. **General Plan Designation:** Open Space
7. **Zoning:** Single-family Estate (E-7)
8. **Description of Project:** The Project would construct a regional stormwater runoff capture facility within Finkbiner Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The stormwater facility would involve diverting runoff from two adjacent drainage features into an underground capture, treatment, and infiltration facility situated beneath the existing ballfields. The Project would also include in-kind replacement of existing facilities within the site that require demolition to implement the stormwater BMP with new recreation facilities and features; conversion of the alley along the northern site boundary into a green alley through installation of permeable pavement; and installation of a recirculating stream, native landscaping, and adjacent path in the southeast portion of the site as a new passive recreation opportunity in the park. The proposed Project would be constructed in one phase lasting approximately 15 months, beginning in Spring 2025. Although the City of Los Angeles permits construction activity from 7:00 AM to 9:00 PM Monday through Sunday, the LACFCD would plan to construct the Project during a maximum 8-hour period within the hours of 7:00 AM and 5:00 PM (a 10-hour period) Monday through Friday.
9. **Surrounding land uses and setting:** The Project site is situated in the central portion of the City in a densely developed, urban area with residential, both single- and multi-family, land uses to the north, southwest, and west; the remainder of Finkbiner Park located to the northeast and east; and residential and public facilities to the southeast and south (e.g., San Gabriel River Ranger District offices, La Fetra Center, Glendora Transportation Center). Other dominant land uses in the vicinity include residential, public facilities, and commercial uses.

**10. Other public agencies whose approval may be required:**

- California Department of Fish and Wildlife
- Los Angeles County / Safe, Clean Water Program
- Los Angeles County Flood Control District
- Los Angeles County Department of Public Health
- Los Angeles Regional Water Quality Control Board
- State Water Resources Control Board
- U.S. Army Corps of Engineers

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Consultation pursuant to Section 21080.3.1 of the *Public Resources Code* and Assembly Bill (AB) 52 was initiated and has been completed with the California Native American tribe(s) affiliated with the Project area, and who has requested consultation. Refer to Section 2.18, Tribal Cultural Resources, of this IS/MND for a complete discussion of the Native American consultation process for the Project.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

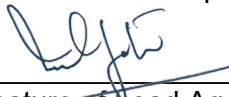
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact”, as indicated on the following pages.

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

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature of Lead Agency Representative

March 11, 2024  
\_\_\_\_\_  
Date

Maliha Ansari  
Printed name

City of Glendora  
Agency

### 3.1 AESTHETICS

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

#### a) **Would the project have a substantial adverse effect on a scenic vista?**

**No Impact.** Scenic vistas generally refer to views of expansive open space areas or other natural features, such as mountains, undeveloped hillsides, large natural water bodies, or coastlines. These views are accessible from public vantage points, such as public roadways and parks. The City's General Plan does not show any officially designated scenic vistas in the City. However, the San Gabriel Mountains and foothills are important scenic resources in the City. The General Plan's Open Space land use designation is intended, in part, to protect areas with high scenic value (Glendora 2008). The Project site is located approximately 0.8 mile south of the foothills.

The Project would improve the existing Finkbiner Park by replacing recreation facilities with new in-kind facilities that would improve visual quality on-site. The materials, finishes, and other details of the new recreation features were selected to reflect the current needs of the City. The Project would also provide an improvement upon existing conditions through conversion of the alley along the northern site boundary into a green alley through installation of permeable pavement and installation of a recirculating stream, native landscaping, and adjacent path in the southeast portion of the site as a new passive recreation opportunity in the park. Exhibit 4, Site Improvement and Landscaping Plan, further illustrates the proposed recreation facilities, related amenities, surface and material finishes, green alley, and landscaping. Additionally, the stormwater capture system would primarily exist underground, and would not alter the visual quality of the site.

The Project area is within a densely developed, urban area with primarily residential, both single- and multi-family, land uses located nearby. The site and surrounding areas are generally flat with a gentle slope toward the southwest. Distant mountain and foothill views are sometimes available to the north and northeast, dependent on presence and height of intervening structures. There are no ocean views, unusual terrain, or unique features that create or contribute to a scenic vista on or near the site. Neither short-term construction nor long-term operation of the Project would reduce or otherwise alter distant mountain and foothill views. Operation of the Project would cause

no changes in views from or through the Project site. There would be no impact related to a scenic vista, and no mitigation is required.

**b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** There are portions of two designated State scenic highways in Los Angeles County: 1) the Angeles Crest Highway (State Route [SR] 2) is located north of Arroyo Seco Canyon and transects the extreme northernmost portion of the City and SR-2 and 2) a segment of SR-110 from approximately East California Boulevard to Pasadena's southern City boundary is identified as a Historic Parkway (the Arroyo Seco Historic Parkway) (Caltrans 2023a). The nearest designated or eligible State scenic highway is the eligible segment of I-210 located near Azusa, approximately 3.5 miles to the east from the Project site (Caltrans 2023b). There are no designated State scenic highways within proximity of the Project site. Therefore, construction and operation of the proposed Project would not substantially damage scenic resources within a State scenic highway. There would be no impact, and no mitigation is required.

**c) In non-urbanized areas, would the project 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?**

**No Impact.** As noted above, the Project is in an urbanized area. The Project site is currently zoned for Single-family Estate (E-7), which according to Section 21.04.010 of the GMC is intended to protect and promote the unique single-family nature of the City by limiting the uses in such zones to residential and residentially compatible uses and by requiring standards for the use, maintenance, and development of properties zoned single-family residential. The Project would not require any change in existing land uses or require a zone change on the Project site. Therefore, implementation of the Project would not conflict with zoning. In addition, the Project would improve on-site facilities for an existing, high-use community park and would not degrade any visual character or quality of the public view of the site, as views would remain largely the same. As such, there would be a less than significant impact, and no mitigation is required.

**d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** Existing lighting sources include field lighting for the associated recreational facilities. Lighting improvements include high-voltage LED field lighting, which would be installed to provide adequate lighting for evening play as well as for security. The proposed light fixtures would be shielded and downward directed to minimize light spill beyond the intended area. These lights would replace existing fixtures on the site, and the total number would not exceed present conditions. The new, modern light fixtures are expected to generate less glare than the existing fixtures and would be more energy efficient.

Public access to and use of the recreation facilities on the site with Project implementation would be the same as in the existing condition. Although there would be new and improved on-site facilities because Finkbiner Park is already intensively used by all segments of the community, the City does not expect a long-term increase in park visitation due to the Project. Therefore, it would not change the number or timing of vehicles coming into and out of the existing park. As there would be no added vehicular traffic, there would be no additional sources of glare due to reflected sunlight from car windshields during the day and headlights in the evening. There would be a less than significant impact, and no mitigation is required.

### 3.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
<p>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:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Would the project 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.** There are no parcels within the Project site that are currently utilized for agriculture or forestry purposes. According to the California Important Farmland Finder maintained by the California Department of Conservation (DOC), the Project site is mapped as Urban and Built-Up Land (DOC 2023a). Therefore, the Project would not result in the conversion of any lands identified by the DOC as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance Farmland.

**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Project site and surrounding area do not support any agricultural uses. The Project site is currently zoned Single-family Estate (E-7) and is not under a Williamson Act contract (DOC 2023b). Agricultural uses are not listed as a permitted use or in the City's E-7 zone.

As such, the proposed Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and no impact would occur.

- c) Would the project 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.** As stated above, the Project site is zoned Single-family Estate (E-7), and Project implementation does not require a zone change. Therefore, the proposed Project would not conflict with existing zoning, or cause the rezoning of forest land, timberland, or timberland production land, and no impact would occur.

- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** There is no timberland, Timberland Production Zones, forest land or farmland located on the Project site. Furthermore, the Project site does not currently contain any forested areas and has only limited tree coverage. Therefore, the Project would not result in the loss or conversion of forest lands. There would be no impact to forest resources due to construction and operation of the Project, and no mitigation is required.

- e) Would the project 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.** As stated above, the Project site and surrounding area do not support any agricultural uses, forest lands, or timberland production activities. The Project is zoned Single-family Estate (E-7), and the zoning would not change, nor would it allow agricultural uses. Therefore, no conversion of farmland or forest land or conflict with agricultural or forest zoning would occur with the Project. Because the Project is not growth-inducing, it would not indirectly result in conversion of agriculture or forest lands. There would be no impact to agriculture and forest resources due to construction and operation of the Project, and no mitigation is required.

### **3.3 AIR QUALITY**

#### **Regulatory Setting**

The Project site is in the City of Glendora within the Los Angeles County portion of the South Coast Air Basin (SoCAB). For air quality regulation and permitting, it is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Both the U.S. Environmental Protection Agency (USEPA) and the State of California (State) have established health-based Ambient Air Quality Standards (AAQS) for air pollutants, which are known as “criteria pollutants”. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The federal and State AAQS are shown in Table 3, California and National Ambient Air Quality Standards, on the following page.

**TABLE 3  
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary <sup>a</sup>	Secondary <sup>b</sup>
O <sub>3</sub>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	–	–
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.070 ppm (137 µg/m <sup>3</sup> )	Same as Primary
PM <sub>10</sub>	24 Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
	AAM	20 µg/m <sup>3</sup>	–	Same as Primary
PM <sub>2.5</sub>	24 Hour	–	35 µg/m <sup>3</sup>	Same as Primary
	AAM	12 µg/m <sup>3</sup>	12.0 µg/m <sup>3</sup>	15.0 µg/m <sup>3</sup>
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	–
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	–	–
NO <sub>2</sub>	AAM	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	0.100 ppm (188 µg/m <sup>3</sup> )	–
SO <sub>2</sub>	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (for certain areas) <sup>c</sup>	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	–
Lead	30-day Avg.	1.5 µg/m <sup>3</sup>	–	–
	Calendar Quarter	–	1.5 µg/m <sup>3</sup>	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m <sup>3</sup>	
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	<b>No Federal Standards</b>	
Sulfates	24 Hour	25 µg/m <sup>3</sup>		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )		

O<sub>3</sub>: ozone; µg/m<sup>3</sup>: micrograms per cubic meter; PM<sub>10</sub>: large particulate matter; AAM: Annual Arithmetic Mean; PM<sub>2.5</sub>: fine particulate matter; CO: carbon monoxide; mg/m<sup>3</sup>: milligrams per cubic meter; NO<sub>2</sub>: nitrogen dioxide; SO<sub>2</sub>: sulfur dioxide; ppm: parts per million; km: kilometer; –: No Standard.

<sup>a</sup> *National Primary Standards*: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

<sup>b</sup> *National Secondary Standards*: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

<sup>c</sup> On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note: More detailed information in the data presented in this table can be found at the CARB website ([www.arb.ca.gov](http://www.arb.ca.gov)).

Source: CARB 2016.



Regional air quality is defined by whether the area has attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered in “nonattainment” are required to prepare plans and implement measures that will bring the region into “attainment”. When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as “maintenance”, and there must be a plan and measures established that will keep the region in attainment for the next ten years.

For the California Air Resources Board (CARB), an “unclassified” designation indicates that the air quality data for the area are incomplete and there are no standards to support a designation of attainment or nonattainment. Table 4, Attainment Status of Criteria Pollutants in the SoCAB, summarizes the attainment status of the SoCAB for the criteria pollutants.

**TABLE 4  
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN  
THE SOUTH COAST AIR BASIN**

<b>Pollutant</b>	<b>State</b>	<b>Federal</b>
O <sub>3</sub> (1-hour)	Nonattainment	Nonattainment
O <sub>3</sub> (8-hour)		
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO <sub>2</sub>	Attainment	Attainment/Maintenance
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Attainment/Nonattainment*
All others	Attainment/Unclassified	No Standards
O <sub>3</sub> : ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO <sub>2</sub> : nitrogen dioxide; SO <sub>2</sub> : sulfur dioxide. * Los Angeles County is classified nonattainment for lead; the remainder of the SoCAB is in attainment of the State and federal standards. Sources: SCAQMD 2016, USEPA 2019.		

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less than Significant Impact.** The main purpose of an Air Quality Management Plan (AQMP) is to bring an area into compliance with the requirements of federal and State air quality standards. For a project to be consistent with the AQMP, the pollutants emitted from the project should not (1) exceed the SCAQMD CEQA air quality significance thresholds or (2) conflict with or exceed the assumptions in the AQMP.

As shown in Threshold 3.3(b) below, pollutant emissions from the proposed Project would be less than the SCAQMD thresholds and would result in a less than significant impact. The Project would not change the open space zoning designation for the Finkbiner Park since it is developing stormwater capture infrastructure below the park uses. This water infrastructure would not result in additional air pollutant emissions beyond what is required during the construction phase and minimal energy requirements for the operations phase. In addition, the proposed Project would not directly result in population growth or development of new land uses that have not been anticipated in the AQMP. By incorporating water capture infrastructure, development of the proposed Project would also be consistent with the State of California’s AB32 Scoping Plan measures to increase water supplies. In addition, use of locally sourced water would decrease energy as well as air pollution and greenhouse gas (GHG) emissions related to transport of water from outside the watershed. Because the Project would support the development water capture infrastructure, the proposed Project would not conflict with the 2022 AQMP. Finally, the Project’s lack of regional or localized air quality impacts would also be consistent with the City of Glendora’s Air Quality Element Goal AQ-4: Protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of pollution with equitable environmental policymaking and enforcement. In addition, the development would support Goal AQ-6: Reduced demand for energy resources by developing local water capture systems which would reduce the need for more energy-intensive imported water. Therefore, there would be no impact related to conflict with the AQMD, and no mitigation is required.

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

**Less than Significant Impact.** The SoCAB is a federal or State nonattainment area for PM10, PM2.5, and ozone (O<sub>3</sub>), as discussed above. The SCAQMD’s approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts.

Table 5, SCAQMD Regional Emissions Significance Thresholds (lbs/day), summarizes the SCAQMD’s mass emissions thresholds for both short-term construction and long-term operational emissions. A project with emissions below these thresholds is considered to have a less than significant effect on air quality.

**TABLE 5  
SCAQMD REGIONAL EMISSIONS  
SIGNIFICANCE THRESHOLDS (LBS/DAY)**

Criteria Pollutant	Construction	Operation
Volatile Organic Compounds (VOC)	75	55
Oxides of Nitrogen (NO <sub>x</sub> )	100	55
Carbon Monoxide (CO)	550	550
Oxides of Sulfur (SO <sub>x</sub> )	150	150
Particulate Matter (PM10)	150	150
Particulate Matter (PM2.5)	55	55
lbs/day: pounds per day		
Source: SCAQMD 2023.		

**Regional Air Quality Emissions**

The SCAQMD has established methods to quantify air emissions associated with construction activities such as air pollutant emissions generated by operation of on-site construction equipment; fugitive dust emissions related to trenching and earthwork activities; and mobile (tailpipe) emissions from construction worker vehicle and haul/delivery truck trips. Emissions would vary from day to day, depending on the level of activity; the specific type of construction activity occurring; and, for fugitive dust, prevailing weather conditions at the Project site.

A construction-period regional emissions inventory was compiled based on an estimate of construction equipment as well as scheduling and Project phasing assumptions. Specifically, the regional emissions analysis considers the following:

- Combustion emissions from operating on-site handheld power tools and mobile construction equipment;
- Fugitive dust emissions from demolition, site preparation and excavation phases; and
- Mobile-source exhaust emissions and fugitive dust from worker commute and truck travel.

For purposes of providing an air quality analysis, the analysis assumes the proposed Project would be constructed over approximately 15 months beginning in Spring 2025. Construction activities would involve site mobilization, clearing and grubbing of grass and other vegetation, demolition and excavation as well as construction of water infrastructure, sports field, and the

recirculating stream and landscaping. Truck trips are needed for removal of approximately 300 cy of demolition debris and greenwaste over an approximate 10-week period; and approximately 31,560 cy of sediment would be excavated during the remaining construction phases over approximately 13.5 months. Emissions were calculated using the California Emissions Estimator Model (CalEEMod version 2022.1.1.20). CalEEMod is a computer program accepted by the SCAQMD to estimate anticipated emissions associated with land development projects in California. The CalEEMod modeling assumes dust control by watering, consistent with the requirements of SCAQMD Rule 403. For the purposes of estimating emissions in CalEEMod, the Project features were input as construction data. The CalEEMod output data may be found in Appendix A of this IS/MND.

The SCAQMD regional emissions thresholds (see Table 5) are based on the rate of emissions (i.e., pounds of pollutants emitted per day). Therefore, the quantity, duration, and the intensity of construction activities are important in assuring analysis of worst case (i.e., maximum daily emissions) scenarios. Table 6, Estimated Maximum Daily Construction Emissions (lbs/day), summarizes the worst-case daily regional emissions. As shown, all Project-related emissions would be below the regional significance thresholds.

**TABLE 6  
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS (LBS/DAY)**

Year	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5
2025	1	15	13	<1	3	2
2026	1	14	13	<1	3	1
<b>Maximum</b>	<b>1</b>	<b>15</b>	<b>13</b>	<b>&lt;1</b>	<b>3</b>	<b>2</b>
<b>SCAQMD Daily Construction Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds SCAQMD Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

lbs/day: pounds per day; VOC: volatile organic compound(s); NO<sub>x</sub>: nitrogen oxides; CO: carbon monoxide; SO<sub>x</sub>: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Note: The higher of Winter or Summer output data was used for this analysis.

Source (thresholds): SCAQMD 2023. CalEEMod output data is in Appendix A.

As shown, the regional emissions of PM10, PM2.5, and O3 precursors VOCs and NOx calculated for the Project (see Table 6) would be substantively less than the applicable SCAQMD regional emissions significance thresholds (see Table 5) that are designed to assist the region in attaining the applicable State and national AAQS (see Table 3). The SCAQMD does not consider any individual project with regional emissions that are below the SCAQMD significance thresholds to be cumulatively considerable and consequently would not result in a significant impact to cumulative regional emissions (SCAQMD 2003). The Project would result in nominal long-term operational emissions associated with energy demand to run the small recirculation pumps and quarterly maintenance truck trips.

As discussed in Threshold 3.3(a), the Project would be consistent with the 2022 AQMP, which is intended to bring the SoCAB into attainment for all criteria pollutants. There would be a less than significant impact from construction and operation of the Project related to regional emissions of criteria air pollutants, and no mitigation is required.

### Localized Air Quality Emissions

Sensitive receptors include, but are not limited to, children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. The Project area is located within Finkbiner Park, which is adjacent to residential uses that would be considered sensitive receptors in this analysis.

The localized effects from daily construction emissions were evaluated at sensitive receptor locations according to the SCAQMD's localized significance threshold (LST) method, which utilizes on-site mass emissions rate look up tables and Project-specific modeling, where appropriate. LSTs are applicable to the following criteria pollutants: nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), PM10, and PM2.5.<sup>1</sup> LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. For PM10 and PM2.5, LSTs were derived based on requirements in SCAQMD Rule 403, Fugitive Dust (RR AQ-1). The mass rate look-up tables were developed for each source receptor area and can be used to determine whether a project may generate significant adverse localized air quality impacts. The SCAQMD provides LST mass rate look-up tables for projects that are less than or equal to five acres.

Consistent with the SCAQMD's LST method guidelines, only emissions that occur on-site are considered and emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 7, the maximum daily emissions for Project construction is compared to the most conservative threshold (i.e., 25-meter distance on a 1-acre site). Other sensitive receptors located farther from the Project site would be exposed to even less air pollutant concentrations and would likewise result in less than significant localized air quality impacts. As shown in Table 7, Localized Construction Pollutant Emissions (lbs/day), all pollutants emitted would be less than the respective thresholds.

**TABLE 7  
LOCALIZED CONSTRUCTION POLLUTANT EMISSIONS  
(LBS/DAY)**

Maximum Project Emissions	NO <sub>x</sub>	CO	PM10	PM2.5
Highest Localized Emissions	14	13	2	1
SCAQMD LST Thresholds <sup>1</sup>	89	623	5	3
Exceeds Thresholds?	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
lbs/day: pounds per day; NO <sub>x</sub> : nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District; LST: Localized Significance Threshold.				
<sup>1</sup> Thresholds for Source Receptor Area 9, East San Gabriel Valley, for 25 meters.				
Source (thresholds): SCAQMD 2009. CalEEMod output data is in Appendix A.				

### Toxic Air Contaminants Impacts

The greatest potential for toxic air contaminant (TAC) emissions during Project activities would be related to diesel particulate emissions associated with heavy equipment operations during construction. Project construction activities would be temporary (15 months for the entirety of the Project). The assessment of cancer risk is typically based on a 30-year exposure period. Because

<sup>1</sup> NO<sub>2</sub> impacts are addressed by evaluating nitrogen oxide (NO<sub>x</sub>) emissions.

exposure to diesel exhaust would be relatively short in comparison to the full exposure period, the relatively small number of construction equipment used, and the dispersion conditions associated with a relatively large area for which construction activities would occur, Project construction activities would not result in an elevated cancer risk to exposed persons due to the brevity of air pollutant exposure at any one specific location. As such, Project-related toxic emission impacts during Project construction would be less than significant, and no mitigation is required. Also, as discussed previously, the Project would not exceed the SCAQMD air quality significance thresholds, which identifies whether significant levels of emissions would occur.

**c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact.** As described in Threshold 3.3(b), the Project would not result in any substantial TAC air pollution emissions and construction-related criteria pollutant emissions would be less than the LSTs. Therefore, the Project's construction activities would not expose any nearby sensitive receptors to substantial pollutant concentrations. The Project would have a less than significant impact, and no mitigation is required.

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. If a project increases average delay at signalized intersections operating at level of service (LOS) E or F or causes an intersection that operates at LOS D or better without the project to operate at LOS E or F with the project, there is a potential for a CO hotspot. The Project would not increase daily traffic in the Project area, as further discussed in Section 3.17, Transportation. Therefore, the Project would not increase congestion at major signalized intersections. There would be less than significant impacts related to the formation of Project-related CO hotspots.

The Project would have a less than significant impact related to exposure of sensitive receptors to substantial pollutant concentrations during construction and operation of the Project, and no mitigation is required.

**d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less than Significant Impact.** The Project would not result in other emissions that would affect a substantial number of people. The Project would not treat sewage, generate chemical emissions, or involve other processes that would result in other emissions, or produce objectionable odors, nor does the Project put a substantial number of persons in an area of objectionable odors. According to the SCAQMD's *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). Potential odors from Project activities would be limited to short-term diesel exhaust emissions, which would be comparable to odors emitted by typical landscaping or construction activities. There may be situations where construction odors would be noticeable by persons nearby, but these odors would not be of a magnitude to constitute a public nuisance because any odors would be temporary and would dissipate rapidly from the source with an increase in distance and would not be expected to be objectionable to a substantial number of people. Furthermore, the Project construction activities are also regulated from nuisance odors or other objectionable emissions by SCAQMD Rule 402, as described in RR AQ-1. Rule 402 prohibits the discharge from any source of air contaminants or other material, which would cause injury, detriment, nuisance, or annoyance to people or the public. Therefore, there would be less than significant impacts during construction and operation, and no mitigation is required.

### 3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This analysis is based on literature review, database searches, and field observations, including the Jurisdictional Delineation Report (JD Report) prepared by Psomas, dated April 6, 2023, and included as Appendix B.

**a) Would the project have a substantial adverse effect, either directly or through habitat modification, 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.** The Project site lacks potentially suitable habitat to support listed candidate, sensitive or special status plant or wildlife species for the area. There are no known unique, rare, or endangered plant or animal species or habitats on or near the site. There is no U.S. Fish and Wildlife Service (USFWS) Critical Habitat within a three-mile radius of the site. Site reconnaissance identified that the Project site is comprised of one vegetation community: Disturbed. Disturbed areas are often barren, lack vegetation due to clearing or grading, and are often dominated by pioneer herbaceous species that readily colonize disturbed ground. The Project site and surrounding area is anticipated to be utilized primarily by wildlife species common to urban areas, such as western fence lizards (*Sceloporus occidentalis*), eastern fox squirrel (*Sciurus niger*), coyote (*Canis latrans*), house finch (*Haemorhous mexicanus*), California scrub

jay (*Aphelocoma californica*), and red-tailed hawk (*Buteo jamaicensis*). The *City of Glendora 2021-2029 Housing Element Initial Study/Negative Declaration* states the significant wildlife habitats do not typically occur within the urbanized portions of the City (Glendora 2021a). Therefore, there would be no impacts related to adverse effects on special status plant or wildlife species, and no mitigation is required.

- b) **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** As described above, no native or otherwise special status vegetation types occur on the Project site. No riparian habitats or sensitive natural communities identified by regional plans, policies, regulations, or agencies would be impacted by construction and operation of the Project. There would be no impact, and no mitigation is required.

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

**Less Than Significant with Mitigation.** As stated in the JD Report, the Little Dalton Wash is the only drainage feature that occurs within the site vicinity. Proposed Project activities involve the installation of a drop inlet that would be considered a permanent change to Little Dalton Wash. Temporary impacts involve all other areas within the Project construction boundaries that overlap with the limits of jurisdictional waters. Temporary impacts consist of areas where construction equipment may operate or where temporary fills would be placed to divert flowing water around work areas. Table 8, Impacts of Jurisdictional Resources in the Survey Area, provides a summary of Project-related impacts.

**TABLE 8  
IMPACTS ON JURISDICTIONAL RESOURCES IN THE SURVEY AREA**

Jurisdictional Feature	Existing in Survey Area (acres)	Impacts (acres)	
		Permanent	Temporary
USACE "waters of the U.S."	0.433	0.005	0.030
RWQCB "waters of the State"	0.433	0.005	0.030
CDFW Jurisdictional Waters	0.433	0.005	0.030
USACE: U.S. Army Corps of Engineers; RWQCB: Regional Water Quality Control Board; CDFW: California Department of Fish and Wildlife Source: Psomas 2023. Appendix B.			

As shown in Table 8, the total area of Little Dalton Wash within the Project construction footprint is 0.035 acre, which consists of 0.005 acre of permanent impacts and 0.030 of temporary impacts. The jurisdictional impacts for all three regulatory agencies are equal because Little Dalton Wash consists of a concrete channel with vertical sidewalls (Psomas 2023). Impacts to jurisdictional resources would be considered significant and would require mitigation. As such, the Project would implement MM BIO-1, which would require the City to obtain permits from the USACE, RWQCB, and CDFW prior to Project construction that would affect jurisdictional resources. Through implementation of MM BIO-1, impacts to jurisdictional resources would be reduced to a less than significant level.



**d) Would the project 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 with Mitigation.** The Project site is surrounded by urban development, and the area is not an established migratory wildlife corridor. The ability of the Project site specifically to support regional wildlife movement has been compromised by surrounding development. As a result, the Project site supports the movement of almost exclusively local wildlife, that also readily use surrounding areas. As such, the Project site has very little potential to support critical regional wildlife movement. Urban-adapted wildlife species could use the site, an existing park, for foraging or movement. Additionally, the long-term activity on the Project site would be the same as existing activity at Finkbiner Park. Wildlife species common to urban areas are not expected to be adversely affected by construction activity. These common urban wildlife species are accustomed to a high level of human activity and disturbances similar to construction and are able to relocate readily. Construction activities would create very minimal dust and noise within and adjacent to the work areas. During active construction, wildlife movement may be deterred by noise and human activity; however, most wildlife movement would occur at night while construction activities would occur during the day.

The Project site would remove and replace 6 of the 12 existing trees within the Project site, consistent with City requirements. The federal Migratory Bird Treaty Act of 1918 (MBTA) protects the nests of all native bird species, including common species such as mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), and house finch. Nesting birds and raptors have the potential to occur in natural and non-natural features within and adjacent to the Project site. In addition to the MBTA, Sections 3503 and 3503.5 of the *California Fish and Game Code* protect nesting migratory birds and raptors. Impacts to nesting birds, both on and adjacent to the Project site, would be considered a significant impact prior to mitigation. Therefore, if Project construction is initiated during the typical breeding season for nesting birds (i.e., March 1–September 15) and nesting raptors (i.e., January 1–July 31), MM BIO-2 requires a pre-construction nesting bird/raptor survey to ensure compliance with the MBTA and describes the process for protecting any active nests identified while construction is ongoing. If construction activities are initiated during the non-breeding season, implementation of MM BIO-2 would not be required, and there would be no potential impact to nesting birds and raptors. With implementation of MM BIO-2, potential impacts to nesting migratory birds and raptors during their breeding seasons due to Project construction would be reduced to a less than significant impact.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** The City's Urban Forestry Manual (Glendora 2018) and Title 16 et. seq. "Trees" of the GMC outline provisions and guidelines for tree removal, replacement, installation, preservation, and maintenance within the City. Section 16.01.010 of Title 16 states that the "purpose of this title is to ensure and enhance public health, safety, and welfare through proper care, maintenance and preservation of trees on city-owned properties, parkways and public street right-of-way and easements". The removal, replacement, and planting of parkway trees and those on City property falls under the authority of the City Forester.

There are 12 existing trees within the Project site. Of these, 7 would be protected in place during construction and 5 would be removed and replaced consistent with City requirements, as shown in Table 9, Summary of Tree Impacts.

**TABLE 9  
SUMMARY OF TREE IMPACTS**

Tree Species	Size (dbh)	Location	Disposition
California sycamore ( <i>Platanus racemosa</i> )	30	North side of field	Protect in place
California sycamore ( <i>Platanus racemosa</i> )	20	North side of field	Protect in place
Shamel ash ( <i>Fraxinus uhdei</i> )	30	South of Skate Park	Protect in place
Shamel ash ( <i>Fraxinus uhdei</i> )	48	South of Skate Park	Protect in place
Pin Oak ( <i>Quercus palustris</i> )	6	South of Skate Park	Protect in place
Pin Oak ( <i>Quercus palustris</i> )	6	South of Skate Park	Protect in place
Pin Oak ( <i>Quercus palustris</i> )	6	South of Skate Park	Protect in place
Brisbane Box ( <i>Lophostemon confertus</i> )	13	South side of field	Remove and replace
Brisbane Box ( <i>Lophostemon confertus</i> )	13	South side of field	Remove and replace
Brisbane Box ( <i>Lophostemon confertus</i> )	13	South side of field	Remove and replace
Brisbane Box ( <i>Lophostemon confertus</i> )	16	South side of field	Remove and replace
Oklahoma Redbud ( <i>Cercis canadensis</i> 'Oklahoma')	5	South side of field	Remove and replace
dbh: diameter at breast height in inches			

Replacement trees for this Project must not only meet the Urban Forestry Manual policy but be planted within Finkbiner Park as part of the Project. The trees removed must be replaced with suitable trees in locations determined by the City Forester before the Project is finalized.

New landscaping with native and/or drought tolerant plant species would also be installed on the north and west sides of the new ballfields, between the bleachers and dugouts; along the proposed concrete path paralleling Little Dalton Wash on the south side of the site; and throughout the recirculated stream area. All tree removals and installations would be conducted in accordance with City standards and applicable permit requirements. Therefore, impacts related to conflict with local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance, would be less than significant, and no mitigation would be required.

**f) Would the project 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.** The Project does not conflict with any Significant Ecological Areas, Wildflower Reserve Areas, or Sensitive Environmental Resource Areas, as none exists within the Project site. There are no adopted Habitat Conservation Plan or Natural Community Conservation Plan within the City. Therefore, the Project would not conflict with any regional or State plans protecting biological resources. There would be no impact, and no mitigation is required.

**Mitigation Measures**

**MM BIO-1** Prior to the initiation of construction activities, the City shall prepare and process a U.S. Army Corps of Engineers (USACE) Section 404 Permit; a Regional Water Quality Control Board (RWQCB) Section 401 Water Quality Certification; a California Department of Fish and Wildlife (CDFW) Section 1602 Notification of Lake or Streambed Alteration agreement (LSA); and the appropriate jurisdictional determination form approved by the USACE. Additionally, a pre-application meeting shall be scheduled to discuss site conditions; the proposed Project;

jurisdictional resources and impacts to these resources resulting from the proposed Project; proposed minimization measures and the mitigation program to offset these impacts; and the regulatory permit process.

**MM BIO-2**

The Project shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act (MBTA) and *California Fish and Game Code* with methods approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) to protect active bird/raptor nests. As the Project requires that work be initiated during the breeding season for nesting birds (i.e., March 1–September 15) and nesting raptors (i.e., January 1–July 31), the City of Pasadena shall perform, or direct the performance of, a pre-construction survey for nesting birds and/or raptors shall be conducted by a qualified Biologist within three days prior to any construction activities on the Project site and in the immediately surrounding area (i.e., perform survey within 300 ft for nesting birds and within 500 ft for nesting raptors). A qualified Biologist shall be knowledgeable and experienced in conducting nesting bird surveys within Southern California and in determining appropriate buffer size to prevent bird nesting failure. If the Biologist does not find any active nests in or immediately adjacent to the Project site, the construction work shall be allowed to proceed, and no further mitigation is required.

If the Biologist finds an active nest in or immediately adjacent to the Project site and determines that the nest may be impacted or breeding activities substantially disrupted due to planned construction activities, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified Biologist: (1) construction limits shall be established within a buffer around any occupied nest (the buffer shall be 25–100 ft for nesting birds and 300–500 ft for nesting raptors), unless otherwise determined by a qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified Biologist. Encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants. Construction in a buffer area can proceed when the qualified Biologist has determined that fledglings have left the nest or the nest has failed. These requirements shall be monitored by the City of Glendora.

### **3.5 CULTURAL RESOURCES**

#### **Regulatory Setting**

##### ***California Environmental Quality Act and California Register of Historical Resources***

The California Environmental Quality Act (CEQA) requires a lead agency to determine whether a Project would have a significant effect on one or more historical resources. According to Section 15064.5(a) of the State CEQA Guidelines, a “historical resource” is defined as a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 21084.1); a resource included in a local register of historical resources (14 *California Code of Regulations* [CCR], Section 15064.5[a][2]); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (14 CCR Section 15064.5[a][3]).

Section 5024.1 of the PRC, Section 15064.5 of the State CEQA Guidelines, and Sections 21083.2 and 21084.1 of the CEQA Statutes were used as the basic guidelines for this cultural resource analysis. Section 5024.1 of the PRC requires the evaluation of historical resources to determine their eligibility for listing in the CRHR. The purposes of the CRHR are to maintain listings of the State’s historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR, which were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP) (per the criteria listed at 36 CFR Section 60.4) are stated below.

The quality of significance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California is present in any object, building, structure, site, area, place, record, or manuscript that possesses integrity of location, design, setting, materials, workmanship, feeling and association and that:

- a) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage; or
- b) Is associated with the lives of persons important in our past; or
- c) 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; or
- d) Has yielded, or may be likely to yield, information important in prehistory or history.

##### ***California Health and Safety Code***

Sections 7050.5, 7051 and 7054 of the *California Health and Safety Code* collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a Project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

Section 7050.5 of the *California Health and Safety Code* specifically provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected

to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

### **California Public Resources Code**

Section 5097.98 of the *California Public Resources Code* states that if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours. When the NAHC receives notification of a discovery of Native American human remains from a County Coroner, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. This regulation also requires that, upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations and all reasonable options regarding the descendants' preferences for treatment. This section of the *California Public Resources Code* has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

### **Methods**

The Project's impacts were assessed by utilizing the data collected from a cultural resource literature and archival record search from the South Central Coastal Information Center (SCCIC) and a Sacred Lands File (SLF) search through the NAHC. The results of the study are presented below, and supporting documentation is provided in Appendix C-1 of this IS/MND (except for confidential information). Additionally, a *Historic Built Environment Technical Report for the Finkbiner Park Stormwater Capture Project* (Historic Report) was prepared by South Environmental, dated November 2023 (South Environmental 2023, Appendix C-2). The Historic Report evaluated Finkbiner Park and Little Dalton Wash.

### **Archaeological Resources Records and Archival Search**

The SCCIC, located on the campus of California State University, Fullerton, houses records of the California Historical Resources Information System (CHRIS) for Los Angeles, Ventura, and San Bernardino Counties. The records search included a ½-mile search radius around the Project site and was conducted by Psomas on October 28, 2022. The purpose of the literature review and records search was to identify past cultural resource studies and archaeological sites and/or historic buildings and structures previously recorded within and around the Project site.

### **Sacred Lands File Search**

An inquiry was made of the NAHC on November 2, 2022, to request a review of the SLF database regarding the possibility of Native American cultural resources and/or sacred places in the Project vicinity that are not documented on other databases. The NAHC completed its SLF search on November 29, 2022.

## **Existing Conditions**

### ***Archaeological and Historical Studies***

A total of eight cultural resource studies have been conducted either including or within ½-mile of the Project site. These are summarized in Table 10 Cultural Resource Studies Near the Project Site.

**TABLE 10  
CULTURAL RESOURCES STUDIES NEAR THE PROJECT SITE**

<b>Report No</b>	<b>Year</b>	<b>Author(s)</b>	<b>Title</b>	<b>Location</b>
LA-06797	2002	Demcak, Carol and Chris A. Demcak	Highway Project Located at 158 1/2 N. Glendora Ave., Glendora	Outside
LA-06798	2000	Abeyta, Daniel	Glendora District Office Landscaping, Angeles National Forest, Los Angeles County	Outside
LA-07316	2004	Shaver, Noelle C.S.	A Phase I Historical Resources Study for the Proposed Arboreta Residential Development Project in the City of Glendora, Los Angeles County, California	Outside
LA-07323	2004	Bartoy, Kevin M. and Killackey, Kathryn	Cultural Resource Assessment Cingular Wireless Facility No. Sc-419-02 City of Glendora, Los Angeles County, California	Outside
LA-09235	2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA2304B (VZW Growth Investment), 320 West Carrol Avenue. Glendora, Los Angeles County, California	Within
LA-09699	1996	McNiel, Steve	Historical and Architectural Evaluation of the Mt. Baldy District Ranger Office on the Angeles National Forest, Glendora, California	Within
LA-10896	2004	Greenwood, David	Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) Los Angeles and San Bernardino Counties, CA	Within
LA-12525	2003	Poka, Ervin	NHPA Section 106 Review; Metro Gold Line Phase II Extension Project	Within

Source: SCCIC 2022. Appendix C-1.

Of these eight studies, four reports have studied a portion of the Project site. The first study, LA-09235, was a cultural resources records search and site visit results for Royal Street Communications, LLC candidate LA2304B (VZW Growth Investment), located at 320 West Carroll Avenue in the City of Glendora. The second study, LA-09699, included a Historical and Archaeological Evaluation of the Mt. Baldy District Ranger Office within the Angeles National Forest. Lastly, LA-10896 included a Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) and LA-12525 included NHPS Section 106 Review for the Metro Gold Line Phase II Extension Project, respectively. The archaeological and historic studies consist of historic resources studies, cultural resource assessments, historical and archaeological evaluations, and historic properties surveys.

### ***Archaeological and Historical Resources***

A total of 20 cultural resources were identified within ½-mile of the Project site. These are summarized in Table 11, Cultural Resources Near the Project Site. Of these 20 resources, all were identified as historic buildings. All of these buildings are located outside of the Project site;

however, one building, P-19-189776, the Mt. Baldy Ranger District Office is located immediately south of the Project site.

**TABLE 11  
CULTURAL RESOURCES NEAR THE PROJECT SITE**

Primary	Resource Name/ Description	Type	Age	Year (Author)	Location
P-19-189124	The John & Anna Billhamer House	Building	Historic	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189149	William & Rhoda Murphy House	Building	Historic	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189150	California Citrus Union Packing Headquarters & Glendora Co-Op Assn	Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189155	Betty Svenson House	Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189156	John C Whitmer House	Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189157		Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189158	Virginia Earl Ayers House	Building	Historic	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189159	Marvin & Barbara Moon House	Building	Historic	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189160		Building	Historic	2004 (Alma Carlisle / David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189162	John Abbott House	Building	Historic	2003 (Alma Carlisle / David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189163		Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189164	George Greitmann House	Building	Historic	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189165		Building	Historic	2004 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189166	Clyde M Pritchett House	Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189167	August Friedrich House	Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189168		Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189169	Fair & Anna Hall House	Building	Historic	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189170		Building	Historic	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189175	Charles & Josephine Camp House	Building	Historic	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	Outside
P-19-189776	Mt. Baldy Ranger District Office	Building	Historic	1996 (Edward S. McNeil, UC Davis)	Outside

Source: SCCIC 2022. Appendix C-1.

**Sacred Lands File Search**

The NAHC SLF identified the presence of Native American traditional sites/places in the immediate vicinity surrounding the Project site. However, no additional information regarding the resource(s) was on file. For information regarding the traditional sites/places located near the Project site, the NAHC recommends contacting the Gabrieleno Band of Mission Indians, Kizh Nation. The NAHC provided a list of contacts for tribes with ancestral ties to the Project site to assist with scoping and consultation. The City performed Native American consultation, as required by Assembly Bill (AB) 52. For additional information, please reference Section 3.18, Tribal Cultural Resources, of this IS/MND.

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

**a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

**Less than Significant Impact.** A significant impact could occur if the Project were to disturb historic resources that presently exist within the Project Site. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in or determined to be eligible for listing in the CRHR; (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR. The CRHR automatically includes all properties listed in the NRHP and those formally determined to be eligible for listing in the NRHP.

As stated above, the cultural resources records search identified 20 historic buildings within a ½-mile radius of the Project site. The closest resource is P-19-189776 (Mt Baldy Ranger District Office), which is located at 110 North Wabash Avenue in Glendora immediately adjacent to the Project site. No other historic resources were identified within ½-mile of the Project Site.

Finkbiner Park was established in 1949 as Recreation Park, comprised of a group of parcels put aside for leisure and recreational activities. The park includes 12 buildings, structures, and landscape features, as well as various hardscapes features, lighting, and commemorative markers and signage that were evaluated as a single resource in consideration of NRHP, CRHR, and City of Glendora designation criteria. Finkbiner Park was found eligible for local designation



under City Criterion 1 as Glendora's first park and an important feature of Glendora's historical development and cultural heritage. Finkbiner Park retains its historic integrity and ability to convey important historical associations at the local level of significance. Finkbiner Park does not, however, appear to meet any NRHP or CRHR designation criteria. Therefore, while Finkbiner Park is not considered a historic property under Section 106 of the NHPA, it is considered a historical resource under CEQA (South Environmental 2023, Appendix C-2).

The Historic Report concluded the Project would not result in a significant impact to Finkbiner Park, as the Project would not cause any changes to the park's character-defining features, which are limited to its most basic elements, including its footprint and function as a City park. None of the elements of Finkbiner Park proposed for modification as part of the Project (i.e., features of the ballpark, basketball court, picnic areas, landscaping, and hardscaping) contribute to the historical significance of the park.

Little Dalton Wash appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a contributor to the Los Angeles County Drainage Area (LACDA) project, which has a period of significance of 1936 to 1967, with important contributions to flood control in City of Glendora and the greater Los Angeles region. Therefore, Little Dalton Wash is considered an historic property under Section 106 of the NHPA and a historical resource under CEQA.

The Historic Report concluded the Project would not adversely impact any character-defining features of Little Dalton Wash that contribute to its significance under NRHP Criterion A, including its alignment and its connection to the larger LACDA. Nor would the Project significantly impact its basic material, which is limited to concrete. None of the new proposed project elements affecting the Wash (i.e., installation of the small cast-in-place concrete wall and outlet for the gravity pipe) will impact the important character-defining features of the Wash or the larger LACDA.

There would be a less than significant historic resources impact, and no mitigation is required.

**b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**Less than Significant with Mitigation.** The records search and literature review did not identify any previously recorded precontact or historic archaeological sites on the Project site or within a ½-mile radius of the Project site. However, the absence of known archaeological resources in the Project site does not preclude the possible presence of undiscovered intact archaeological resources that may lie below the ground surface, especially since the NAHC identified a sacred land and/or tribal cultural resource important to the local Native American community. The exposure of historic and archaeological resources during ground-disturbing activities is addressed by adherence to Section 21083.2(g) of the *California Public Resources Code* (MM CUL-1). With implementation of MM CUL-1, there would be less than significant impacts related to encounter of unanticipated archaeological resources during construction activities. Operation of the Project would not impact archaeological resources, because there would be no long-term excavation or other earthmoving activities.

**c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact.** There are no known human remains on the site. The Project site is not part of a formal cemetery and is not known to have been used for burial of historic or prehistoric human remains. Thus, the Project is not expected to impact known human remains or cemeteries. As previously stated, the result of the SLF check conducted through the NAHC was

positive. If human remains are encountered during Project construction, those remains would require proper treatment, in accordance with applicable laws. Sections 7050.5 through 7055 of the *California Health and Safety Code* describe the general provisions for human remains. Specifically, Section 7050.5 of the *California Health and Safety Code* describes the protocols to be followed if human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in Section 5097.98 of the *California Public Resources Code* would be implemented. If human remains are found during excavation, construction activities must stop in the vicinity of the find and in any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified; the remains have been investigated; and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, potential impacts would be less than significant, and no mitigation is required.

### **Mitigation Measures**

**MM CUL-1** Prior to the initiation of any earthmoving activity in which native soil is disturbed, the City shall be responsible for retaining a qualified Archaeologist to observe grading activities and to salvage and catalogue archaeological resources, as necessary. The Archaeologist shall be present at the pre-grade conference, shall establish procedures for archaeological resource surveillance, and shall establish, in cooperation with the City or its designee, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of any discovered artifacts as appropriate. If archaeological resources are found to be significant pursuant to Section 15064.5 of the State CEQA Guidelines, the Archaeologist shall determine appropriate actions, in cooperation with the City or its designee, for exploration and/or recovery. The Archaeologist shall also prepare a report of findings. The report shall include the period of inspection, an analysis of any artifacts found, and the present repository of the artifacts. The Archaeologist shall prepare excavated material to the point of identification and curation. The City or its designee shall pay curatorial fees associated with the cost of curation.

### 3.6 **ENERGY**

#### **Regulatory Setting**

##### ***Glendora Community Plan 2025***

The General Plan's energy conservation and efficiency goals are contained in various elements (Glendora 2008). The relevant goals and policies related to the Project's energy consumption and conservation are shown below:

##### ***Air Quality Element***

- Goal** AQ-6 Reduced demand for energy resources.
- Policies** AQ-6.1 Promote energy conservation throughout the City.
- AQ-6.3 Develop new incentives and promote existing incentives that encourage the use of energy conservation strategies by private and public developments.
- AQ-6.6 Require all project applications to identify project energy demands, existing energy supplies, potential environmental impacts associated with energy use, and feasible energy efficiency measures, in accordance with Appendix F of the California Environmental Quality Act Guidelines.

##### ***Conservation Element***

- Goal** CON-1 Protection and conservation of Glendora's water resources.
- Policies** CON-1.1 Establish a comprehensive program for the utilization of recycled water for irrigation purposes.
- CON-1.5 Establish methods to analyze water conservation issues when determining the need and development of future parks.
- Goal** CON-2 Utilization of water conservation technologies and practices.
- Policies** CON-2.1 Establish a comprehensive program for the utilization of recycled water for irrigation purposes.
- CON-2.4 Establish and implement water conservation methods for all municipal facilities.
- Goal** CON-3 Effective and well-maintained water infrastructure system.
- Policies** CON-3.3 Ensure infrastructure for new development is limited to serving properties within the planning area or water service area.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Would the project 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 analysis evaluates the Project’s potential to increase the demand for energy through construction and operation of the Project.

***Energy Consumption During Construction***

Construction activities would require energy for activities such as the manufacturing and transportation of building materials, demolition and grading activities, construction, paving, and architectural coatings. Construction of the Project would require fuel electricity to power equipment but would not involve the consumption of natural gas. Construction-related equipment, including forklifts, would not be powered by natural gas, and no natural gas demand is anticipated during construction.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site would conservatively be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses is not anticipated to be different than current conditions because the Project would not result in a long-term increase in park visitation and related vehicle trips.

Construction emissions were estimated for the Project using the CalEEMod model, as detailed in Section 3.3, Air Quality, of this IS/MND. Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles were based on default construction equipment assumptions and trip estimates from CalEEMod and fuel efficiencies from the EMISSIONS FACTOR 2021 model (EMFAC2021). Fuel consumption estimates are presented in Table 12, Estimated Energy Consumption During Project Construction, on the following page. CalEEMod output sheets and detailed energy calculations are included in Appendix D of this IS/MND.

**TABLE 12**  
**ESTIMATED ENERGY CONSUMPTION DURING PROJECT CONSTRUCTION**

Energy Type	Total Energy Consumption (gallons)
Diesel	21,191
Gasoline	3,312
Source: CalEEMod, EMFAC2021; energy calculations in Appendix D.	

As detailed in Table 12, above, the Project would consume approximately 3,312 gallons of diesel fuel and approximately 21,191 gallons of gasoline during construction. Construction of the Project would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively minimal in comparison to the State's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project.

***Energy Consumption During Operation***

The proposed Project would not involve substantial use of energy during the operations phase. There would be periodic maintenance and inspection trips for the site, expected to be quarterly on average, as well as electricity needed to run the small recirculation pumps. The development of water capture systems would assist in recharging of the local groundwater aquifer and enlarging the amount of water that could be pumped for the City and the region. Extraction of local water supplies is less energy intensive than extraction and conveyance of water from outside the region.

The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. As such, energy consumption during construction and operation of the Project would not be inefficient, wasteful, or unnecessary. There would be a less than significant impact, and no mitigation is required.

**b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?**

**No Impact.** The Project is consistent with the energy conservation goals and policies of the City's General Plan. As discussed previously, the City has adopted Goal Con-2: Utilization of water conservation technologies and practices which establishes conservation methods. The Project uses water conservation technologies and practices to take stormwater runoff from the adjacent Little Dalton Wash into a subsurface infiltration gallery, where it would replenish the underling groundwater basin. The Project would therefore reduce use of and reliance on more energy-intensive imported water supplies. The Project includes a recirculating stream and nature walk parallel to Dalton Wash. The Project also replaces old recreation facilities with new ones (e.g., soccer/baseball fields, basketball courts, related lighting, landscape, and hardscape). Site improvements from the Project include landscaping that incorporates the latest energy efficiency standards and the resurfacing of an asphalt-paved alley with permeable paving, which also contributes to greater infiltration of stormwater runoff. Conservation of energy resources related to the Project can help reduce overall energy demands for the City. As such, the Project would not obstruct the City's policies related to energy use. There would be no impact, and no mitigation is required.

### 3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Information in this section is derived primarily from the *Geotechnical Evaluation, Finkbiner Park Stormwater Capture Project, 160 North Wabash Avenue, Glendora, California* (Geotechnical Evaluation) prepared for the Project by Ninyo & Moore and dated September 9, 2022 (Ninyo & Moore 2022).

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

**No Impact.** The Project site is not located within a State of California Earthquake Fault Zone (EFZ) (formerly known as an Alquist-Priolo Special Studies Zone), and the nearest mapped active fault to the site is the Sierra Madre fault located approximately 1.2 miles north of the site. Therefore, the risk of surface rupture at the Project site is considered low. According to the Geotechnical Report, the Project site is not identified in an area as susceptible to landslides (Ninyo & Moore 2022). Therefore, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or landslides. There would be no impacts, and no mitigation is required.

- a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- ii) **Strong seismic ground shaking?**
  - iii) **Seismic-related ground failure, including liquefaction?**

**Less than Significant Impact.** There are no active or potentially active faults traversing the Project site. However, the site is in a seismically active area, as is the majority of southern California, and the potential for strong ground motion in the area is considered significant during the design life of the Project. Based on the Geotechnical Report, the Project site is a Class D Site and the site-specific design considerations were developed in accordance with the site-specific response acceleration parameters for the Class D Site (Ninyo & Moore 2022). While the proposed facilities could potentially be subject to moderate or severe seismic ground shaking, they would be designed and constructed in conformance with applicable seismic safety requirements of the CBC. Modern engineering practices and compliance with the CBC, incorporated by reference into the GMC, for construction of all built structures and replacement of in-kind facilities (i.e., the recreation facilities and related amenities) would minimize adverse safety effects to the maximum extent feasible. Also, the Project would not involve construction of habitable structures or structures whose height, mass, or materials would pose a hazard in the event of an earthquake.

Liquefaction is the phenomenon in which loosely deposited granular soils located below the water table undergo rapid loss of shear strength when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration causes the soil to behave as a fluid for a brief period of time. Liquefaction is known generally to occur in saturated or near saturated cohesionless soils at depths shallower than 50 feet. Based on the Geotechnical Report, the Project site is not located in an area mapped as being susceptible to liquefaction. The likelihood of liquefaction and related seismic hazards including dynamic settlement is, therefore, considered to be relatively insignificant at this site (Ninyo & Moore 2022). In addition, earthquake-resistant design and materials used in new construction must meet the current seismic engineering standards. Additionally, Project plans would be reviewed and approved by the City prior to construction to ensure all Project improvements are geotechnically sound based on locations relative to any adjacent slopes and chosen construction methods. Therefore, impacts related to strong seismic ground shaking and liquefaction would be less than significant, and no mitigation is required.

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

**Less than Significant Impact.** The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction activities. The Project may temporarily expose soils on the Project site to wind and/or water erosion from minimal grading and other construction activities (e.g., erosion, spills, and leaks from construction equipment). Because the Project site would disturb more than one acre of land—the construction footprint is approximately 3.8 acres—the Project would require compliance with State Water Resources Control Board's (SWRCB's) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. This would require preparation of a project-specific Storm Water Pollution Prevention Plan (SWPPP), which describes practices to reduce pollutants in stormwater discharges from the construction site by implementing BMPs, such as sandbags and detention basins. As such, there would not be substantial pollutants introduced into storm water runoff, including sediment, during construction of the Project. The Project would also comply with the SCAQMD Rule 403 for fugitive dust control, which requires regular watering of active grading areas and unpaved roads, limiting vehicle speeds on unpaved surfaces, stabilizing stockpiled earth, and curtailing grading operations during high wind conditions (SCAQMD 2005). Construction and operation of the Project would not result in substantial soil erosion or loss of topsoil. There would be a less than significant impact, and no mitigation is required.

**c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less than Significant Impact.** Liquefaction and landslides are addressed under Thresholds 3.7(a)(iii) and 3.7(a)(iv) above, and there would be no significant impacts associated with these conditions. As lateral spreading is a liquefaction-related phenomenon, there would be no significant impacts related to this condition. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity.

As noted previously, the Project would not involve construction of any habitable structures or structures whose height, mass, or materials would pose a hazard in the event of an earthquake and result in secondary seismic hazards. Modern engineering practices and compliance with the CBC, incorporated by reference into the GMC, for construction of all built structures and replacement of in-kind facilities (i.e., the recreation facilities and related amenities) would minimize adverse safety effects associated with unstable geologic units or soils to the maximum extent practicable. Moreover, the Project would not exacerbate the risk or potential hazards of landslides, lateral spreading, subsidence, liquefaction, or collapse. As stated previously, the Project includes repair and stabilization of existing features, which would ultimately reduce the likelihood of adverse effects related to secondary seismic hazards. There would a less than significant impact, and no mitigation is required.

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

**No Impact.** Expansive soils are soils that swell when they absorb water and shrink as they dry due to the presence of clay. The Project site is generally underlain by approximately 2 to 5.5 feet of undocumented fill underlain by alluvium. The fill consists of loose to medium dense, silty sand and poorly graded sand with silt and variable amounts of gravel. The alluvium consists of



interbedded granular deposits of moist, loose to very dense, gravel with varying amounts of silt and sand, sand with varying amounts of silt and gravel, and silty sand with varying amounts of gravel. Cobbles and/or boulders are also present in the alluvium. (Ninyo & Moore 2022). As such, the Project would not be underlain by soils with potential to be expansive. There would no impact, and no mitigation is required.

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

**No Impact.** The Project does not include the construction of any septic systems or alternative wastewater disposal systems. The construction crew would be served by portable toilets that would be brought to the site during construction activities and removed at the end of construction activities. There would be no impact, and no mitigation is required.

- f) **Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than Significant with Mitigation.** A paleontological records search was requested from the Natural History Museum of Los Angeles County, Vertebrate Paleontology Department and results were received on December 11, 2022. The results indicate that there are no fossil localities that lie directly within the Project site; however, there are fossil localities nearby from the same sedimentary deposits that occur in the Project area, either at the surface or at depth. Therefore, implementation of the Project would not impact known paleontological resources. However, surface sediments at and surrounding the Project site consist of the Puente Formation, Monterey Formation (Yorba Shale; sandstone and diatomaceous shale), Unknown (light brown shale with interbeds of very course brown sand; Pleistocene), Unknown (Pleistocene), and Unknown Formation (Pleistocene). Deep excavation that involves disturbance of native soils could result in the disturbance and/or destruction of paleontological resources that may be present in deeper Pleistocene alluvial deposits that underlie the Project site. With implementation of MM GEO-1, there would be less than significant impacts related to encounter of unanticipated paleontological resources during construction activities. Operation of the Project would not impact paleontological resources, because there would be no long-term changes to the regular inspection and maintenance operations that have occurred historically.

### **Mitigation Measures**

**MM GEO-1** In the event that paleontological resources are inadvertently unearthed during excavation activities, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the area of discovery and the contractor shall contact the City's Community Development Director immediately. The City shall retain a qualified professional paleontologist to evaluate the significance of the find, and in consultation with the City, determine an appropriate course of action. If the paleontological resources are found to be significant, the paleontologist, in consultation with the City, shall determine appropriate actions for exploration and salvage. After the find has been appropriately avoided or otherwise mitigated, work in that area may resume.

### 3.8 **GREENHOUSE GAS EMISSIONS**

#### **Regulatory Setting**

Global climate change is currently an important environmental, economic, and political issue. Increasing greenhouse gas (GHG) emissions has led to an anthropogenic<sup>2</sup> warming trend of the earth's average temperature, which is causing changes in the earth's climate. Scientific research indicates with very high confidence (i.e., at least 90 percent) that the rate and magnitude of current global temperature changes are anthropogenic, and that global warming will lead to adverse climate change effects around the globe. GHG emissions are primarily associated with (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition.

On September 27, 2006, Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, was enacted by the State of California. The legislature stated that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California". AB 32 caps California's GHG emissions at 1990 levels by 2020. This bill represents the first enforceable Statewide program in the United States to cap all GHG emissions from major industries and include penalties for noncompliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the State that serve California residents and businesses.

At the direction of the State Legislature in Senate Bill (SB) 97, the California Natural Resources Agency recently adopted amendments to the CEQA Guidelines that require GHG emissions analysis in CEQA documents.<sup>3</sup>

Neither the County of Los Angeles or City of Glendora, nor any other entity with jurisdiction over the City, have adopted GHG emissions significance thresholds to assist lead agencies in determining whether impacts are significant with respect to GHG emissions. Beginning in April 2008, the SCAQMD convened a working group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. The Working Group met approximately once per month. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for industrial projects where the SCAQMD is the lead agency (SCAQMD 2008). The interim screening threshold for industrial projects is 10,000 metric tons of carbon dioxide equivalent units per year (MTCO<sub>2e</sub>/yr). In September 2010, the Working Group presented a tiered approach to determining GHG significance. At Tier 1, a GHG emissions impact would be less than significant if the project qualifies under a categorical or statutory CEQA exemption. At Tier 2, a GHG emissions impact would be less than significant if the project is consistent with a previously adopted GHG reduction plan that meets specific requirements.<sup>4</sup> Tier 3 for industrial projects proposes extending the

<sup>2</sup> Anthropogenic effects, processes, objects, or materials are those that are derived from human activities, as opposed to those occurring in natural environments without human influence.

<sup>3</sup> The CEQA Guidelines revisions were adopted December 30, 2009. The Adopted Amendments became effective March 18, 2010.

<sup>4</sup> The plan must (1) quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area; (2) establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; (3) identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; (4) specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level; (5) establish a mechanism to monitor the plan's progress toward achieving

10,000 MTCO<sub>2</sub>e/yr screening threshold applicable to SCAQMD lead agency projects to other lead agency industrial projects. Tier 3 proposes the following screening values for residential and commercial projects: either a single 3,000 MTCO<sub>2</sub>e/yr threshold for all land use types or separate thresholds of 3,500 MTCO<sub>2</sub>e/yr for residential projects; 1,400 MTCO<sub>2</sub>e/yr for commercial projects; and 3,000 MTCO<sub>2</sub>e/yr for mixed-use projects. A project with emissions less than the applicable screening value would have less than significant GHG emissions.

No thresholds have been adopted that directly relate to this Project because it is not a typical land use development project (e.g., residential, commercial, industrial, transportation). To provide a conservative significance threshold, the 3,000 MTCO<sub>2</sub>e/yr threshold was selected for determining the significance of the Project's GHG emissions.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less than Significant Impact.** The GHG emissions resulting from implementation of the Project were calculated using CalEEMod using the same model inputs as described for the calculation of criteria pollutants in Section 3.3, Air Quality, of this IS/MND. As with the analysis in Section 3.3, the worst-case annual GHG emissions were calculated using CalEEMod Version 2022.1.1.20 from vehicle engine exhaust from construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. The results are provided in metric tons of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e), and the CalEEMod data is provided in Appendix A. Table 13, Estimated Greenhouse Gas Emissions from Construction, on the following page summarizes the results of the GHG emissions modeling for the Project's construction activities.

the level and to require an amendment if the plan is not achieving specified levels; and (6) be adopted in a public process following environmental review (CEQA Guidelines Section 15183.5).

**TABLE 13  
ESTIMATED GREENHOUSE GAS EMISSIONS  
FROM CONSTRUCTION**

Year	Annual GHG Emissions (MTCO <sub>2</sub> e)
2025	330
2026	158
<b>Total</b>	<b>488</b>
<b>Amortized Emissions</b>	16
<b>Threshold</b>	<b>3,000</b>
<b>Exceeds Threshold?</b>	<b>No</b>
GHG: greenhouse gas; MTCO <sub>2</sub> e: metric tons of carbon dioxide equivalent	
Source (threshold): SCAQMD 2008. CalEEMod output data are in Appendix A.	

As shown in Table 13, estimated total GHG emissions for Project construction are 488 MTCO<sub>2</sub>e. Because impacts from a project's construction activities occur over a relatively short period of time, they contribute a relatively small portion of a project's lifetime GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures address construction GHG emissions as part of operational GHG reduction strategies (SCAQMD 2008). The amortized emissions from the Project would be 16 MTCO<sub>2</sub>e. The amortized construction emissions would be less than the SCAQMD screening level of 3,000 MTCO<sub>2</sub>e/year. The Project would result in nominal operational GHG emissions associated with energy demand to run the small recirculation pumps and quarterly maintenance truck trips. Therefore, GHG emissions would be less than significant, and no mitigation is required.

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

**Less than Significant Impact.** As discussed above, the principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. However, AB 32-related plans and regulations are being implemented at the Statewide level, and compliance at the project level is not addressed.

The City's General Plan has goals and policies that are relevant to the Project, as summarized in Table 14, Consistency Analysis of Applicable General Plan Goals and Policies Related to GHG Emissions. Water conservation relates to GHG emissions as water conveyance and treatment are energy-intensive, and therefore GHG emissions-generation, efforts.

**TABLE 14**  
**CONSISTENCY ANALYSIS OF APPLICABLE GENERAL PLAN GOALS**  
**AND POLICIES RELATED TO GHG EMISSIONS**

Applicable General Plan Goals and Policies	Project Consistency
Goal CON-1 Protection of conservation of Glendora's water resources.	<b>Consistent.</b> The Project involves the construction and operation of a stormwater BMP that would replenish the underlying groundwater basin with capture stormwater runoff. Additionally, the resurfacing of an asphalt-paved alley with a permeable surface would also contribute to increased runoff infiltration. This source of water would reduce the need to transport more energy-intensive imported water and thus reduce GHG emissions associated with water supplies for the City.
Policy CON-1.2 Reduce water demand for irrigation purposes through the utilization of water conserving landscape materials.	<b>Consistent.</b> The Project would use artificial turf on the sports fields, reducing potable water demand for irrigation. Proposed landscaping would use a drought-tolerant plant palette to reduce landscape water consumption.
Policy CON-1.3 Establish specific requirements for the use of water conserving landscape materials in new development and redevelopment projects, parks and municipal facilities.	
Goal CON-2 Utilization of water conservation technologies and practices.	<b>Consistent.</b> The Project involves the construction and operation of a stormwater BMP that would replenish the underlying groundwater basin with capture stormwater runoff. Additionally, the resurfacing of an asphalt-paved alley with a permeable surface would also contribute to increased runoff infiltration. This source of water would reduce the need to transport more energy-intensive imported water and thus reduce GHG emissions associated with water supplies for the City.
Source: Glendora 2008.	

As shown in Table 14, the Project is consistent with the applicable water conservation goals established within the Conservation Element of the General Plan. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. There would be a less than significant impact, and no mitigation is required.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than Significant Impact.** With Project implementation, the Project would continue operations as a community park, which does not use or store large quantities or unusually hazardous substances. Long-term maintenance activities may involve use of materials such as paints, cleaning agents, and materials used for landscape equipment operation such as fuels, oils, and solvents, in small volumes and for brief periods. There would be no change in the type, amount, or frequency of hazardous materials use at Finkbiner Park as a result of the Project. The anticipated quarterly maintenance activities may involve use of materials such as paints, cleaning agents, and solvents in small volumes and for a brief period. These materials would be handled in compliance with existing federal, State, and local regulations. As such, operation of the Project would not involve the routine transport, use, or disposal of hazardous materials that would create a significant hazard to the public or the environment. There would be a less than significant impact, and no mitigation is required.

**b) Would the project 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.** Construction of the Project would involve the use of common hazardous substances such as petroleum-based fuels and hydraulic fluid. However, the level of risk associated with the accidental release of hazardous substances during construction is considered low due to the small volume of hazardous materials that would be used during construction. Hazardous substances required for construction would be handled, transported, and/or disposed of in accordance with all federal, State, and local laws. Upon required compliance with these existing regulations, upset and accident conditions involving the use of such substances are not reasonably foreseeable.

As discussed above, operation of the Project site would be essentially the same as under existing conditions and park maintenance activities may involve use of materials such as paints, cleaning agents, and materials used for landscape equipment operation such as fuels, oils, and solvents. The anticipated quarterly maintenance activities may involve use of materials such as paints, cleaning agents, and solvents in small volumes and for a brief period. The risk level for accidental release of hazardous substances would be low both due to the small volume of materials that would be used at any given time and because there would be no change in the type, amount, or frequency of hazardous materials use at Finkbiner Park as a result of the Project.

As such, construction and operation of the Project would not involve the release of hazardous materials into the environment that would create a significant hazard to the public or the environment. There would be a less than significant impact, and no mitigation is required.

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?**

**Less than Significant Impact.** Glendora Music and Arts School at 123 North Glendora Avenue is located within ¼-mile of the Project site (approximately 0.2 miles southwest of the site). As discussed above, Project construction and operation would require the limited transport and use of hazardous materials. However, these activities would be conducted in compliance with existing federal, State, and local regulations, and the types and volumes of materials would not represent a significant risk to the public or the environment.

As discussed in Section 3.3, Air Quality, local and regional emissions of criteria air pollutants would be below all SCAQMD thresholds, and TAC emissions—namely diesel particulate matter from on-site construction equipment and the haul trucks—would not result in health risks to any sensitive receptors near the Project site. As such, construction of the Project would not involve emissions in quantities that could be considered hazardous in the vicinity of any school. Additionally, operation of the Project would not impact nearby schools due to hazardous emissions, because there would be no long-term changes to the regular inspection and maintenance operations that have occurred historically. There would be a less than significant impact, and no mitigation is required.

- d) **Would the project 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.** There are no sites within or near the Project site identified on the Hazardous Waste and Substances List (also called the Cortese List) compiled by the California Environmental Protection Agency (CalEPA) pursuant to Section 65962.5 of the *California Government Code* (CalEPA 2023). There would be no impact related to identification of the site on the Cortese List such that a significant hazard to the public or the environment would occur during construction or operation of the Project. There would be no impact, and no mitigation is required.

- 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?**

**No Impact.** The Project site is not located within two miles of a public airport or public use airport or within an airport safety zone area. The closest public use airport, Brackett Field Airport, is located approximately 5.5 miles southeast of the Project site. Therefore, the proposed Project would not result in an airport safety hazard for people working or residing in the project area. There would be no impact related to air traffic due to construction or operation of the Project, and no mitigation is required.

- f) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less than Significant Impact.** The Project site is not located within a State Responsibility Area (SRA) Fire Hazard Severity Zone (FHSZ) designated area or Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (CAL FIRE 2023). The closest fire hazard zones are location approximately 0.8 miles north of the site in the foothills.

According to the General Plan Safety Element, the City maintains an Emergency Operations Center at the Glendora Police Department at 150 South Glendora Avenue and an alternate Emergency Operations Center is located at the Youth Center (159 North Cullen Avenue) to coordinate City services during an emergency and has designated evacuation routes (Glendora 2008). The Project site is located approximately one mile north of Foothill Boulevard and  $\frac{3}{4}$ -mile east of Grand Avenue, the City's two designated evacuation routes.

In addition, the City of Glendora's Multi-Hazard Functional Plan (MHFP) provides the policies and procedures addressing emergency response to disasters. The MHFP addresses the City's planned response to emergencies associated with natural disasters and technological incidents. It provides an overview of operational concepts, identifies components of the City's emergency management organization within the SEMS and describes the overall responsibilities of federal, State and County entities and the City for protecting life and property and assuring the overall wellbeing of the population (Glendora 2008).

In the event of a major disaster or emergency, the City's MHFP would improve the efficiency of the City's disaster response. The proposed Project would not include the construction of any buildings or infrastructure that would preclude the City's ability to implement an adopted emergency response plan or emergency evacuation plan. No short-term construction-related street closures are anticipated and there would be no impairment of evacuation roadways, as all equipment and material staging would be within the Project site and parking for construction workers would be at the park or in the immediately surrounding areas. As such, the Project would



not substantially impair an adopted emergency response plan or emergency evacuation plan. There would be less than significant impacts, and no mitigation is required.

**g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

**No Impact.** As stated above, the Project site is surrounded by urban land uses and is not designated as within a fire hazard severity zone (CAL FIRE 2023). There would be no impact related to wildland fire due to construction or operation of the Project, and no mitigation is required.

**3.10 HYDROLOGY AND WATER QUALITY**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Information in this section is derived primarily from the *Finkbiner Park Stormwater Capture Study Technical Memorandum* (Stormwater Memo) prepared for the Project by Craftwater Engineering, Inc. and dated July 21, 2023 (Craftwater 2023).

**a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

**Less than Significant Impact.** The Project site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). The Project could result in short-term, construction-related impacts to surface water quality from minimal grading and other construction activities (e.g., erosion, spills, and leaks from construction equipment). Because the Project site would disturb more than one acre of land—the construction footprint is approximately 3.8 acres—the Project would require compliance with SWRCB’s NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. This would require preparation of a Project-specific SWPPP, which describes practices to reduce pollutants in stormwater discharges from the construction site by implementing BMPs, such as sandbags and detention basins. The Project would also comply with the SCAQMD Rule 403 for fugitive dust control, which measures include regular watering of active grading areas and unpaved roads, limiting vehicle speeds on unpaved surfaces, stabilizing stockpiled earth, and curtailing grading operations during high wind conditions (SCAQMD 2005). As such, there would not be substantial pollutants introduced into storm water runoff, including sediment, during construction of the Project.

Operation of the Project would not violate any water quality standards, as the Project itself includes construction of a regional stormwater BMP that includes treatment components. The Project would provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The Project represents an opportunity to implement regional-scale pollutant load reductions from a sizeable drainage area in the USGR Watershed as well as increase infiltration to the underlying groundwater aquifer (Main San Gabriel Basin). In addition, the Project would include in-kind replacement of existing recreational facilities, which would operate the same as the existing conditions and, as such, would not violate any water quality standards. As such, construction and operation of the Project would not have the potential to degrade surface or water quality. There would be less than significant impacts, and no mitigation is required.

**b) Would the project 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 City of Glendora is underlain by the Upper San Gabriel Canyon Groundwater Basin (or Main San Gabriel Basin), and the City then pumps groundwater from the Basin to eight active wells (Glendora 2021b). Implementation of the Project includes installation of a 5.3-acre-foot infiltration gallery, to be located beneath the southwestern portion of the site, in which stormwater would be captured, pre-treated, and infiltrated. The overall purpose of the Project is to increase infiltration to the underlying groundwater aquifer, and as such implementation of the Project would be beneficial to groundwater supplies and support sustainable groundwater management of the Basin. Impacts would be less than significant, and no mitigation is required.

**c) Would the project 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 that would:**

**i) Result in substantial erosion or siltation on- or off-site?**

**Less than Significant Impact.** Project implementation would alter the existing drainage pattern at the site through installation of the stormwater BMP that would intercept a portion of stormwater from the Little Dalton Wash (20 cfs) and an adjacent storm drain LCAFCD RTP 1129 (5 cfs). A drop-inlet structure would direct runoff into new pipelines connecting to the BMP. The proposed diversion and infiltration of stormwater runoff would not result in erosion or siltation, on- or -off-site. The stormwater BMP have been designed to ensure sediment entrained in the stormwater as well as surrounding soils are adequately managed to allow the proper functioning of the BMP. There would be a less than significant impact, and no mitigation is required.

c) **Would the project 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 that would:**

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

iii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**No Impact.** The Project would not materially increase the amount of impervious area over the existing conditions, as the stormwater BMP would be located almost wholly underground, and the in-kind recreational facilities would be in essentially the same locations as under existing conditions. The proposed sports fields would be finished with an artificial turf sports surface, which is a permeable material. As such, the Project would not result in increased stormwater runoff volumes that would exceed the capacity of stormwater drainage system, provide additional sources of pollutant runoff, or result in on- or off-site flooding. There would be no impact, and no mitigation is required.

c) **Would the project 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 that would:**

iv) **Impede or redirect flood flows?**

**No Impact.** According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Project site is not located within a 100-year flood hazard area. The Project site is located within "Other Flood Areas – Zone X," which includes areas potentially subject to 500-year floods and areas of 100-year floods with average depths of less than one foot, and areas protected by levees. (Ninyo & Moore 2022). In the event of a flooding, the Project stormwater infiltration gallery has been designed to capture the 85<sup>th</sup> percentile storm event and is considered a wet-weather BMP. As such, the Project would be an improvement upon existing conditions, and would not substantially alter drainage in a manner that would impede or redirect flood flows. There would be no impact, and no mitigation is required.

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

**Less Than Significant Impact.** As discussed under Threshold 3.10(c)(iv), the Project site is not located in a 100-year Flood Hazard Area (Ninyo & Moore 2022). The Project site is located approximately 35 miles inland from the Pacific Ocean; as such, it would not be susceptible to tsunami hazards. There are no open bodies of water proximate to the site that would be

susceptible to seiche in the event of an earthquake; as such, the Project would not be susceptible to seiche hazards. There would be less than significant impacts, and no mitigation is required.

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

**No Impact.** As discussed in Section 1.0, Project Description, the Project would help address the additional need for stormwater management identified to achieve compliance with *Upper San Gabriel River Enhanced Watershed Management Program Plan* goals (LARWQCB 2016), as the City is an USGR EWMP Group member. The EWMP Plan was identified as a suite of watershed control measures and BMPs, including regional priority projects. Potential sites for targeted control measures were identified in the EWMP and recommended by the USGR EWMP Group for further evaluation and potential implementation to meet compliance for the watershed. As such, the Project has been prepared to provide significant water supply and water quality benefits in compliance with the requirements provided by the SCWP and to support the Watershed Management Program Plan goals. Implementation of the Project would be beneficial to groundwater supplies and support sustainable groundwater management of the Basin. Therefore, the Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management program. There would be less than significant impacts, and no mitigation is required.

**3.11 LAND USE AND PLANNING**

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

**a) Would the project physically divide an established community?**

**No Impact.** There are no residential uses or established communities located on the Project site. The Project would not physically divide an existing community, as the Project consists of the regional stormwater runoff capture facility and in-kind recreation facility improvements within the existing limits of Finkbiner Park. There would be no impact, and no mitigation is required.

**b) Would the project 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 primary land use planning documents that govern the Project site are the City's General Plan and the GMC. The Project site is currently zoned Single-family Estate (E-7), which according to the GMC Section 21.04.010, is intended to protect and promote the unique single-family nature of the City by limiting the uses in such zones to residential and residentially compatible uses and by requiring standards for the use, maintenance, and development of properties, zoned single-family residential. The Project would not require any change in existing

land uses or require a zone change on the Project site. Therefore, implementation of the Project would not conflict with zoning.

The General Plan land use designation for the Project site not located in the public ROW is Open Space, which allows for public and private open space areas, including parks, recreational facilities, and golf courses (Glendora 2008). As the Project would continue to provide park and recreational facilities at the existing Finkbiner Park, the Project would not conflict with the land use designation. The Project would not conflict with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant, and no mitigation is required.

**3.12 MINERAL RESOURCES**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) **Would the project 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.** Glendora is located within the San Gabriel Production-Consumption Region for Portland Cement Concrete-grade aggregate resources, as mapped by the Division of Mines and Geology (renamed the California Geological Survey in 2006). The Project site is mapped within Mineral Resource Zone 3 for aggregate resources. Mineral Resource Zone 3 is a designation given to areas containing mineral deposits the significance of which cannot be evaluated from available data (Division of Mines and Geology 1982). Although some excavated sediment would be removed from the site as part of the Project, this sediment is not of value as a mineral resource. Currently, the Project site is used for both active and passive recreation as a City park facility. In addition, the City’s General Plan does not indicate the presence of mineral resources on the Project site (Glendora 2008). No mining operations are present on-site or within the project vicinity. Land uses in the Project vicinity consist of single-family residences, schools, churches, open space areas, and utility and flood control infrastructure. There would be no impact to mineral resources due to construction or operation of the Project, and no mitigation is required.

### 3.13 NOISE

#### Noise and Vibration Basics and Terminology

##### **Noise**

“Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. “Noise” is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance; interference with speech communication; sleep disturbance; and, in the extreme, hearing impairment (Caltrans 2013).

Sound pressure levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale. A doubling of the energy of a noise source (such as doubling of traffic volume) would increase the noise level by 3 dB. The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale was devised; the A-weighted decibel scale (dBA) approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds and is used in this analysis.

Human perception of noise has no simple correlation with acoustical energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet is approximately 60 dBA, while loud jet engine noises at 1,000 feet equate to 100 dBA, which can cause serious discomfort. Table 15, Noise Levels for Common Events, on the following page shows the relationship of various noise levels in dBA to commonly experienced noise events.

**TABLE 15  
NOISE LEVELS FOR COMMON EVENTS**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 300 m (1,000 ft)	100	
Gas lawn mower at 1 m (3 ft)	90	
Diesel truck at 15 m (50 ft) at 80 km/hr (50 mph)	80	Food blender at 1 m (3 ft); garbage disposal at 1 m (3 ft)
Noisy urban area, daytime gas lawn mower at 30 m (100 ft)	70	Vacuum cleaner at 3 m (10 ft)
Commercial area, heavy traffic at 90 m (300 ft)	60	Normal speech at 1 m (3 ft)
Quiet urban daytime	50	Large business office, dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing
dBA: A-weighted decibels; m: meter; ft: feet; km/hr: kilometers per hour; mph: miles per hour Source: Caltrans 2013.		

Two noise sources do not “sound twice as loud” as one source. As stated above, a doubling of noise sources results in a noise level increase of 3 dBA. It is widely accepted that (1) the average healthy ear can barely perceive changes of a 3 dBA increase or decrease, (2) a change of 5 dBA

is readily perceptible, and (3) an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

From the source to the receiver, noise changes both in the level and frequency spectrum. The most obvious change is the decrease in noise level as the distance from the source increases. Sound from a small, localized source (approximating a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. For point sources, such as heating, ventilation, and air conditioning (HVAC) units or construction equipment, the sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance (i.e., if the noise level is 70 dBA at 25 feet, it is 64 dBA at 50 feet). Vehicle movement on a road makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The sound level attenuates or drops off at a rate of 3 dBA per doubling of distance for line sources.

A large object in the path between a noise source and a receiver can significantly attenuate noise levels at that receiver location. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain or landform features as well as man-made features (e.g., buildings and walls) can significantly alter noise exposure levels. For a noise barrier to work, it must be high enough and long enough to block the view from the receiver to a road or to the noise source. Effective noise barriers can reduce outdoor noise levels at the receptor by up to 15 dBA.

Several rating scales (or noise “metrics”) exist to analyze effects of noise on a community. These scales include the equivalent noise level ( $L_{eq}$ ), including  $L_{max}$  and  $L_{min}$ , which are respectively the highest and lowest A-weighted sound levels that occur during a noise event, and the Community Noise Equivalent Level (CNEL). Average noise levels over a period of minutes or hours are usually expressed as dBA  $L_{eq}$ , which is the equivalent noise level for that period of time. The period of time averaging may be specified; for example,  $L_{eq}(3)$  would be a three-hour average. Noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, CNEL was developed to account for human sensitivity to nighttime noise. CNEL represents the 24-hour average sound level with a penalty for noise occurring at night. The CNEL computation divides a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are assigned a 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging with daytime hourly sound levels.

## **Vibration**

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Vibration displacement is the distance that a point on a surface, moves away from its original static position. The instantaneous speed that a point on a surface, moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction of a project, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. Analysis of this type of vibration is best measured in velocity and acceleration.

The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).
- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (ppv) or the root mean square (rms) velocity is usually used to describe vibration amplitudes. The ppv is defined as the maximum instantaneous peak of the vibration signal and the rms is defined as the square root of the average of the squared amplitude of the signal. The ppv is more appropriate for evaluating potential building damage and also used for evaluating human response.

The units for ppv are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units to compress the range of numbers required to describe the vibration. In this study, all ppv velocity levels are in in/sec and all vibration levels are in dB relative to one microinch per second. The threshold of perception is approximately 0.3 ppv. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Manmade vibration problems are, therefore, usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Heavy trucks can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, and other anomalies all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, and heavy loads.

## **Regulatory Setting**

### ***Federal***

Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Although the Project is not under the jurisdiction of the FTA, the FTA is the only agency that has defined what constitutes significant construction and transportation source noise impacts from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise from construction and transportation sources. The FTA recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise ordinances usually relate to nuisance and



hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of construction activities. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses.

## **State**

### On-Road Vehicle Noise

Sections 27200 to 27207 of the *California Vehicle Code* provide noise limits for vehicles operated in California. For vehicles over 10,000 pounds, noise is limited to 88 decibels (dB) for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle. For the Project, "on-road" vehicles over 10,000 pounds would include haul trucks and construction equipment delivery trucks/tractor trailers.

### Off-Road Vehicle Noise

Sections 38365 to 38380 of the *California Vehicle Code* provides noise limits for off-highway motor vehicles operated in California, as follows: 92 A-weighted decibels (dBA) for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

## **City of Glendora**

The GMC noise regulations have been applied to this analysis. The GMC establishes the following applicable regulations related to construction noise that are relevant to the Project.

Section 9.44.200 General noise and party regulations.

- (a) Notwithstanding any other provisions of this chapter, and in addition thereto, it is unlawful for any person willfully to make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

The standards which shall be considered in determining whether a violation of the provisions of this section exists shall include, but not be limited to, the following:

1. The level of the noise;
2. The intensity of the noise;
3. Whether the nature of the noise is usual or unusual;
4. Whether the origin of the noise is natural or unnatural;
5. The level and intensity of the background noise, if any;
6. The proximity of the noise to residential sleeping facilities;
7. The nature and zoning of the area within which the noise emanates;
8. The density of the inhabitation of the area within which the noise emanates;

9. The time of the day or night the noise occurs;
10. The duration of the noise;
11. Whether the noise is recurrent, intermittent, or constant; and
12. Whether the noise is produced by a commercial or noncommercial activity.

(b) Notwithstanding any other provisions of this chapter, and in addition thereto, it is unlawful for any person willfully to host, conduct or allow, or cause to host, conduct or allow, any gathering and/or party where alcoholic beverages are furnished, given, obtained, possessed, or consumed by any person under twenty-one years of age.

**Section 9.44.100 Machinery, equipment, fans and air conditioning.**

It is unlawful for any person to operate any machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device in any manner so as to create any noise which would cause the noise level at the property line of any property to exceed the ambient noise level by more than five decibels.

**Section 9.44.110 Construction of buildings and projects.**

It is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist or any other construction type device (between the hours of nine p.m. of one day and seven a.m. of the next day) in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless beforehand a permit therefor has been duly obtained from the city. No permit shall be required to perform emergency work as defined in Section 9.44.020(c).

**Section 9.44.205 Vibration.**

In the CM Zone or in any C zone or in any M zone, no activity shall cause or create a steady state of impact vibration on the lot line or on a boundary line between any of such zones and a residential zone with a vibration displacement by frequency bands in excess of that indicated in the table below as measured by the vibration measuring device standardized by the American Standards Association:

Frequency (Cycles Per Second)	Vibration Displacement (In Inches)	
	Steady State	Impact
Under 10	0.0005	0.0010
10—19	0.0004	0.0008
20—29	0.0003	0.0006
30—39	0.0002	0.0004
40 and over	0.0001	0.0002

This section shall not apply to railroads.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Results in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Would the project result in 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.** Implementation of the Project would result in noise and vibration related to on-site construction equipment and haul truck traffic. The existing noise levels in the Project vicinity and the anticipated construction noise and vibration levels are discussed below.

### **Existing Noise Conditions**

Noise measurements were taken at the boundaries of the Project site to determine the existing noise conditions. The noise monitoring locations were selected to provide a representative sampling of the noise levels created by nearby noise sources as well as experienced by nearby sensitive receptors. Psomas conducted an ambient noise survey at the site on June 9, 2023. Short-term (approximately 20 minutes each) noise level measurements were taken using a Lason Davis Laboratories SoundTrack LxT sound level meter. The sound level meter was placed near the western, northern, southern, and eastern boundaries of the project site approximately five feet above the ground and equipped with a windscreen. Table 16, Existing Noise Levels at the Project Site, summarizes the results of the noise monitoring.

**TABLE 16  
EXISTING NOISE LEVELS AT THE PROJECT SITE**

Location of Noise Monitoring	Primary Noise Sources	dBA		
		Minimum	Leq (Average)	Maximum
West side of the site along Wabash Avenue	Traffic and park activity	40.5	51.9	70.0
North side of the site along the alley between Wabash Avenue and Minnesota Avenue	Traffic along the alley and park activity	40.6	50.4	69.9
South side of the site facing the Little Dalton Wash	Vehicles in/out of the adjacent parking and park activity	41.3	60.1	82.9
Southeast of the site adjacent to Dalton Avenue	Traffic along Dalton Ave and park activity	41.3	52.1	41.3
dBA: A-weighted decibels Source: Psomas; noise data in Appendix E.				

As shown, existing average noise levels ( $L_{eq}$ ) ranged from 50.4 to 60.1 dBA, with the highest noise measurement at the south side of the park facing the Little Dalton Wash. The noise measurements taken proximate to the Project site is generally characterized by park activity and vehicular traffic on Wabash Avenue, Minnesota Ave, and Dalton Ave. Park activities on and near the Project site include baseball fields, basketball courts, a skate park, and children’s playground. There are also tables and benches on the eastern section on the park beyond the Project site. Vehicular traffic was most prominent along Wabash Ave and the northern alleyway. The alleyway provides access to and from some of the residential units located immediately north of the site. Vehicular traffic along Minnesota Avenue and Dalton Avenue provides access to parking adjacent to south side of Finkbiner Park along Dalton Avenue.

**On-Site Construction Equipment Noise**

Section 9.44.110 of the GMC limits construction activities to the hours of 9:00 PM and 7:00 AM. Implementation of the Project would involve a maximum 8-hour workday within the 10-hour period of 7:00 AM and 5:00 PM, Monday through Friday, which is within with the City’s allowable hours (7:00 AM and 9:00 PM) for construction activities. Therefore, the Project would comply with the allowable construction times provided in Section 9.44.110 of the GMC.

Noise generated by construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. Construction noise levels reported in the U.S. Environmental Protection Agency’s (USEPA’s) *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances* were used to estimate future construction noise levels for the Project (USEPA 1971). Table 17, Summary of Construction Scenario, presents the construction phases, phase length, equipment expected to be used, and amount of excavation or material export.

**TABLE 17  
SUMMARY OF CONSTRUCTION SCENARIO**

Construction Phase	Phase Length	Equipment Used	Excavation (cubic yards)
Site mobilization, clearing, grubbing, and vegetation removal	10 weeks	dozer, grader, hauling truck, skid steer loader	300
Underground infiltration tank excavation	11 weeks	backhoe loader, dozer, haul truck, skid steer loader	16,160
Underground infiltration tank construction	15 weeks	crane, skid-steer loader, delivery truck, dozer	14,000
Pipeline, diversion structure, treatment equipment, and pump installation	10 weeks	trencher, crane, haul truck, skid steer loader	100
Sports field construction	10 weeks	grader, skid steer loader, spreader sprayer	900
Recirculation stream and landscaping	8 weeks	grader, skid steer loader, spreader sprayer, cement mixer	100

Source: Data provided by Project engineer.

Table 18, Estimated Construction Noise Levels at the Nearest Noise-Sensitive Receptors, shows both the maximum and average noise levels estimated to be generated during each construction phase at the location of noise sensitive receptors. Maximum noise levels represent the noise levels from construction equipment occurring nearest to the noise sensitive use/receptor. Maximum noise levels occurring when construction equipment is operated proximate to nearby uses are a worst-case in that noise levels are not expected to occur for the majority of the construction period. Noise levels under the maximum conditions would range from 59-96 dBA  $L_{eq}$ . Average noise levels represent the noise exposure to sensitive uses based on the distance to the center of the Project site. Average noise levels represent the magnitude of noise exposure that can be expected for a substantial portion of the construction period. Construction noise levels at receptor locations under average conditions would be expected to range from 55-76 dBA  $L_{eq}$ .

**TABLE 18  
ESTIMATED CONSTRUCTION NOISE LEVELS  
AT THE NEAREST NOISE-SENSITIVE RECEPTORS**

Construction Phase	Noise Levels ( $L_{eq}$ dBA)							
	Residences North of Project Site (Across Alley)		Residences West of the Project Site (N Wabash Avenue)		Residences South of the Project Site (E Dalton Avenue)		Residences East of the Project Site (N Cullen Avenue)	
	Max (20 ft)	Avg (200 ft)	Max (20 ft)	Avg (280 ft)	Max (55 ft)	Avg (235 ft)	Max (515 ft)	Avg (835 ft)
Ground Clearing	92	72	92	69	83	71	64	60
Excavation	86	66	86	63	77	65	58	54
Foundation Construction	96	76	96	73	87	75	68	64
Building Construction	86	66	86	63	77	65	58	54
Paving and Site Cleanup	92	72	92	69	83	71	64	60

$L_{eq}$  dBA: average noise energy level in A-weighted decibels; Max: maximum; Avg: average; ft: feet; E: east; N: north  
Note: Noise levels from construction activities do not consider attenuation provided by intervening structures.  
Source (construction equipment noise levels): USEPA 1971. Noise data in Appendix E.

## **Off-Site Vehicular Noise**

Clearing, vegetation removal, and other site preparation are estimated to result in approximately 300 cy of mixed demolition debris and greenwaste, which would be exported over an approximate 10-week period. This would result in approximately one 14-cy one-way truck trip (or trip end) every other day. An estimated total of 31,560 cy of sediment would be excavated during the remaining construction phases over approximately 13.5 months. This would equate to approximately 3,125 one-way, truck trips if all sediment were to be exported for disposal. This would equate to an average of 23 one-way truck trips per day. Installation of the infiltration gallery is the primary source of earthmoving and would involve the most intense excavation and export activities. Based on conservative assumptions, it is estimated the infiltration gallery would require approximately 1,615 one-way truck trips over an approximate 6.5-month period; this equates to approximately 30 one-way truck trips during this construction phase. These are conservative assumptions as some of the excavated sediment would be returned as backfill. The number of trips would be lower if larger (18 cy) trucks were used.

A doubling of traffic volume on a roadway would result in a 3 dB increase in noise level. Large trucks generate substantially more noise than passenger vehicles. A total of 20 to 30 Project-related truck trips distributed over an 8-hour workday would be approximately 2 to 4 truck trips per hour. Project-generated trips would be a very small fraction of existing traffic volumes typical for four-lane urban roadways. Thus, Project impacts on off-site vehicular noise would be well below 3 dB. Noise level increases below 5 dB are not readily perceptible in outdoor environments, and 5 dB is thus used as a threshold of significance here for off-site vehicular noise impacts. Project off-site vehicular noise impacts would be well below 5 dB and thus less than significant, and no mitigation is required.

## **Operational Noise**

### ***Stationary Noise Sources***

Operation of the stormwater capture is generally passive and would only require small electrical pumps that deliver between 1 to 2 cubic feet per second and rated at approximately 8 horsepower. These pumps will be enclosed and located 18 inches below ground. The pump station would be located on the southern portion of the Project site proximate to the Little Dalton Wash and approximately 200 feet from the nearest residential uses. As such, due to the small size of the pumps, the noise attenuation from the enclosure and being below ground, noise from use of these pumps will comply with the noise limits established by Section 9.44.100 Machinery, equipment, fans, and air conditioning. The Project would also reconstruct the athletic fields after the development of the stormwater capture infrastructure. Noise generated by use of the athletic fields are expected to be comparable to the use of the existing athletic fields and would likewise be subject to the noise limits established by the GMC. Impacts related to operational noise analysis would be less than significant, and no mitigation is needed.

### ***Vehicular Noise***

Operation and maintenance of the Project would generate a small number of vehicle trips annually for operation of the Project. Project operational trip generation would be negligible compared to existing traffic volumes on local streets. The redevelopment of the park's athletic fields are anticipated to generate comparable levels of vehicle trips and consequently would not cause a noticeable increase in traffic noise. No significant impact would occur, and no mitigation is required.

**b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

**Less than Significant with Mitigation.** There are no applicable City standards for vibration-induced annoyance or structural damage from vibration from construction activity and the City defers to other authoritative sources for evaluating these impacts. Groundborne vibration levels resulting from construction activities at the Project site were estimated using the California Department of Transportation (Caltrans) vibration damage potential guideline thresholds; shown in Table 19, Vibration Damage Threshold Criteria. Based on the guidance in Table 19, the vibration level of 0.3 ppv in/sec for older residential structures exposed to continuous/frequent intermittent sources is considered the most applicable threshold for a potentially significant vibration damage impact for the Project.

**TABLE 19  
VIBRATION DAMAGE THRESHOLD CRITERIA**

Structure and Condition	Maximum ppv (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
<i>Older residential structures</i>	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

ppv: peak particle velocity; in/sec: inch(es) per second

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Construction of the Project would involve continuous/frequent intermittent sources.

Source: Caltrans 2020.

The Caltrans vibration annoyance potential guideline thresholds are shown in Table 20, Vibration Annoyance Criteria. Based on the guidance in Table 19, the “strongly perceptible” vibration level of 0.9 ppv in/sec is considered the most applicable threshold for a potentially significant vibration annoyance impact for the Project.

**TABLE 20  
VIBRATION ANNOYANCE CRITERIA**

Average Human Response	ppv (in/sec)
Severe	2.0
<i>Strongly perceptible</i>	0.9
Distinctly perceptible	0.24
Barely perceptible	0.035

ppv: peak particle velocity; in/sec: inch(es) per second  
Source: Caltrans 2020.

**Less than Significant with Mitigation.** Caltrans lists a structural damage threshold for older residences of 0.3 inches per second ppv (used here for other types of structures as well) and a human annoyance threshold of 0.9 inches per second ppv for strongly perceptible responses. Expected construction equipment is listed above in Table 16. The primary sources of vibration during Project construction are expected to be rollers; large bulldozers (used here to represent backhoes and excavators); and loaded trucks. The estimated vibration exposure levels from Project construction equipment to the nearest buildings are presented in Table 21, Estimated Vibration Levels at the Nearest Sensitive Receptors.

**TABLE 21  
ESTIMATED VIBRATION LEVELS AT THE NEAREST  
VIBRATION-SENSITIVE RECEPTORS**

Equipment	Vibration Levels (ppv)			
	Residences North of Project Site (Across Alley)	Residences West of the Project Site (N Wabash Avenue)	Residences South of the Project Site (E Dalton Avenue)	City of Glendora Youth Center to the East
	(ppv @ 5 ft)	(ppv @ 75 ft)	(ppv @ 60 ft)	(ppv @ 170 ft)
Vibratory roller	2.3	0.0	0.1	0.0
Large bulldozer	1.0	0.0	0.0	0.0
Small bulldozer	0.0	0.0	0.0	0.0
Jackhammer	0.4	0.0	0.0	0.0
Loaded trucks	0.8	0.0	0.0	0.0
<b>Vibration Annoyance Threshold</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>Vibration Building Damage Threshold</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>Exceeds Threshold?</b>	<b>Yes</b>	No	No	No
ppv: peak particle velocity; Max: maximum; avg: average; ft: feet Source (thresholds): Caltrans 2020. Vibration data in Appendix E.				

The nearest sensitive receptors to the Project site are the residential buildings that abut the north side of the alley proposed to be resurfaced with permeable paving. These residential buildings are located adjacent to the alleyway that would undergo demolition and repaving with permeable pavement. Construction noise generation was calculated for activity at a distance of five feet away from the existing structures. As shown in Table 3-18, construction equipment would exceed the annoyance and building damage thresholds at the residences on the north side of the adjacent alley during operation of a vibratory roller, large bulldozer, jackhammer, and passage of loaded trucks on the alley, resulting in a significant impact. Therefore, MM NOI-1 defines minimum setback distances for various equipment that generate substantial levels of vibration. Table 22 shows the vibration levels at these residences with implementation of MM NOI-1.



**TABLE 22  
MITIGATED VIBRATION LEVELS AT THE NEAREST  
VIBRATION-SENSITIVE RECEPTORS**

Equipment	Vibration Levels (ppv)			
	Residences North of Project Site (Across Alley)	Residences West of the Project Site (N Wabash Avenue)	Residences South of the Project Site (E Dalton Avenue)	City of Glendora Youth Center to the East
	(ppv @ 15 ft)	(ppv @ 75 ft)	(ppv @ 60 ft)	(ppv @ 170 ft)
Roller without vibratory mechanism	0.0	0.0	0.1	0.0
Large bulldozer	0.2	0.0	0.0	0.0
Small bulldozer	0.0	0.0	0.0	0.0
Jackhammer	0.1	0.0	0.0	0.0
Loaded trucks	0.2	0.0	0.0	0.0
<b>Vibration Annoyance Threshold</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>
<b>Vibration Building Damage Threshold</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>Exceeds Threshold?</b>	No	No	No	No
ppv: peak particle velocity; Max: maximum; avg: average; ft: feet Source (construction equipment vibration levels): USEPA 1971. Vibration data in Appendix E.				

As shown, vibration levels at the nearest vibration-sensitive receptor would be below the 0.3 inch per second ppv structural damage threshold and the 0.9 inch per second ppv annoyance threshold. Therefore, with implementation of MM NOI-1, vibration impacts to the nearest receptors would be reduced to a less than significant level.

**Haul Truck Traffic**

Haul trucks generate lower levels of vibration at 15 feet (0.076 inches per second ppv) than do vibratory rollers and bulldozers. Thus, haul truck traffic would also result in less than significant vibration levels. There would be a less than significant vibration impact related to this activity, and no mitigation is required.

**Project Operation**

The operation of the proposed intake, pipeline, and outlet would not include the operation of any new vibration sources that could be felt beyond the immediate vicinity of the infrastructure (i.e., adjacent). There would be no operational impact related to vibration, and no mitigation is required.

- 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 site is not located within two miles of a public airport or public use airport or within an airport land use plan. The closest public use airport, Brackett Field Airport, is located approximately 5.5 miles southeast of the Project site. Therefore, the proposed Project would not expose people working or residing in the area to excessive air traffic-related noise levels. There would be no impact related to air traffic due to construction or operation of the Project, and no mitigation is required.

**Mitigation Measures**

**MM NOI-1** Prior to the issuance of each grading permit, the developer or designee shall produce evidence acceptable to the City of Glendora Community Development Director demonstrating that the equipment to be used for excavation that would occur within 15 feet of the nearest residences shall not include vibratory rollers, jackhammers, large bulldozers, loaded trucks or similar heavy equipment that weigh in excess of 24,000 pounds. Use of a roller within 15 feet of the nearest residences is acceptable if the vibratory mechanism is turned off.

**3.14 POPULATION AND HOUSING**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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 the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?**

**No Impact.** The proposed Project would provide a regional stormwater runoff capture facility within Finkbiner Park and include in-kind replacement of existing facilities within the site that require demolition to implement the stormwater BMP with new recreation facilities and features. Although there would be new and improved on-site facilities because Finkbiner Park is already intensively used by all segments of the community, the City does not expect a long-term increase in use of the existing area. Development of the Project would not require extending or improving infrastructure in a manner that would facilitate off-site growth in the City. The Project would not generate population or directly induce unplanned population growth. Additionally, the Project would not indirectly induce growth, such as through provision of employment or extension of infrastructure. Operation of the Project would involve quarterly maintenance visits with a one- to two-person crew; this would not necessitate additional hiring to provide long-term maintenance services.

The Project would bring in City staff, contractors, and other authorized personnel to the Project site for the duration of the construction period. The local population (i.e., Los Angeles County and City of Glendora area) would be expected to provide adequate skilled workers to satisfy the construction-related positions. Accordingly, it is unlikely that workers would relocate to the area for construction of this Project. Thus, no indirect change related to population and housing is expected with the presence of construction crews on site. There would be no direct or indirect impact related to population growth, and no mitigation is required.

**b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project site is currently occupied by Finkbiner Park and does not contain any existing housing or persons currently residing at the site. Therefore, the Project would not displace any people or housing that would require construction of replacement housing elsewhere. There would be no impact, and no mitigation is required.

**3.15 PUBLIC SERVICES**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?**

**No Impact.** As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional fire protection services. Implementation of the Project would not involve construction of facilities that would generate greater fire risk than the existing condition. Construction or operation of the Project would not generate demand for fire protection services such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

**a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:**

- **Police protection?**

**No Impact.** As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional police protection services. Temporary Project-related activities, such as the presence of construction equipment on the Project site, may provide increased opportunities for theft. The construction areas would be fenced, and the Project Contractor would be required to secure building materials and construction equipment to prevent theft and vandalism from occurring at the Project site during construction activities. Additionally, no unusually valuable or out of the ordinary construction-related equipment or materials would be associated with Project implementation that would generate a greater attraction for theft. Construction or operation of the Project would not generate demand for police protection services such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:**

- **Schools?**

**No Impact.** As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional school services. Therefore, construction and operation the Project would not generate demand for schools such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:**

- **Parks?**

**No Impact.** As discussed in Section 3.14, Population and Housing, the Project would not result in direct or indirect population growth. The proposed Project would include construction of a stormwater retention facility and in-kind recreational facility replacements within the existing Finkbiner Park. Public access to and use of the replacement recreation facilities on the site with Project implementation would be essentially the same as in the existing condition. Although there would be new and improved on-site facilities because Finkbiner Park is already intensively used by all segments of the community, the City does not expect a long-term increase in park visitation due to the Project. Therefore, construction or operation the Project would not generate demand for parks such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be impact, and no mitigation is required.

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:**

- **Other public facilities?**

**No Impact.** As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional public facilities not addressed above, such as libraries. Therefore, construction or operation of the Project would not generate demand for other public facilities such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

### 3.16 RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant Impact.** The Project would include construction and improvement, although not expansion, of recreation facilities. During construction activities, the approximate 3.8-acre Project site, occupying the western portion of Finkbiner Park, would be closed for an estimated 15 months. As the Project site experiences high community use, it is assumed construction of the Project would necessitate the use of alternate facilities in the area. Other nearby parks in the City would serve community residents' recreation needs while the Project site is closed. These parks include Ole Hammer Park located 0.7 miles from the site that has volleyball courts; Sanburg Middle School Park located 1.3 miles from the site that has soccer fields and football fields with a dirt track; Gladstone Park located 2.4 miles from the site that has a lighted outdoor basketball court and volleyball courts; Louie Pompei Memorial Sports Park located 3.9 miles from the site that has an artificial turf soccer field, baseball diamond with night lighting, and combination athletic/softball field (Glendora 2023a); and sports fields and basketball courts at schools.

Because there are a variety of alternate facilities (including but not limited to those above) in the area and because the construction period is 15 months, it is not anticipated that the use of other

recreation facilities in the area during construction would lead to substantial physical deterioration of any individual facility.

Additionally, it is acknowledged that the closure of a heavily-use recreation facility for any length of time would represent an adverse effect on the community; however, because the closure is temporary and there are alternative facilities to use, this would be considered a less than significant impact. Additionally, Project implementation would provide recreational improvements over existing conditions. The Project would provide new in-kind recreation facilities and features; conversion of the alley along the northern site boundary into a green alley; and installation of a recirculating stream, native landscaping, and adjacent path in the southeast portion of the site as a new passive recreation opportunity in the park. The restoration of demolished features provides the City an opportunity to rehabilitate these recreation facilities as part of the SCWP. Therefore, the Project would not cause an increase in the use of existing neighborhood and regional parks that would lead to substantial deterioration of existing facilities. Impacts would be less than significant, and no mitigation is required.

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

**Less Than Significant with Mitigation.** The Project would include construction and improvement, although not expansion, of recreation facilities. The construction of these facilities may have an adverse physical effect on the environment; accordingly, the potential for impacts due to Project implementation is evaluated through preparation of this IS/MND. There would be less than significant impacts with implementation of the identified mitigation measures for biological resources (refer to Section 3.4), cultural resources (refer to Section 3.5), geology and soils (refer to Section 3.7), noise (refer to Section 3.13) and tribal cultural resources (refer to Section 3.18). As such, impacts would be reduced to a less than significant level with implementation of applicable mitigation measures.

**3.17 TRANSPORTATION**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less than Significant Impact.** The Circulation Element of the City’s General Plan represents the City’s overall transportation plan. The Circulation Element identifies and establishes the City’s policies governing the system of roadways, intersections, bicycle paths, pedestrian pathways, and other components of the circulation system, which collectively provide for the movement of people and goods throughout the City. The Circulation Element includes goals and policies including safety for motorists and pedestrian on local roadways; coordinated transportation and land use planning; infrastructure improvements coordinated with local growth; reduced transportation impacts in local neighborhoods; appropriate coordination of transportation planning with adjacent jurisdictions; acceptable level of service on local roadways; improved access to alternative modes of transportation; and controlled utility and infrastructure access between Glendora and adjoining jurisdictions (Glendora 2008).

The Project would not conflict with the City’s policies to encourage walking, biking, and transit. The Project would not obstruct the implementation of any of these policies and, in some cases, would support their implementation, as it would improve ease of access and safety of alternative transportation (trails for bicyclists and pedestrians) within Finkbiner Park. The Project is not anticipated to directly increase use of Finkbiner Park, as it is an existing high-use facility. The proposed Project would provide improved physical facilities to existing users of Finkbiner Park. The same locations and amounts of parking in the immediate area, similar circulation and access, and same types and extent of facilities would be provided. As such, trip generation from operation of the Project would be essentially the same as the existing condition. The Project would not conflict with the City’s policies to encourage walking, biking, and transit. There would be a less than significant impact, and no mitigation is required.

**b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

**No Impact.** Section 15064.3(b) of the State CEQA Guidelines provides the criteria for analyzing transportation (not traffic/circulation) impacts based on a vehicle miles traveled (VMT) metric consistent with Senate Bill (SB) 743. The Project would not create new land uses that would result in additional VMT, such as a residential, mixed use, or transportation project, which is the intent of the Section 15064.3 requirements. As such, the VMT metric is not applicable to public infrastructure projects. Further, operation of the Project would remain essentially the same as under the existing condition and would not result in increased operational trips, as discussed above. The Project would not conflict with or be inconsistent with Section 15064.3(b)(1) of the State CEQA Guidelines or the City's transportation plans and policies. There would be no impact, and no mitigation is required.

**c) Would the project 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.** The Project would not involve any permanent change to the roadway configurations and circulation in the Project area and would not change land use, or traffic related to the land use, on the site that would represent an incompatible use. Operation of the Project would involve periodic maintenance trips, anticipated to be quarterly, that would use the existing circulation system. Therefore, construction and operation of the Project would not increase traffic hazards or be an incompatible use. There would be no impact, and no mitigation is required.

**d) Would the project result in inadequate emergency access?**

**Less than Significant Impact.** As discussed under Threshold 3.9(g), the City maintains an Emergency Operations Center at the Glendora Police Department at 150 South Glendora Avenue, and an alternate Emergency Operations Center is located at the Youth Center (159 North Cullen Avenue) to coordinate City services during an emergency and has designated evacuation routes (Glendora 2008).

Private construction worker vehicles/pickup trucks, delivery vehicles, and haul trucks would access the Project site via North Minnesota Avenue, at an existing ingress point located south of the site. Haul trucks would travel south on surface streets to the I-210 as the nearest freeway travelling west to deposit any solid waste/debris to the nearby landfill in the City of Azusa. Equipment and material staging would be within the Project site and would not require staging along adjacent public roadways or other areas that would disrupt existing traffic patterns. Parking for construction workers would be at the park or in the immediately surrounding areas. As such, the Project would not result in inadequate emergency access during construction activities.

During long-term operation of the proposed Project, public access to and use of the recreation facilities on the site would be the same as in the existing condition. Although there would be new and improved on-site facilities because Finkbiner Park is already intensively used by all segments of the community, the City does not expect a long-term increase in park visitation due to the Project. As such, operation of the Project would not impact emergency access. There would be a less than significant impact, and no mitigation is required.



**3.18 TRIBAL CULTURAL RESOURCES**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

**No Impact.** This section evaluates the Project’s potential for any adverse effects on tribal cultural resources (TCRs). A TCR, as defined in Section 21074 of the Public Resources Code, is a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe. A resource will be considered a TCR if it is, at minimum, eligible to be listed on a national, state, or local register of historic resources; the lead agency has treated the resource as a TCR in past undertakings; and/or is known to hold cultural value to a traditionally and culturally affiliated tribe.

As presented above in Section 3.5, Cultural Resources, the ½-mile SCCIC records search radius surrounding the Project site footprint was positive for cultural resources. However, no cultural resources identified as TCRs were identified within the boundaries of the Project site. Nevertheless, it should be noted that the SCCIC may not have documentation regarding TCRs near the Project reaches. Additionally, the NAHC completed its SLF search on November 29, 2022. The NAHC SLF identified the presence of Native American traditional sites/places within the immediate vicinity surrounding the site. However, no additional information regarding the resource(s) was on file. For information regarding the traditional sites/places located near the

Project site, the NAHC recommended contacting the Gabrieleno Band of Mission Indians, Kizh Nation. The result of consultation with local Native American tribes is discussed below under Threshold 3.18(b). Therefore, as discussed further in Section 3.5, there are no cultural resources on the Project site that are currently listed on the CRHR or a local register. The Project would not affect a documented TCR that is listed or eligible for listing on the CRHR or a local register. There would be no impact, and no mitigation is required.

**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:**

- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Less than Significant with Mitigation.** Because Native American tribes frequently have knowledge concerning important undocumented cultural resources, the lead agency (City of Glendora) submitted Project notification letters to initiate tribal consultation, consistent with the requirements of AB 52. Consultation was initiated by the City on April 19, 2023. The City mailed notification letters to each tribal representative on the NAHC Native American contact list for Los Angeles County, notifying the representatives of the Project and to invite them to participate via consultation. These following tribes were notified of the Project as part of the AB 52 process: the Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino/Tongva Nation; Gabrieleno Tongva Indians of California Tribal Council; and the Gabrielino-Tongva Tribe. The only response received was from the Gabrieleno Band of Mission Indians – Kizh Nation. The City and Kizh Nation conducted an in-person consultation on May 10, 2023, and consultation was closed with understanding to implement agreed upon mitigation measures.

Although a significant impact on known tribal cultural resources has not been identified, the City would voluntarily implement the actions described in MMs TCR-1, TCR-2, and TCR-3, which recognize the Kizh Nations' concerns during construction activities; would require the presence of a Native American monitor to observe ground disturbing activity; and provide the discovery protocol upon unanticipated discovery of a TCR for non-funerary/ceremonial and for funerary or ceremonial object. While there would be no significant impact to known tribal cultural resources, MMs TCR-1, TCR-2 and TCR-3 have been included in this IS/MND to facilitate implementation of the voluntary actions. As such, impacts related to tribal cultural resources would be less than significant with mitigation incorporated.

## **Mitigation Measures**

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

A. The Project Applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the Project at all project locations (i.e., both on-site 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” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. 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/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the Project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the Project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the Project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

### **MM TCR-2 Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)**

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**MM TCR-3 Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects**

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

**3.19 UTILITIES AND SERVICE SYSTEMS**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project 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.** Public access to and use of the recreation facilities on the site with Project implementation would be the same as in the existing condition. Although there would be new and improved on-site facilities because Finkbiner Park is already intensively used by all segments of the community, the City does not expect a long-term increase in park visitation due to the Project. Construction of the Project would minimally increase demand for water for dust suppression. However, this demand would not result in the need for new or expanded water supply infrastructure. Operation of the Project would result in a net reduction in water demand because the new sports fields would be finished with an artificial turf sports surface to conserve approximately six afy of potable water currently used for irrigation.

The Project itself is the construction of new stormwater infrastructure, whose environmental impacts are addressed in this IS/MND. However, implementation of the Project would not result in the relocation or construction of additional or expanded water distribution infrastructure beyond the Project itself. As discussed previously under Threshold 3.10(c)(iii), the Project would not significantly alter the drainage pattern of the site. The Project would install a stormwater capture facility that would intercept a portion of stormwater from the Little Dalton Wash and an LACFCD storm drain, pretreat the stormwater, and divert it into a proposed underground infiltration gallery where the water would infiltrate into the underlying groundwater basin.

Implementation of the Project would not result in the need for new or expanded water, wastewater, storm water drainage (beyond the Project itself), natural gas, electricity or telecommunication facilities, the construction of which could cause significant effects. There would be less than significant impacts, and no mitigation is required.

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

**No Impact.** As discussed under Threshold 3.19(a) above, the Project would minimally increase demand for water during construction for dust suppression. However, this demand would not result in insufficient water supplies such that the City would be unable to meet the Project's demands and existing and foreseeable demands for potable water. According to the City's 2020 Urban Water Management Plan (UWMP), a normal, single dry year, or multiple dry years (five consecutive year drought period) will not compromise the City's ability to provide a reliable supply of water to its customers. Based on the nominal water use expected during construction, the Project's demands would be met with existing supplies. There would be a reduced long-term demand for potable water of approximately six afy as the new sports fields would be finished with an artificial turf sports surface. There would be no impact, and no mitigation is required.

- c) **Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** Use of the recreation facilities on the site with Project implementation would be the same as in the existing condition. As discussed under Threshold 3.19(a) above, the Project would not generate additional wastewater. The construction crew would be served by portable toilets that would be brought to the site during construction activities and removed at the end of construction activities. Therefore, the Project would not result in inadequate wastewater treatment capacities. There would be no impact, and no mitigation is required.

- d) **Would the 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.** As discussed in Section 1.0, clearing, vegetation removal, and other site preparation are estimated to result in approximately 300 cubic yards (cy) of mixed demolition debris and greenwaste, which would be exported over an approximate 10-week period. An estimated total of 31,560 cy of sediment would be excavated during the remaining construction phases, including installation of the infiltration gallery, over approximately 13.5 months, for a total of 31,860 cy of soil waste. Some of the excavated sediment would be returned as backfill. The demolition debris and excavated sediment would likely be disposed at Azusa Special Waste Services, located at 1211 West Gladstone Street in Azusa, approximately four miles to the west-southwest. Haul trucks would travel south on surface streets to the I-210, as the nearest freeway traveling west, and continue to the landfill. The Azusa Land Reclamation Facility has a remaining permitted capacity of 52,750,160 cy, and typically processes 604,310 tons per year. The Facility has a projected life of 32 years remaining as of 2021 (Waste Management 2021). As such, the Project's finite construction waste stream represents a nominal portion (approximately 0.06 percent) of the landfill's remaining capacity.

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. Further, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste

disposal. Specifically, the Project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to “reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible.” AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The Project would also be required to demonstrate compliance with the 2022 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these regulations would ensure the Project’s construction-related solid waste impacts would be less than significant, and no mitigation is required.

Operation of the Project would be the same as in the existing condition and would not generate additional solid waste. The volume of waste disposed at Azusa Land Reclamation Facility after diversion would not result in inadequate landfill capacity. As such, the Project is not anticipated to 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. Impacts would be less than significant, and no mitigation is required.

**e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

**Less than Significant Impact.** As stated above, the proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. Specifically, the Project would be subject to AB 939, which requires that at least 50 percent of waste produced is recycled, reduced, or composted, and would be required to comply with Section 4.408 of the 2022 California Green Building Code Standards, which requires that at least 65 percent of nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse. Therefore, the Project would comply with all federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant, and no mitigation is required.

**3.20 WILDFIRE**

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) **Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) **Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
- d) **Would the project 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 discussed previously under Threshold 2.9(h), the Project site is not located within a State Responsibility Area (SRA) Fire Hazard Severity Zone (FHSZ) designated area or Local Responsibility Area (LRA) Very High Fire Hazard Severity Zone (CAL FIRE 2023). The closest fire hazard zones are located approximately 0.8 mile north of the site toward the foothills. The Project site is located within a densely developed, urban context and the land uses between the site and the closest fire hazard zones are primarily urban build up uses such as residential and commercial. Therefore, wildfires that may occur within the nearby foothills would likely be contained prior to reaching the Project site. As such, there would be no impact related to wildfire, and no mitigation is required.



**3.21 MANDATORY FINDINGS OF SIGNIFICANCE**

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

**a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of 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.** As discussed in Section 3.4, Biological Resources, there are no sensitive biological resources on or near the Project site. Jurisdictional resources impacts associated with Little Dalton Wash would be reduced to a less than significant level through implementation of MM BIO-1. Also, there is potential for nesting birds and raptors to be present on and near the Project site; therefore, mitigation has been provided to reduce potential impacts to nesting migratory birds and raptors to less than significant levels (MM BIO-2). The Project would not degrade the quality of the environment; would not substantially reduce the habitat of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal community; and would not reduce the number of or restrict the range of a Rare or Endangered plant or animal.

As discussed in Section 3.5, Cultural Resources; 3.7, Geology and Soils; and Section 3.18, Tribal Cultural Resources, no impacts would occur to known historic, archaeological, tribal cultural, and/or paleontological resources. Potential impacts to unknown archaeological resources and human remains from implementation of the Project would be less than significant through compliance with MM CUL-1. Potential impacts to unknown paleontological resources would be reduced to a less than significant level through implementation of MM GEO-1. Additionally, although a significant impact on known tribal cultural resources has not been identified, the City would voluntarily implement the actions described in MMs TCR-1, TCR-2, and TCR-3 which recognize the Gabrieleno Band of Mission Indians – Kizh Nation’s concerns during construction

activities and would require the presence of professional Native American monitors to observe all grading operations up to five feet below the surface of native soils and consultation with Kizh Nation of any TCR encountered. While there would be no significant impact to tribal cultural resources, and as such no mitigation is required under CEQA, MMs TCR-1, TCR-2, and TCR-3 have been included in this IS/MND to facilitate implementation of the voluntary actions. Therefore, the Project does not have the potential to eliminate important examples of the major periods of California history or prehistory.

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

**Less than Significant Impact.** As shown in the analysis in Sections 2.1 through 2.20 above, all construction-related impacts would be either less than significant or mitigated to a less than significant level. As demonstrated by the analysis in this IS/MND, there would be no long-term significant operational impacts. As such, there is no potential contribution to long-term cumulative impacts from operation of the Project. There are no City sponsored projects within or near Finkbiner Park, and there are no known projects within approximately one mile of the Project site. Based on the small scale of the Project and limited impacts, only projects ongoing within this relatively close distance could potentially result in cumulatively considerable impacts. Therefore, the Project would not result in impacts that are individually limited but cumulatively considerable. There would be a less than significant impact, and no mitigation is required.

- c) **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.** As shown in the analysis in Sections 3.1 through 3.20 above, the Project would not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. As discussed in Section 3.3, Air Quality, construction of the Project, including anticipated truck trips, would not result in regional or local emissions of criteria air pollutants that exceed SCAQMD thresholds with compliance with Rule 403, and would result in less than significant TAC emissions (i.e., diesel particulate emissions). Potential adverse vibration impacts during construction activities would be reduced to a less than significant level with implementation of MM NOI-1. The Project would not displace any homes or divide an established community and would result in greater long-term water conservation. The Project would not result in substantial adverse effects on human beings either directly or indirectly.

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**APPENDIX A**

**CALEEMOD DATA FOR AIR QUALITY AND GREENHOUSE GAS EMISSIONS**

# Finkbiner Detailed Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	Finkbiner
Construction Start Date	1/1/2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.80
Precipitation (days)	13.2
Location	160 N Wabash Ave, Glendora, CA 91741, USA
County	Los Angeles-South Coast
City	Glendora
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5048
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
City Park	3.80	Acre	3.80	0.00	16,553	16,553	—	—

Other Asphalt Surfaces	7.00	1000sqft	0.16	0.00	0.00	—	—	—
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.45	15.1	13.2	0.03	0.60	2.38	2.88	0.55	1.06	1.53	4,286
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.45	15.2	13.2	0.03	0.59	2.13	2.72	0.54	0.99	1.53	3,993
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.77	7.95	7.26	0.02	0.31	1.13	1.44	0.29	0.51	0.80	1,995
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.14	1.45	1.32	< 0.005	0.06	0.21	0.26	0.05	0.09	0.15	330

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.45	15.1	13.2	0.03	0.60	2.38	2.88	0.55	1.06	1.53	4,286

2026	0.78	6.31	10.1	0.01	0.29	0.28	0.56	0.26	0.06	0.31	1,630
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.45	15.2	13.2	0.03	0.59	2.13	2.72	0.54	0.99	1.53	3,993
2026	1.39	14.2	12.6	0.03	0.55	2.13	2.68	0.51	0.99	1.49	3,970
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.77	7.95	7.26	0.02	0.31	1.13	1.44	0.29	0.51	0.80	1,995
2026	0.40	3.59	4.38	0.01	0.16	0.26	0.42	0.14	0.10	0.24	953
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.14	1.45	1.32	< 0.005	0.06	0.21	0.26	0.05	0.09	0.15	330
2026	0.07	0.66	0.80	< 0.005	0.03	0.05	0.08	0.03	0.02	0.04	158

### 3. Construction Emissions Details

#### 3.1. Pavement Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.24	11.5	10.4	0.02	0.47	—	0.47	0.43	—	0.43	1,770
Demolition	—	—	—	—	—	0.21	0.21	—	0.03	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.24	11.5	10.4	0.02	0.47	—	0.47	0.43	—	0.43	1,770
Demolition	—	—	—	—	—	0.21	0.21	—	0.03	0.03	—



Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.69	0.63	< 0.005	0.03	—	0.03	0.03	—	0.03	107
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.11	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	17.7
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.31	0.12	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	268
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	99.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.33	0.12	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	267
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	6.09
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	16.1
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.67
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### 3.3. Site mobilization, clearing, grubbing, and vegetation removal (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.39	13.0	12.7	0.02	0.59	—	0.59	0.55	—	0.55	2,199
Dust From Material Movement	—	—	—	—	—	1.84	1.84	—	0.89	0.89	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.78	1.74	< 0.005	0.08	—	0.08	0.07	—	0.07	301
Dust From Material Movement	—	—	—	—	—	0.25	0.25	—	0.12	0.12	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.33	0.32	< 0.005	0.01	—	0.01	0.01	—	0.01	49.9
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	55.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	13.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	7.57
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.25

### 3.5. Recirculation stream and landscaping (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	5.62	7.59	0.01	0.29	—	0.29	0.26	—	0.26	1,194
Dust From Material Movement	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.62	0.83	< 0.005	0.03	—	0.03	0.03	—	0.03	131
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	21.7
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.65	0.00	0.00	0.13	0.13	0.00	0.03	0.03	137
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	23.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	14.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.54

Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.42

### 3.7. Underground infiltration tank excavation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.13	11.0	10.9	0.02	0.47	—	0.47	0.43	—	0.43	1,920
Dust From Material Movement	—	—	—	—	—	1.71	1.71	—	0.88	0.88	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.20	1.97	1.95	< 0.005	0.08	—	0.08	0.08	—	0.08	342
Dust From Material Movement	—	—	—	—	—	0.30	0.30	—	0.16	0.16	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.36	0.36	< 0.005	0.02	—	0.02	0.01	—	0.01	56.6

Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	105
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	2.64	1.03	0.01	0.03	0.58	0.60	0.03	0.16	0.19	2,261
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	18.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.49	0.18	< 0.005	< 0.005	0.10	0.11	< 0.005	0.03	0.03	402
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.98
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	66.6

### 3.9. Sports field construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	5.20	7.27	0.01	0.27	—	0.27	0.25	—	0.25	1,137

Dust From Material Movement	—	—	—	—	—	0.14	0.14	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.71	1.00	< 0.005	0.04	—	0.04	0.03	—	0.03	156
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.13	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	25.8
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	103
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.18	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	162
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	13.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	22.1

Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	3.66

### 3.11. Underground infiltration tank construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.40	13.6	12.1	0.02	0.57	—	0.57	0.53	—	0.53	2,622
Dust From Material Movement	—	—	—	—	—	1.71	1.71	—	0.88	0.88	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.40	13.6	12.1	0.02	0.57	—	0.57	0.53	—	0.53	2,622
Dust From Material Movement	—	—	—	—	—	1.71	1.71	—	0.88	0.88	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.27	2.66	2.38	< 0.005	0.11	—	0.11	0.10	—	0.10	513
Dust From Material Movement	—	—	—	—	—	0.33	0.33	—	0.17	0.17	—



Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.49	0.43	< 0.005	0.02	—	0.02	0.02	—	0.02	85.0	
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.03	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	105	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.02	1.49	0.58	0.01	0.02	0.32	0.34	0.02	0.09	0.10	1,273	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02	99.5	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	0.02	1.55	0.58	0.01	0.02	0.32	0.34	0.02	0.09	0.10	1,271	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	19.8	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	< 0.005	0.31	0.11	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02	249	
Annual	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	3.28	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Hauling	< 0.005	0.06	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	41.2	

### 3.13. Underground infiltration tank construction (2026) - Unmitigated

## Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	12.6	11.6	0.02	0.53	—	0.53	0.49	—	0.49	2,623
Dust From Material Movement	—	—	—	—	—	1.71	1.71	—	0.88	0.88	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.99	0.91	< 0.005	0.04	—	0.04	0.04	—	0.04	205
Dust From Material Movement	—	—	—	—	—	0.13	0.13	—	0.07	0.07	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.18	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	34.0
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	97.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	1.49	0.57	0.01	0.02	0.32	0.34	0.02	0.09	0.10	1,249
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	7.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.12	0.04	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	97.9
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	16.2

### 3.15. Pipeline, diversion structure, treatment equipment, and pump installation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	5.53	6.00	0.01	0.21	—	0.21	0.20	—	0.20	1,447
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	5.53	6.00	0.01	0.21	—	0.21	0.20	—	0.20	1,447

Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.76	0.82	< 0.005	0.03	—	0.03	0.03	—	0.03	198
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.14	0.15	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	32.8
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	103
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	18.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.41	0.00	0.00	0.10	0.10	0.00	0.02	0.02	97.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	18.6
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	13.6

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.54
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.42

### 3.17. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68	6.23	8.81	0.01	0.26	—	0.26	0.24	—	0.24	1,355
Paving	0.02	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.48	< 0.005	0.01	—	0.01	0.01	—	0.01	74.2
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	12.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.08	1.29	0.00	0.00	0.26	0.26	0.00	0.06	0.06	275
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	14.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

#### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—

#### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Pavement Demolition	Demolition	3/14/2025	4/14/2025	5.00	22.0	—
Site mobilization, clearing, grubbing, and vegetation removal	Site Preparation	4/15/2025	6/23/2025	5.00	50.0	—
Recirculation stream and landscaping	Site Preparation	6/30/2026	8/24/2026	5.00	40.0	—



Underground infiltration tank excavation	Grading	6/24/2025	9/22/2025	5.00	65.0	—
Sports field construction	Grading	4/21/2026	6/29/2026	5.00	50.0	—
Underground infiltration tank construction	Grading	9/23/2025	2/9/2026	5.00	100	—
Pipeline, diversion structure, treatment equipment, and pump installation	Grading	2/10/2026	4/20/2026	5.00	50.0	—
Paving	Paving	8/25/2026	9/21/2026	5.00	20.0	—

## 5.2. Off-Road Equipment

### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Pavement Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Pavement Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Pavement Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site mobilization, clearing, grubbing, and vegetation removal	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site mobilization, clearing, grubbing, and vegetation removal	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Site mobilization, clearing, grubbing, and vegetation removal	Graders	Diesel	Average	1.00	8.00	148	0.41
Recirculation stream and landscaping	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Recirculation stream and landscaping	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37

Recirculation stream and landscaping	Graders	Diesel	Average	1.00	8.00	148	0.41
Recirculation stream and landscaping	Other Construction Equipment	Diesel	Average	1.00	8.00	82.0	0.42
Underground infiltration tank excavation	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Underground infiltration tank excavation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Underground infiltration tank excavation	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Sports field construction	Graders	Diesel	Average	1.00	8.00	148	0.41
Sports field construction	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Sports field construction	Other Construction Equipment	Diesel	Average	1.00	8.00	82.0	0.42
Underground infiltration tank construction	Cranes	Diesel	Average	1.00	8.00	367	0.29
Underground infiltration tank construction	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Underground infiltration tank construction	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Pipeline, diversion structure, treatment equipment, and pump installation	Cranes	Diesel	Average	1.00	8.00	367	0.29
Pipeline, diversion structure, treatment equipment, and pump installation	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Pipeline, diversion structure, treatment equipment, and pump installation	Skid Steer Loaders	Diesel	Average	1.00	8.00	71.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42

Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

## 5.3. Construction Vehicles

### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site mobilization, clearing, grubbing, and vegetation removal	—	—	—	—
Site mobilization, clearing, grubbing, and vegetation removal	Worker	7.50	18.5	LDA,LDT1,LDT2
Site mobilization, clearing, grubbing, and vegetation removal	Vendor	—	10.2	HHDT,MHDT
Site mobilization, clearing, grubbing, and vegetation removal	Hauling	0.76	20.0	HHDT
Site mobilization, clearing, grubbing, and vegetation removal	Onsite truck	—	—	HHDT
Underground infiltration tank construction	—	—	—	—
Underground infiltration tank construction	Worker	7.50	18.5	LDA,LDT1,LDT2
Underground infiltration tank construction	Vendor	—	10.2	HHDT,MHDT
Underground infiltration tank construction	Hauling	17.5	20.0	HHDT
Underground infiltration tank construction	Onsite truck	—	—	HHDT
Pipeline, diversion structure, treatment equipment, and pump installation	—	—	—	—

Pipeline, diversion structure, treatment equipment, and pump installation	Worker	7.50	18.5	LDA,LDT1,LDT2
Pipeline, diversion structure, treatment equipment, and pump installation	Vendor	—	10.2	HHDT,MHDT
Pipeline, diversion structure, treatment equipment, and pump installation	Hauling	0.26	20.0	HHDT
Pipeline, diversion structure, treatment equipment, and pump installation	Onsite truck	—	—	HHDT
Sports field construction	—	—	—	—
Sports field construction	Worker	7.50	18.5	LDA,LDT1,LDT2
Sports field construction	Vendor	—	10.2	HHDT,MHDT
Sports field construction	Hauling	2.26	20.0	HHDT
Sports field construction	Onsite truck	—	—	HHDT
Recirculation stream and landscaping	—	—	—	—
Recirculation stream and landscaping	Worker	10.0	18.5	LDA,LDT1,LDT2
Recirculation stream and landscaping	Vendor	—	10.2	HHDT,MHDT
Recirculation stream and landscaping	Hauling	0.33	20.0	HHDT
Recirculation stream and landscaping	Onsite truck	—	—	HHDT
Underground infiltration tank excavation	—	—	—	—
Underground infiltration tank excavation	Worker	7.50	18.5	LDA,LDT1,LDT2
Underground infiltration tank excavation	Vendor	—	10.2	HHDT,MHDT
Underground infiltration tank excavation	Hauling	31.1	20.0	HHDT
Underground infiltration tank excavation	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Pavement Demolition	—	—	—	—

Pavement Demolition	Worker	7.50	18.5	LDA,LDT1,LDT2
Pavement Demolition	Vendor	—	10.2	HHDT,MHDT
Pavement Demolition	Hauling	3.68	20.0	HHDT
Pavement Demolition	Onsite truck	—	—	HHDT

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

## 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Recirculation stream and landscaping	0.00	0.00	0.00	0.00	420

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Pavement Demolition	0.00	0.00	0.00	324	—
Site mobilization, clearing, grubbing, and vegetation removal	—	300	100	0.00	—
Recirculation stream and landscaping	—	100	20.0	0.00	—

Underground infiltration tank excavation	—	16,160	32.5	0.00	—
Sports field construction	—	900	25.0	0.00	—
Underground infiltration tank construction	—	14,000	50.0	0.00	—
Pipeline, diversion structure, treatment equipment, and pump installation	—	100	0.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.16

### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

### 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
Other Asphalt Surfaces	0.16	100%

### 5.8. Construction Electricity Consumption and Emissions Factors

#### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

### 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.3	annual days of extreme heat
Extreme Precipitation	8.80	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	26.6	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about  $\frac{3}{4}$  an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events.

Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A



Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7
AQ-PM	79.4
AQ-DPM	21.7
Drinking Water	51.3
Lead Risk Housing	57.3
Pesticides	0.00
Toxic Releases	64.7
Traffic	9.38
Effect Indicators	—
CleanUp Sites	58.2
Groundwater	10.6

Haz Waste Facilities/Generators	30.2
Impaired Water Bodies	0.00
Solid Waste	52.9
Sensitive Population	—
Asthma	42.1
Cardio-vascular	63.7
Low Birth Weights	24.1
Socioeconomic Factor Indicators	—
Education	25.5
Housing	35.8
Linguistic	55.6
Poverty	41.2
Unemployment	71.7

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	57.21801617
Employed	46.28512768
Median HI	45.97715899
Education	—
Bachelor's or higher	66.94469396
High school enrollment	8.712947517
Preschool enrollment	77.03066855
Transportation	—
Auto Access	36.95624278

Active commuting	17.27191069
Social	—
2-parent households	50.49403311
Voting	47.09354549
Neighborhood	—
Alcohol availability	53.77903247
Park access	55.54985243
Retail density	43.93686642
Supermarket access	44.39881945
Tree canopy	33.28628256
Housing	—
Homeownership	24.38085461
Housing habitability	60.09239061
Low-inc homeowner severe housing cost burden	54.71577056
Low-inc renter severe housing cost burden	85.85910432
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	46.18247145
Arthritis	0.0
Asthma ER Admissions	67.6
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	58.4

Cognitively Disabled	60.3
Physically Disabled	52.4
Heart Attack ER Admissions	57.6
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	1.0
SLR Inundation Area	0.0
Children	87.0
Elderly	42.0
English Speaking	55.8
Foreign-born	31.9
Outdoor Workers	55.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	74.0
Traffic Density	13.6
Traffic Access	23.0
Other Indices	—
Hardship	38.7

Other Decision Support	—
2016 Voting	60.7

### 7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	45.0
Healthy Places Index Score for Project Location (b)	49.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

No Health & Equity Measures selected.

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Based on data request
Construction: Off-Road Equipment	Based on data request
Construction: Dust From Material Movement	Based on data request

**APPENDIX B**  
**JURISDICTIONAL DELINEATION REPORT**

# Jurisdictional Delineation Report

## Finkbiner Park Stormwater Capture Project Glendora, California

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April 6, 2023

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**ATTACHMENTS**

**Attachment**

A	Summary of Regulatory Authority
B	Site Photographs
C	Literature Review Details

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## **EXECUTIVE SUMMARY**

The purpose of this Jurisdictional Delineation Report is to provide baseline data concerning the type and extent of jurisdictional resources that occur at the Finkbiner Park Stormwater Capture Project Site in the city of Glendora, Los Angeles County, California. Jurisdictional resources considered for this report include wetlands and non-wetland “waters of the United States” (WOTUS) regulated by the U.S. Army Corps of Engineers (USACE); “waters of the State” regulated by the Regional Water Quality Control Board (RWQCB); and the bed, bank, and channel of all lakes, rivers, and/or streams (and associated riparian vegetation), as regulated by the California Department of Fish and Wildlife (CDFW).

The jurisdictional delineation work was performed by Psomas Regulatory Specialist David Hughes on March 2, 2023. Based on the results of the jurisdictional delineation field work, it was determined that the total amount of jurisdictional resources on the Project site are as follows:

- **USACE Jurisdictional “waters of the U.S.”:**

Wetlands: 0.00 acre

Non-wetland waters: 0.433 acre

- **RWQCB Jurisdictional “waters of the State”:**

Wetlands: 0.00 acre

Non-wetland waters: 0.433 acre

- **CDFW Jurisdictional Streambeds:**

Streambeds/Riparian Habitat: 0.433 acre

## **1.0 INTRODUCTION**

This Jurisdictional Delineation Report has been prepared to provide baseline data concerning the type and extent of resources under the jurisdiction of the U.S. Army Corps of Engineers (USACE), Los Angeles Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) for the Finkbiner Park Stormwater Capture Project site located in the city of Glendora, California (hereinafter referred to as the “Project site”).

### **1.1 PROJECT LOCATION**

The Project site is located at Finkbiner Park, a public park located east of the North Wabash Avenue, west of North Cullen Avenue, and north of East Dalton Avenue in the northern portion of the city of Glendora (Exhibit 1). The Project site is shown on the U.S. Geological Survey’s (USGS’) Glendora 7.5-minute topographic quadrangle of the San Bernardino Meridian in Township 1 North, Range 9 West, Section 30 (Exhibit 2).

### **1.2 EXISTING CONDITIONS**

The Project site is a public park with several sports fields and is dominated by turf grass and several landscape trees. Little Dalton Wash, a concrete-lined storm drain channel runs along the southern edge of Finkbiner Park (Exhibit 3).

### **1.3 PROJECT DESCRIPTION**

The proposed Project consists of the construction of a subterranean water storage facility that would accept flows from the adjacent Little Dalton Wash. The water storage facility would cover approximately 1.9 acres and measure 10 feet deep. A rubber dam structure will be constructed in Little Dalton Wash that will direct water to a drop inlet built on the bottom of the channel. Further downstream, a pipe will be constructed on the side wall of the channel to allow for the discharge of overflow water back into Little Dalton Wash.

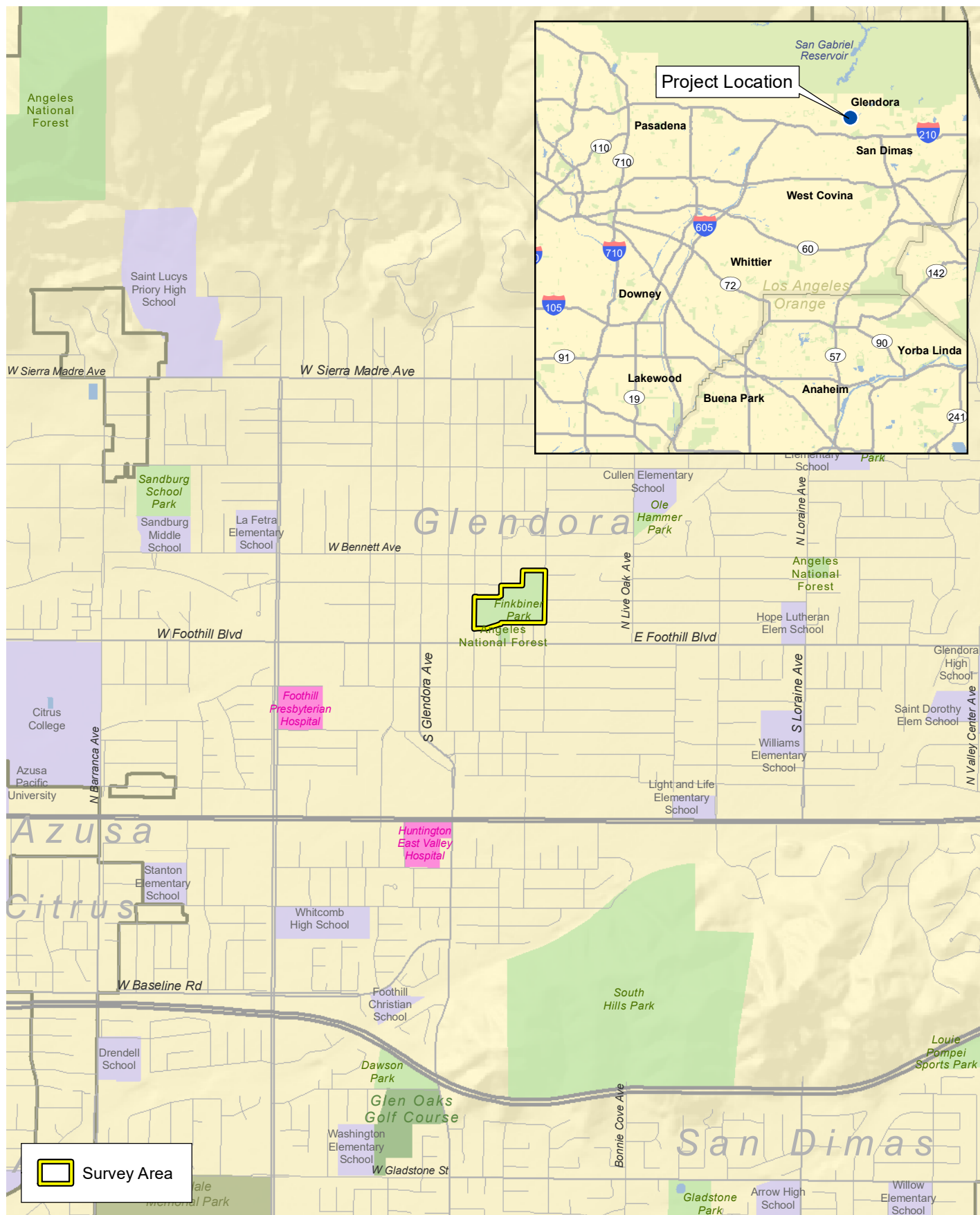
### **1.4 REGULATORY AUTHORITY**

This section summarizes the federal and State agencies’ regulatory jurisdiction over activities that have a potential to impact jurisdictional resources. A detailed explanation of each agency’s regulatory authority is provided in Attachment A.


#### **1.4.1 U.S. Army Corps of Engineers**

The USACE Regulatory Branch regulates activities that discharge dredged or fill materials into “waters of the United States” (WOTUS) under Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Its authority applies to all WOTUS where the material (1) replaces any portion of a WOTUS with dry land or (2) changes the bottom elevation of any portion of any WOTUS. Activities that result in fill or dredge of WOTUS require a permit from the USACE.

Recently, the definition of WOTUS has been the subject of shifting regulations. Recent federal revisions to regulations address the extent of USACE jurisdiction and the definition of WOTUS have been issued by the Obama Administration in 2015 and the Trump Administration in 2020. On January 18, 2023, the United States Environmental Protection Agency (USEPA) published a



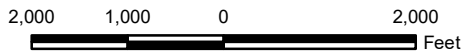
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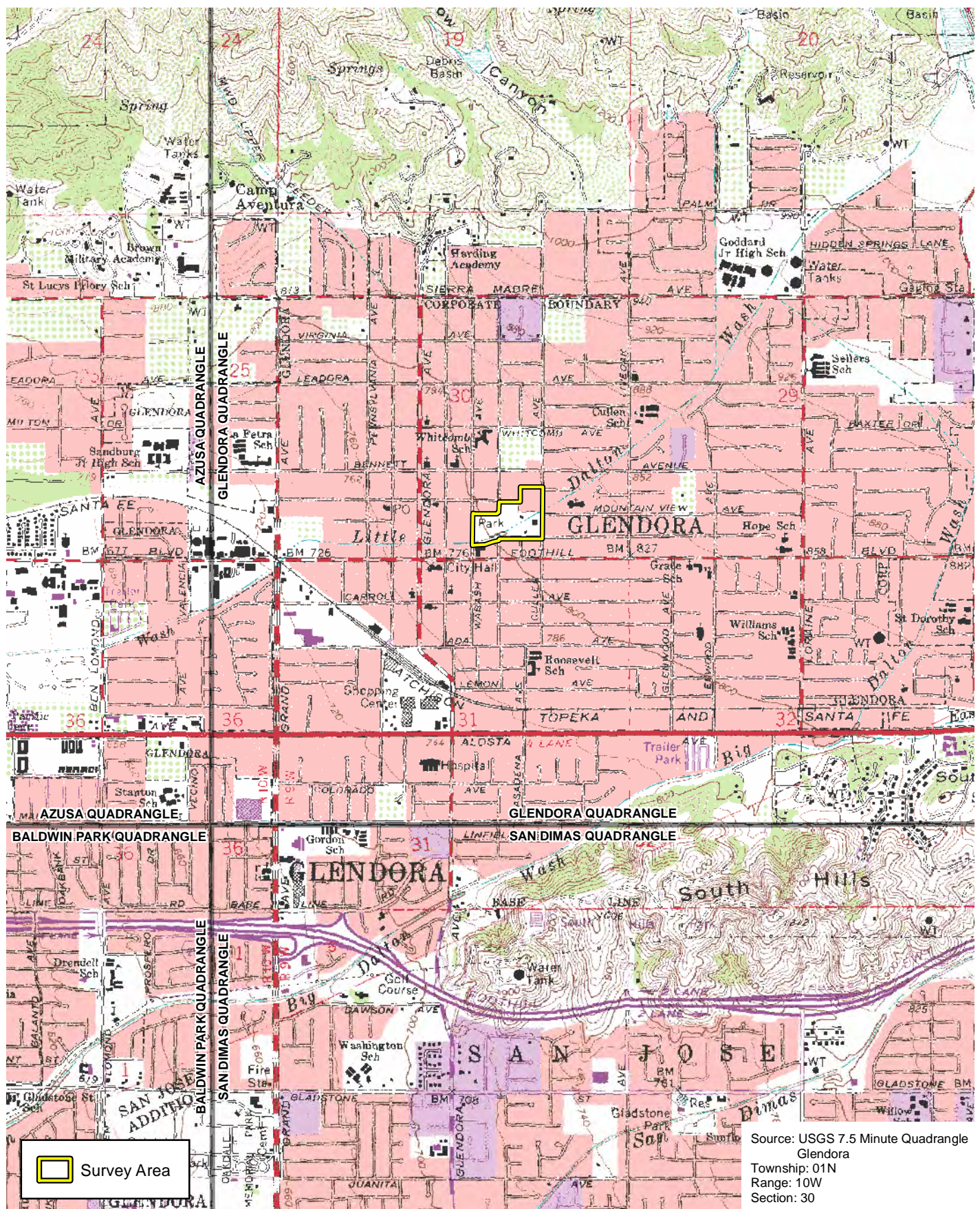
 Survey Area

## Local Vicinity


## Exhibit 1

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*





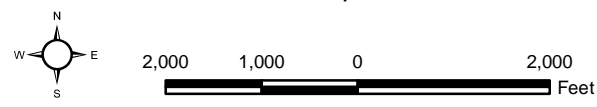
Source: USGS 7.5 Minute Quadrangle  
 Glendora  
 Township: 01N  
 Range: 10W  
 Section: 30

 Survey Area

# U.S. Geological Survey 7.5-Minute Quadrangle

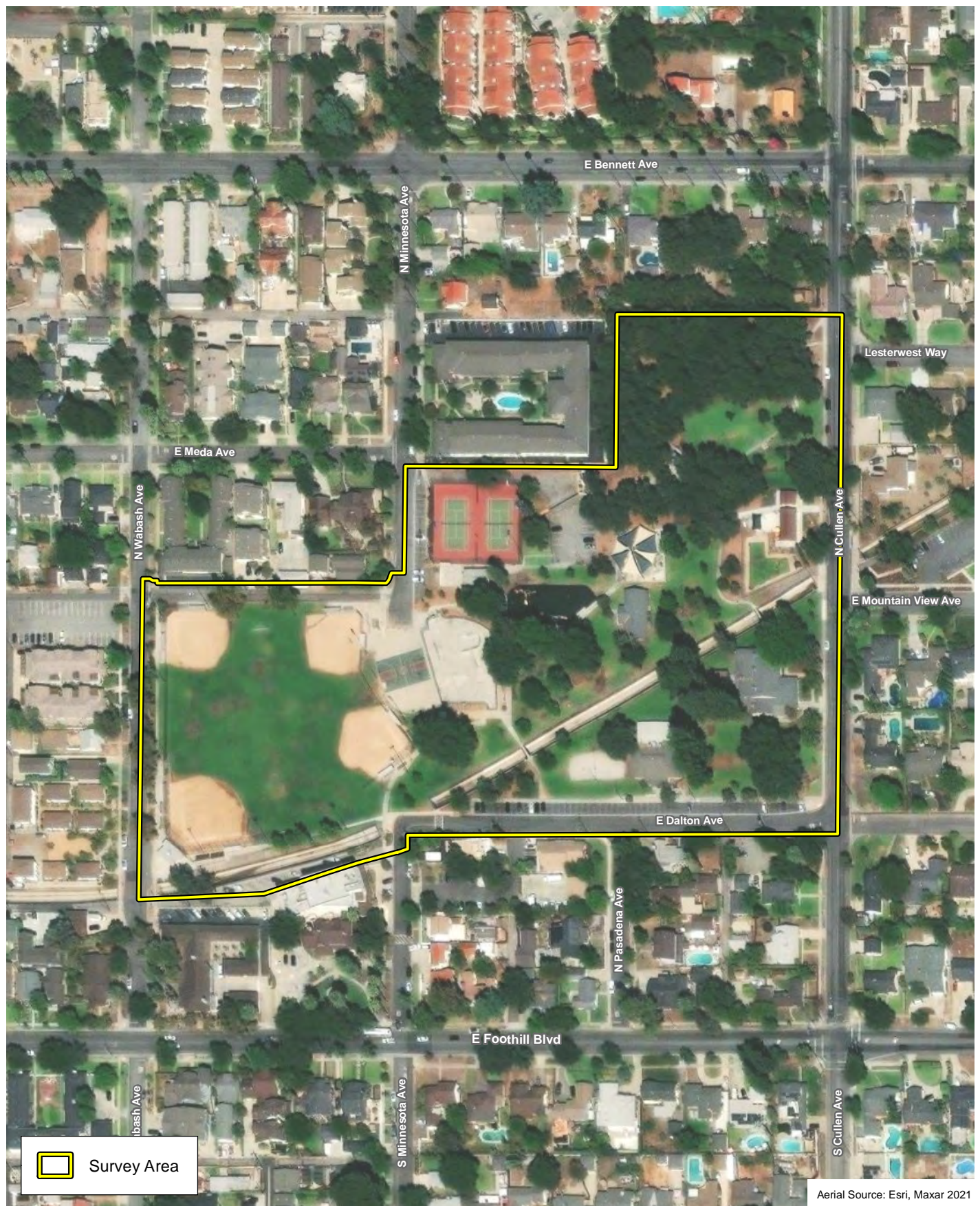
# Exhibit 2

Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project



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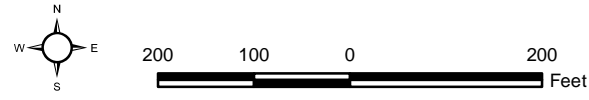


Aerial Source: Esri, Maxar 2021

# Project Site

# Exhibit 3

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*



final Water Rule in the Federal Register that took effect on March 20, 2023. This new Water Rule defines WOTUS as:

1. Traditional Navigable Waters (TNWs), the territorial seas, and interstate waters (“paragraph (a)(1) waters”);
2. Impoundments of “waters of the United States” (“paragraph (a)(2) impoundments”);
3. Tributaries to TNWs, the territorial seas, interstate waters, or paragraph (a)(2) impoundments when the tributaries meet either the relatively permanent standard or the significant nexus standard (i.e., “jurisdictional tributaries”);
4. Wetlands adjacent to paragraph (a)(1) waters, wetlands adjacent to and with a continuous surface connection to relatively permanent paragraph (a)(2) impoundments, wetlands adjacent to tributaries that meet the relatively permanent standard, and wetlands adjacent to paragraph (a)(2) impoundments or jurisdictional tributaries when the wetlands meet the significant nexus standard (“jurisdictional adjacent wetlands”); and
5. Intrastate lakes and ponds, streams, or wetlands not identified in paragraphs (a)(1) through (4) that meet either the relatively permanent standard or the significant nexus standard (“paragraph (a)(5) waters”).

#### **1.4.2 Regional Water Quality Control Board**

The State Water Resources Control Board (SWRCB), in conjunction with the nine RWQCBs, is the primary agency responsible for protecting water quality in California through the regulation of discharges to surface waters under the CWA and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act). The SWRCB’s and RWQCBs’ jurisdictions extend to all “waters of the State” and to all WOTUS, including wetlands (isolated and non-isolated).

The Porter-Cologne Act broadly defines “waters of the State” as any surface water or groundwater, including saline waters, within the boundaries of the State.” On August 28, 2019, the Office of Administrative Law approved the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to “waters of the State”, which went into effect on May 28, 2020. Under these new regulations, the SWRCB and its nine RWQCBs will assert jurisdiction over all existing WOTUS, and all waters that have been considered WOTUS under any historical definition.

Impacts to WOTUS are authorized by the RWQCBs through a Water Quality Certification per Section 401 of the CWA. Impacts to “waters of the State” that are not considered WOTUS would be authorized by Waste Discharge Requirements issued by the RWQCB, pursuant to California’s Porter-Cologne Water Quality Control Act.

On April 6, 2022, the U.S. Supreme Court issued a stay of the October 2021 order by the U.S. District Court for the Northern District of California that vacated EPA’s 2020 Clean Water Act Section 401 Certification Rule (2020). The stay of the vacatur applies nationwide. Therefore, the CWA section 401 certification process is once again governed by the CWA section 401 certification regulations promulgated by USEPA in 2020, codified at 40 CFR 121. This 2020 rule requires all project proponents to request a pre-filing meeting with the RWQCB at least 30 days prior to filing a 401 “Certification Request”. The filing procedure has been simplified to require the filing of a “Certification Request”, rather than the acceptance of a “complete application”.

There is a mandatory 30-day wait period between a pre-filing meeting request and the filing of a Certification Request. A Certification Request must be filed with the RWQCB and the USACE concurrently. USACE reviews the Certification Request for the nine required components. The USACE has 15 days to review the Certification Request. The USACE then notifies the RWQCB

that request is complete. And concurrently notifies the RWQCB of the reasonable time period to act on the Certification Request. The reasonable time period is not to exceed 1 year. Within 15 days of receipt of the Certification Request the RWQCB must provide the applicant with the following: 1) date of receipt; 2) applicable reasonable period of time to act on the Certification Request; and 3) date upon which waiver will occur if the certifying authority fails or refuses to act on the Certification Request. It should be noted that the RWQCB may require that the findings of the Jurisdictional Delineation Report be certified by the USACE prior to issuing a Section 401 Water Quality Certification.

Once the RWQCB issues the 401 Certification, the USACE has 5 days to notify the USEPA that the 401 Certification has been issued. The USEPA then has 30 days to notify neighboring jurisdictions of the 401 Certification. Neighboring jurisdictions have 60 days to respond. If there are no objections to the 401 Certification, then the USACE issues the 404 permit. It should be noted that the RWQCB may require that the findings of the Jurisdictional Delineation Report be certified by the USACE prior to issuing a Section 401 Water Quality Certification.

### **1.4.3 California Department of Fish and Wildlife**

The CDFW regulates activities that may affect rivers, streams, and lakes pursuant to the *California Fish and Game Code* (§§1600–1616). According to Section 1602 of the *California Fish and Game Code*, the CDFW has jurisdictional authority over any work that will (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.



## **2.0 METHODS**

### **2.1 LITERATURE REVIEW**

Prior to conducting the delineation and during the course of report preparation, Psomas reviewed the following documents to identify areas that may fall under agency jurisdiction: the USGS' Glendora 7.5-minute topographic quadrangle map; color aerial photography provided by Google Earth; soil data provided by the U.S. Department of Agriculture's Natural Resources Conservation Service (USDA NRCS 2023a); the National Hydric Soils List (USDA NRCS 2023b); the National Wetlands Inventory's Wetland Mapper (USFWS 2023); and the Water Quality Control Plan for the Los Angeles Region (Los Angeles RWQCB 1994).

### **2.2 FIELD SURVEY**

The analysis contained in this report uses the results of a field survey conducted by Psomas Regulatory Specialist David Hughes on March 2, 2023. Jurisdictional features were delineated using a 1 inch equals 100 feet (1" = 100') scale aerial photograph. Jurisdictional drainage features were mapped as a line and the width of the agency jurisdiction was noted; other waterbodies (basins) were mapped as polygons.

### **2.3 JURISDICTIONAL DELINEATION**

#### **2.3.1 Non-Wetlands**

Non-wetland WOTUS are delineated based on the limits of the Ordinary High Water Mark (OHWM), which can be determined by a number of factors, including the presence of a clear, natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; and the presence of litter and debris. The OHWM limits (i.e., active floodplain) occurring on the Project site as based on methods contained in *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States, A Delineation Manual* (Lichvar and McColley 2008) and the *Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (Curtis and Lichvar 2010).

It should be noted that the RWQCB shares USACE jurisdiction unless isolated conditions are present. If isolated waters are present, the RWQCB takes jurisdiction using the USACE's definition of the OHWM and/or the three-parameter wetlands method pursuant to the 1987 Wetlands Manual. The CDFW's jurisdiction is defined as the top of the bank on either side of a stream, channel, or basin or to the outer limit of riparian vegetation located within or immediately adjacent to the river, stream, creek, pond, lake, or other impoundment.

#### **2.3.2 Wetlands**

Technical methods and guidelines to determine the presence and extent of wetlands is described by the USACE in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008). The presence of wetlands is determined by a three-parameter approach requiring evidence of (1) wetland hydrology, (2) hydrophytic vegetation, and (3) hydric soils.

Wetland hydrology is determined by the presence of indicators such as observed surface water; presence of past surface flow; and the depth to saturated soils or free water in soil test pits.

Procedures for determining whether the hydrophytic vegetation criterion is met is based three potential indicators as described in *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008). These include the “Dominance Test”, using the “50/20 Rule”; the “Prevalence Index”; or the presence of “Morphological Adaptation” of vegetation that is present. These indicators are based on determining the presence and relative abundance of plant species that are categorized as Obligate Wetland (typically associated with wetland conditions); Facultative Wetland (predominantly present in wetland conditions); Facultative (equally likely to occur in wetland or non-wetland areas); Facultative Upland (predominantly found in non-wetland areas); or Upland (typically found in mesic to xeric non-wetland habitats). Plant species are categorized in the National Wetland Plant List, created by the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, and the U.S. Department of Agriculture.

Soils are determined to be hydric when they form under conditions of saturation, flooding, or ponding that occurs long enough during the growing season to develop anaerobic conditions (or conditions of limited oxygen) at or near the soil surface and that favor the establishment of hydrophytic vegetation (USDA NRCS 2023c). The presence of hydric soil conditions is determined where various indicators are observed by digging soil test pits to a depth of approximately 20 inches. Common hydric soil indicators include presence of redoximorphic features (i.e., areas where iron is reduced under anaerobic conditions and oxidized following a return to aerobic conditions); buried organic matter; organic streaking; reduced soil conditions; or sulfuric odor.

### 3.0 LITERATURE REVIEW

This section provides a summary of literature review results that were reviewed prior to the field survey and during report preparation that have helped inform the analysis provided in this report.

#### 3.1 USGS TOPOGRAPHIC QUADRANGLE

The USGS topographic quadrangle maps show geological formations and their characteristics; they describe the physical settings of an area through topographic contour lines and other major surface features. These features include lakes, streams, rivers, buildings, roadways, landmarks, and other features that may fall under the jurisdiction of one or more regulatory agencies. In addition, the USGS maps provide topographic information that is useful in determining elevations, latitude and longitude, and Universal Transverse Mercator (UTM) Grid coordinates.

The Project site occurs on the USGS' Glendora 7.5-minute topographic quadrangle map. The only drainage feature that appears on the quadrangle in the vicinity of the Project site is Little Dalton Wash which appears as a blue line stream. Elevation on the Project site ranges from approximately 790 to 820 feet above mean sea level.

#### 3.2 SOIL SURVEY

The Project site is located in the Southeastern Los Angeles County Soil Survey Area and contains a single soil type: Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes (Exhibit 4). This is a well-drained to excessively-drained soil, typically associated with alluvial fans that is composed of sandy loam material. It is a deep soil, where the water table is typically more than 80 inches below grade and is not expected to support ponding. This soil is not listed as a potentially hydric soil by the National Hydric Soil List (USDA NRCS 2023c), so that wetland conditions are not expected to occur. A summary of the characteristics of this soil type is provided in Attachment B of this report.

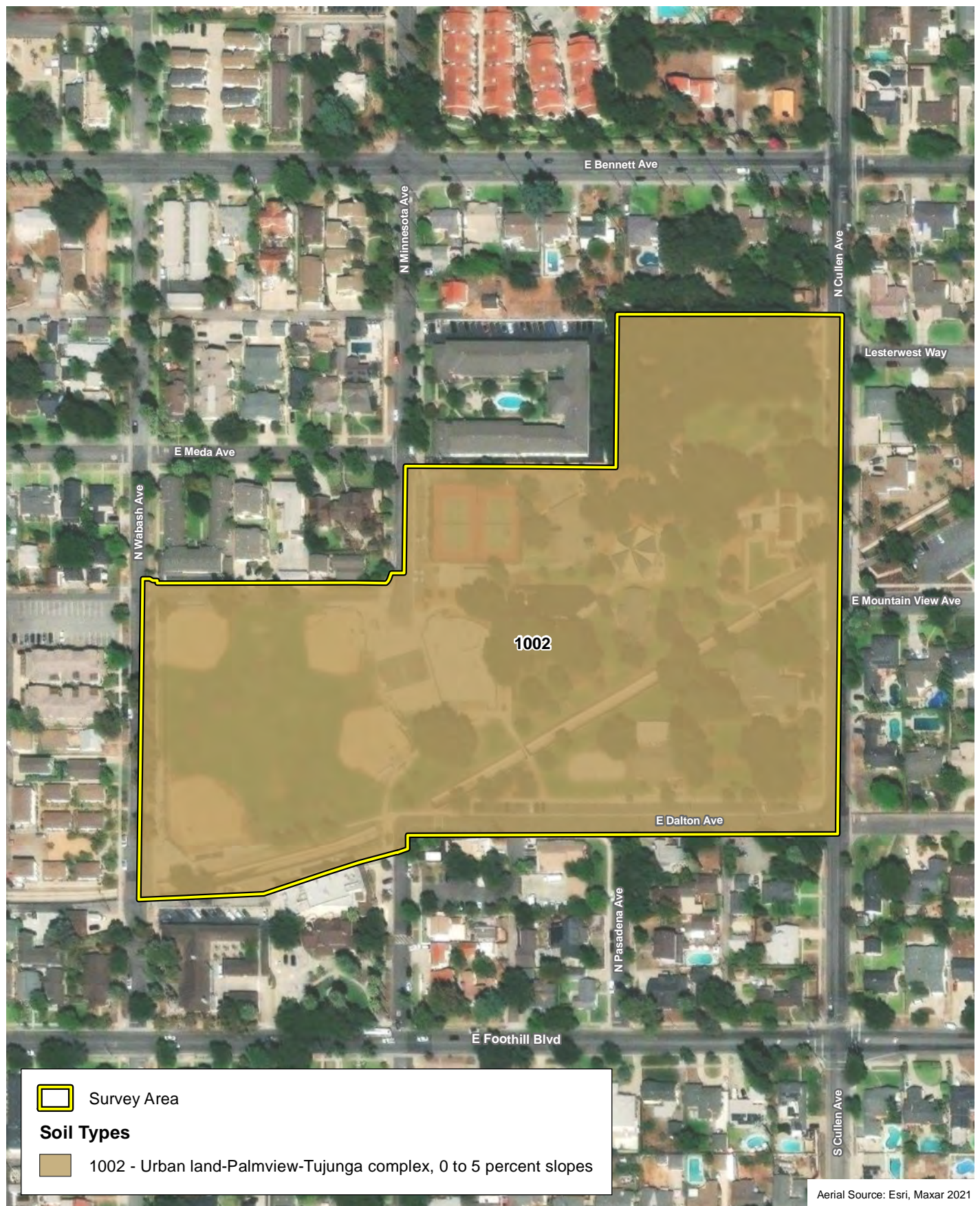
#### 3.3 NATIONAL WETLANDS INVENTORY

The U.S. Fish and Wildlife Service's Wetland Mapper (USFWS 2023) shows wetland resources available from the Wetlands Spatial Data Layer of the National Spatial Data Infrastructure. This resource provides the classification of known wetlands following the Classification of Wetlands and Deepwater Habitats of the United States (FGDC 2013). This classification system is arranged in a hierarchy of (1) Systems that share the influence of similar hydrologic, geomorphologic, chemical, or biological factors (i.e., Marine Estuarine, Riverine, Lacustrine, and Palustrine); (2) Subsystems (i.e., Subtidal and Intertidal; Tidal, Lower Perennial, Upper Perennial, and Intermittent; or Littoral and Limnetic); (3) Classes, which are based on substrate material and flooding regime or on vegetative life forms; (4) Subclasses; and (5) Dominance Types, which are named for the dominant plant or wildlife forms. In addition, there are modifying terms applied to Classes or Subclasses.

Little Dalton Wash appears on the National Wetland Inventory and is listed as R4SBCx (Riverine, Intermittent Streambed, Intermittently Flooded) (Exhibit 5). The description for this code is as follows:

- **R: System RIVERINE.** The Riverine System includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean-derived salts of 0.5 parts per trillion (ppt) or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water.

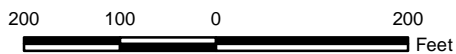
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## Soil Map

## Exhibit 4

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*



- **4: Subsystem INTERMITTENT.** This Subsystem includes channels that contain flowing water only part of the year. When the water is not flowing, it may remain in isolated pools or surface water may be absent.
  - **SB: Class STREAMBED.** Includes all wetlands contained within the Intermittent Subsystem of the Riverine System and all channels of the Estuarine System or of the Tidal Subsystem of the Riverine System that are completely dewatered at low tide.
    - **C: Water Regime SEASONALLY FLOODED.** Surface water is present for extended periods especially early in the growing season but is absent by the end of the growing season in most years. The water table after flooding ceases is variable, extending from saturated to the surface to a water table well below the ground surface.
      - **x: Special Modifier EXCAVATED:** This Modifier is used to identify wetland basins or channels that were excavated by humans.

### 3.4 REGIONAL WATER QUALITY CONTROL PLAN

There are nine Regional Water Quality Control Boards in California. The Project site is located within Regional Water Quality Control Board Region 4, the Los Angeles Region. The SWRCB and the Los Angeles RWQCB have adopted a Water Quality Control Plan (or “Basin Plan”) for the region. The Basin Plan contains goals and policies, descriptions of conditions, and proposed solutions to surface and groundwater issues. The Basin Plan also establishes water quality standards for surface and groundwater resources and includes beneficial uses and levels of water quality that must be met and maintained to protect these uses. These water quality standards are implemented through various regulatory permits pursuant to CWA Section 401 for Water Quality Certifications and Section 402 for Report of Waste Discharge permits.

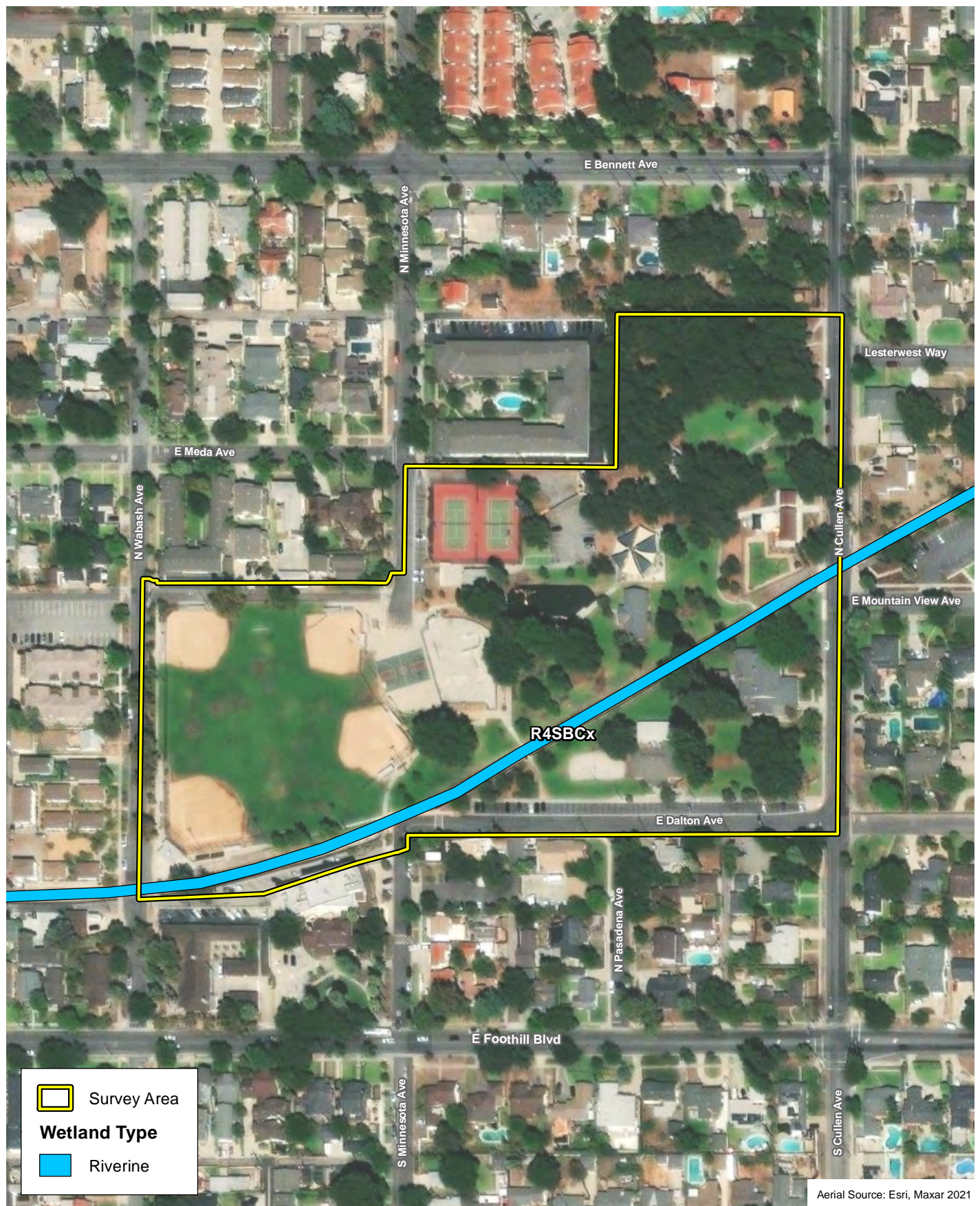
Little Dalton Wash occurs within the Walnut Creek Wash Hydrologic Area (Watershed Boundary Dataset 180701060402) within the San Gabriel River watershed. Beneficial Uses associated with Little Dalton Wash include: Municipal Water Supply (MUN); Ground Water Recharge (GWR); Warm Freshwater Habitat (WARM); Wildlife Habitat (WILD); Limited Water Contact Recreation (REC1); and Non-Contact Water Recreation (REC2) (Los Angeles RWQCB 1994) (Table 1). Descriptions of the various Beneficial Uses are provided in Attachment B.



**TABLE 1  
SUMMARY OF BENEFICIAL USES**

Feature	Beneficial Uses					
	MUN	GWR	WARM	WILD	REC1	REC2
Little Dalton Wash WBD 180701060402	P	I	P	P	P	I
WBD: Watershed Boundary Dataset; MUN: Municipal Water Supply; GWR: Ground Water Recharge; WARM: Warm Freshwater Habitat; WILD: Wildlife Habitat; REC1: Limited Water Contact Recreation; REC2: Non-Contact Water Recreation I: Intermittent Beneficial Use; P: Potential Beneficial Use Source: Los Angeles RWQCB 1994.						

The Project will permanently affect the MUN Beneficial Use since the objective of the Project is to divert water from Little Dalton Wash to an underground water storage facility to enhance the local municipal water supply. Because the Project diverts water from Little Dalton Wash, it will reduce downstream flows that have the potential to eventually infiltrate into the soil. This would

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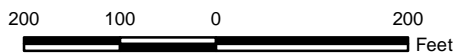
 Survey Area  
**Wetland Type**  
 Riverine

Aerial Source: Esri, Maxar 2021

# National Wetland Inventory

# Exhibit 5

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*



have a minor overall effect on the GWR Beneficial Use. The channel is lined with concrete and does not support any aquatic habitat so that the WARM and WILD Beneficial Uses would not be affected. The channel is fenced and inaccessible to the public, indicating that the REC1 Beneficial Use doesn't apply to this portion of Little Dalton Wash and will therefore not be affected. Any modifications to the channel to divert water will not permanently affect the minimal REC2 Beneficial Uses that the channel provides.

## 4.0 JURISDICTIONAL ANALYSIS

Little Dalton Wash is the only drainage feature that occurs in the survey area. This was a natural drainage feature that was converted to a concrete-lined storm drain approximately 70 years ago to protect surrounding residential areas from flood damage. Because the channel is lined with concrete, it supports no aquatic or riparian vegetation. The channel bottom is flat and the sides are vertical so that the jurisdictional limits of the three regulatory agencies are the same.

A summary of the channel’s characteristics is provided in Table 2 and photographs are provided in Attachment C that illustrate the conditions on the Project site.

**TABLE 2  
SUMMARY OF JURISDICTIONAL RESOURCES ON THE PROJECT SITE**

Feature	Latitude/Longitude (decimal degrees)		Feature Length (linear feet)	OHWM Width Range (feet)	Area of USACE/RWQCB Jurisdiction* (acres)		CDFW Jurisdiction Width Range (feet)	Area of CDFW Jurisdiction (acres)
	Upstream End	Downstream End			Wetland	Non- wetland		
Little Dalton Wash WBD 180701060402	34.137972°, -117.859391°	34.136661°, -117.862738°	1,110	17	0.00	0.433	17	0.433
<b>Total</b>					<b>0.00</b>	<b>0.433</b>		<b>0.433</b>

\*Because there are no isolated waters on the Project site, the RWQCB jurisdiction is the same as the USACE’s  
OHWM: Ordinary High Water Mark; USACE: U.S. Army Corps of Engineers; RWQCB: Regional Water Quality Control Board; CDFW: California Department of Fish and Wildlife

### 4.1 “WATERS OF THE UNITED STATES” DETERMINATION

As discussed in Section 1.4, the federal government recently put forth a final Water Rule that contains an updated definition of WOTUS. This WOTUS definition covers features that have been consistently regulated by the Clean Water Act such as TNWs, the territorial seas, interstate waters, and any impoundments of these waters. Pertinent to this analysis, WOTUS also consist of “jurisdictional tributaries”, which are drainage features that meet either the relatively permanent standard or the significant nexus standard.

#### ***Relatively Permanent Standard***

The relatively permanent standard identifies drainage features that convey surface water flows for a period that is at least seasonal (i.e., surface water must be continuously present for a minimum period of 3 months). Though the hydrology of Little Dalton Wash is highly modified, with a series of basins upstream of Finkbiner Park, surface flows were present during the field survey and flows appear be sustained on a seasonal basis at least. The National Hydrography Dataset indicates that the channel sustains surface flows in excess of 10 cubic feet per second from February through April on average. Aerial photographs of the site appear to consistently show the presence of surface water at various points of the year. Based on these data, flowing water appears to be present on a relatively permanent basis to meet this standard.

#### ***Significant Nexus Standard***

Water that is conveyed through Little Dalton Wash at the Project site proceeds 5 miles before reaching the confluence with San Dimas Wash. Water subsequently flows 3.5 miles to Walnut Creek, 2 miles to the San Gabriel River, and then approximately 24 miles to the lower San Gabriel



River and Pacific Ocean, which are Traditional Navigable Waters (TNWs). Because water that passes through the Project site has a direct connection to a TNW, Little Dalton Wash meets the Significant Nexus Standard.

***Limits of “Waters of the U.S.”***

Because Little Dalton Wash meets the Relatively Permanent and Significant Nexus standards, it is considered to be WOTUS and under the jurisdiction of the USACE. The limits of WOTUS are considered to comprise the entire width of the flat bottom channel. Therefore, approximately 0.433 acre of non-wetland WOTUS under the regulatory authority of the USACE occurs on the Project site (Table 2; Exhibit 6).

***Wetlands Determination***

As indicated above, Little Dalton Wash is hardened throughout the Project site and, as a result, no soil test pits could be excavated to check for hydric soil indicators. Furthermore, the channel is unvegetated and no hydrophytic plant species are present. Therefore, it is assumed that no wetland conditions are present.

**4.2 REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION**

No isolated drainage features occur on the Project site, therefore, the jurisdictional limits of the RWQCB are equal to that of the USACE. Based on these findings, the Project site contains a total of 0.433 acre of non-wetland “waters of the State” (Table 2; Exhibit 6).




**4.3 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE JURISDICTION**

The limits of CDFW jurisdiction on the Project site were mapped to the top of the bank of Little Dalton Wash. Because the channel side walls are vertical, the width of the top of the bank equals the width of the channel bottom. Therefore, the amount of CDFW jurisdictional waters is equal to that of the USACE and RWQCB, measuring approximately 0.433 acre (Table 2; Exhibit 6).

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**Jurisdictional Resources**

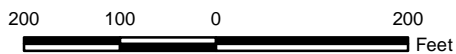
-  CDFW jurisdictional waters
-  USACE "waters of the U.S."
-  underground culvert

Aerial Source: Esri, Maxar 2021

# Jurisdictional Resources

# Exhibit 6

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*



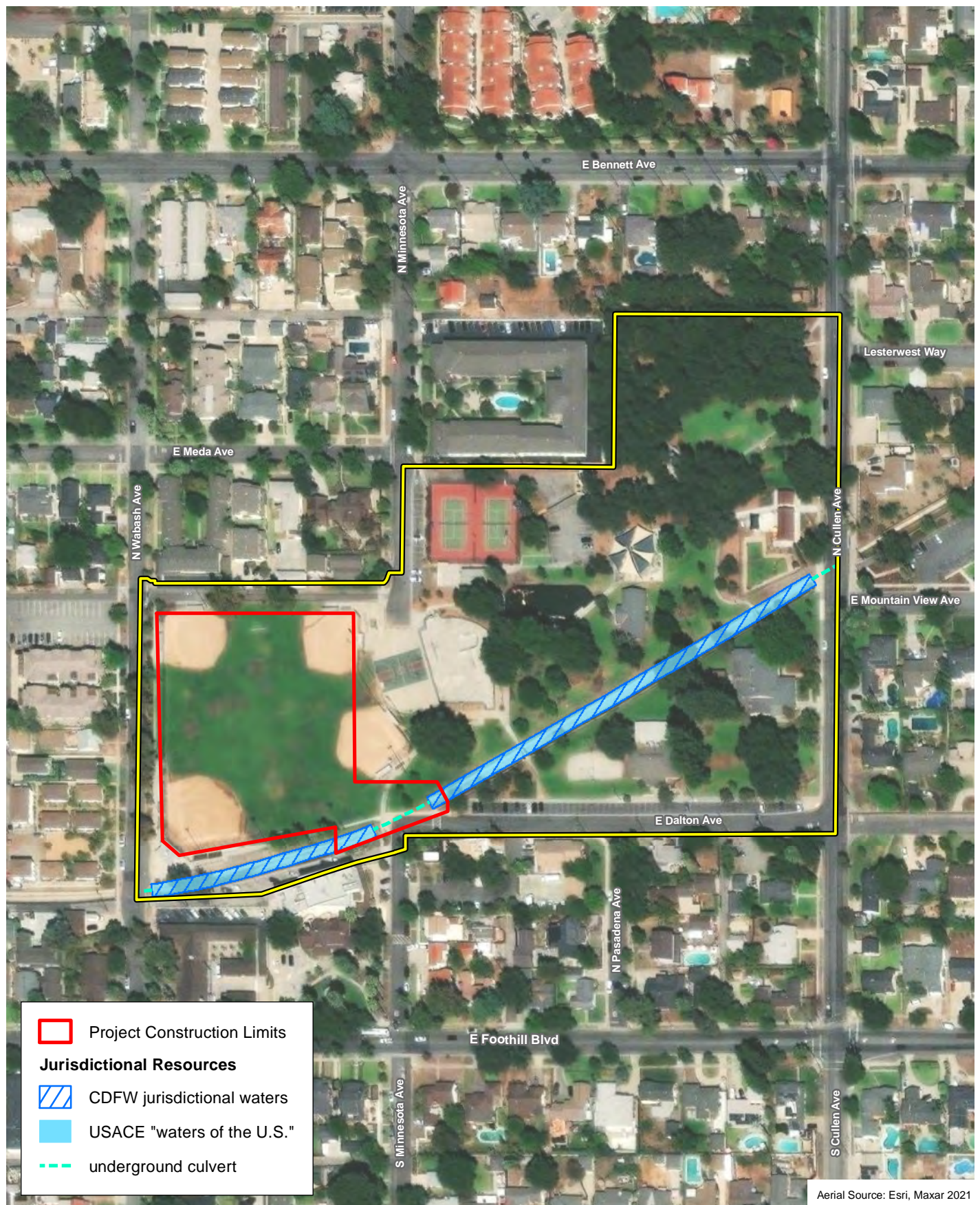
**5.0 IMPACT ANALYSIS**

Proposed project activities involve the installation of a rubber dam and drop inlet which will be permanent changes to Little Dalton Wash. Temporary impacts involve all other areas within the Project construction boundaries that overlap with the limits of jurisdictional waters. Temporary impacts consist of areas where construction equipment may operate or where temporary fills will be placed to divert flowing water around work areas. The total area of Little Dalton Wash within the Project construction boundary is 0.035 acre which consists of 0.005 acre of permanent impacts and 0.030 of temporary impacts (Table 3; Exhibit 7). The jurisdictional impacts for all three regulatory agencies are equal because Little Dalton Wash consists of a concrete channel with vertical sidewalls.

**TABLE 3  
IMPACTS ON JURISDICTIONAL RESOURCES IN THE SURVEY AREA**

Jurisdictional Feature	Existing in Survey Area (acres)	Impacts (acres)	
		Permanent	Temporary
USACE "waters of the U.S."	0.433	0.005	0.030
RWQCB "waters of the State"	0.433	0.005	0.030
CDFW Jurisdictional Waters	0.433	0.005	0.030
USACE: U.S. Army Corps of Engineers; RWQCB: Regional Water Quality Control Board; CDFW: California Department of Fish and Wildlife			




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Aerial Source: Esri, Maxar 2021

**Project Construction Limits**

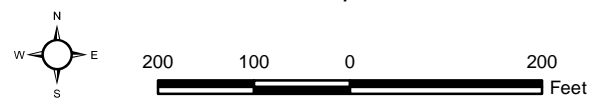
**Jurisdictional Resources**

-  CDFW jurisdictional waters
-  USACE "waters of the U.S."
-  underground culvert

# Project Impacts

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*

# Exhibit 7



## **6.0 REGULATORY APPROVAL PROCESS**

This section summarizes the various permits, agreements, and certifications that may be required prior to initiation of the proposed Project activities that involve impacts to jurisdictional waters, including:

- USACE Section 404 Permit
- RWQCB Section 401 Water Quality Certification
- CDFW Section 1602 Notification of Lake or Streambed Alteration

It should be noted that all regulatory permit applications can be processed concurrently.

### **6.1 U.S. ARMY CORPS OF ENGINEERS**

Prior to construction in WOTUS, a Section 404 permit from the USACE is required. Due to the limited impacts, the proposed Project can be authorized under NWP 18 (Minor Discharges), which authorizes impacts that involve less than 25 cubic yards of material discharged within 0.1 acre of WOTUS.

Issuance of the USACE Section 404 permit would be contingent upon the approval of a Section 401 Water Quality Certification from the Los Angeles RWQCB. The RWQCB requires certification of the proposed project's California Environmental Quality Act (CEQA) documentation before it will approve the Section 401 Water Quality Certification or ROWD. The RWQCB, as a responsible agency, will use the proposed project's CEQA document to satisfy its own CEQA-compliance requirements.

### **6.2 REGIONAL WATER QUALITY CONTROL BOARD**

As noted above, issuance of the USACE Section 404 permit would be contingent upon the approval of a Section 401 Water Quality Certification from the Los Angeles RWQCB. The RWQCB requires the Applicant to address urban storm water runoff during and after construction in the form of Best Management Practices (BMPs). These BMPs are intended to address the treatment of pollutants carried by storm water runoff and are required in all complete applications. The notification/application for a CWA Section 401 Water Quality Certification must also address compliance with the Basin Plan. Please note that the application would also require the payment of an application fee, which would be based on project impacts.

### **6.3 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE**

Prior to construction, Notification of a Lake or Streambed Alteration (LSA) must be submitted to the CDFW that describes any proposed streambed alteration contemplated by the proposed project. If an LSA Agreement is required, the CDFW may want to conduct an on-site inspection.

In addition to the formal application materials and the fee, a copy of the appropriate environmental document (e.g., Mitigated Negative Declaration) should be included in the submittal, consistent with CEQA requirements. The CDFW will not deem the application to be complete until the application fees have been paid and the agency is provided with a certified CEQA document and a signed copy of the receipt of County Clerk filing fees for the Notice of Determination (NOD).

## 6.4 RECOMMENDATIONS

Based on the conclusions of this Jurisdictional Delineation Report, the following recommendations are identified:

1. A pre-application meeting should be scheduled with USACE, CDFW, and RWQCB staff to discuss site conditions; the proposed project; biological and jurisdictional resources and impacts to these resources resulting from the proposed project; proposed minimization measures and the mitigation program to offset these impacts; and the regulatory permit process.
2. The following should be prepared and processed: a USACE Section 404 Permit; an RWQCB Section 401 Water Quality Certification; a CDFW Section 1602 Notification of LSA; and the appropriate jurisdictional determination form approved by the USACE.

## 7.0 REFERENCES

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**ATTACHMENT A**  
**SUMMARY OF REGULATORY AUTHORITY**



## REGULATORY AUTHORITY

This attachment summarizes the regulatory authority of the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW) over activities that have potential to impact jurisdictional resources.

### U.S. Army Corps of Engineers

The USACE Regulatory Branch regulates activities that discharge dredged or fill materials into “waters of the United States” (WOTUS) under Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. This permitting authority applies to all WOTUS where the material (1) replaces any portion of WOTUS with dry land or (2) changes the bottom elevation of any portion of any WOTUS. These fill materials would include sand, rock, clay, construction debris, wood chips, and materials used to create any structure or infrastructure in these waters.

### ***Waters of the United States***

On January 18, 2023, the United States Environmental Protection Agency (USEPA) and the USACE published in the *Federal Register* a new Water Rule which provides an updated definition of WOTUS. This Water Rule became effective on March 20, 2023.

This new Water Rule replaces regulations put forth in the Navigable Waters Protection Rule (NWPR) by the Trump Administration in June 2020 which had revised the definition of WOTUS. On August 30, 2021, the U.S. District Court for the District of Arizona vacated the NWPR pursuant to the case of *Pascua Yaqui Tribe v. U.S. Environmental Protection Agency* (2021), which led the USACE to utilize the definition of WOTUS that was in use prior to the 2015 Water Rule issued by the Obama Administration. The new Water Rule seeks to use the pre-2015 regulations as the basis for the definition of WOTUS, while incorporating the Supreme Court’s ruling from the case of *Rapanos v. United States* (“Rapanos”, 2006)<sup>1</sup>.

In this Supreme Court’s Rapanos ruling, Justice Kennedy authored a separate concurring opinion concluding that wetlands are WOTUS if they, either alone or in combination with similarly situated lands in the region, significantly affect the chemical, physical, and biological integrity of other covered waters more readily understood as “navigable”. The definition of WOTUS under the new 2023 Water Rule uses Justice Kennedy’s “significant nexus” standard as a basis for determining if a wetland is considered “adjacent” and therefore under the jurisdiction of the USACE.

The recently issued 2023 Water Rule defines WOTUS per the following categories:

1. Traditional Navigable Waters (TNWs), the territorial seas, and interstate waters (“paragraph (a)(1) waters”);
2. Impoundments of “waters of the United States” (“paragraph (a)(2) impoundments”);
3. Tributaries to TNWs, the territorial seas, interstate waters, or paragraph (a)(2) impoundments when the tributaries meet either the relatively permanent standard or the significant nexus standard (i.e., “jurisdictional tributaries”);
4. Wetlands adjacent to paragraph (a)(1) waters, wetlands adjacent to and with a continuous surface connection to relatively permanent paragraph (a)(2) impoundments, wetlands adjacent to tributaries that meet the relatively permanent standard, and wetlands adjacent

<sup>1</sup> Consolidated cases: *Rapanos v. United States* and *Carabell v. United States* refer to the U.S. Supreme Court’s decision concerning USACE jurisdiction over “waters of the U.S.” under the CWA.

to paragraph (a)(2) impoundments or jurisdictional tributaries when the wetlands meet the significant nexus standard (“jurisdictional adjacent wetlands”); and

5. Intrastate lakes and ponds, streams, or wetlands not identified in paragraphs (a)(1) through (4) that meet either the relatively permanent standard or the significant nexus standard (“paragraph (a)(5) waters”).

The relatively permanent standard relates to waterways that contain surface water on a seasonal basis, meaning that surface water must be present for a period of at least 3 months. Wetland and non-wetland waters are considered to have a significant nexus to other jurisdictional waters if it is determined that they have the ability to affect their physical, chemical, or biological integrity.

The regulatory text for this rule specifically identifies several features that are non-jurisdictional by definition. These include:

- waste treatment systems, including treatment ponds or lagoons, designed to meet the requirements of the Clean Water Act;
- prior converted cropland;
- ditches (including roadside ditches) excavated wholly in and draining only dry land and that do not carry a relatively permanent flow of water;
- artificially irrigated areas that would revert to dry land if the irrigation ceased;
- artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;
- artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating or diking dry land to retain water for primarily aesthetic reasons;
- waterfilled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of WOTUS; and
- swales and erosional features (e.g., gullies, small washes) characterized by low volume, infrequent, or short duration flow.

### **Ordinary High Water Mark**

The landward limit of tidal “waters of the U.S.” is the high-tide line. In non-tidal waters where adjacent wetlands are absent, the lateral limits of USACE jurisdiction extend to the ordinary high water mark (OHWM).<sup>2</sup> The OHWM is defined as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas”.<sup>3</sup> When wetlands are present, the lateral limits of USACE jurisdiction extend beyond the OHWM to the limits of the adjacent wetlands.<sup>4</sup>

<sup>2</sup> U.S. Army Corps of Engineers (USACE). 2005 (December 7). Regulatory Guidance Letter. Ordinary High Water Mark Identification. Washington, D.C.: USACE.

<sup>3</sup> *Code of Federal Regulations* (CFR), Title 33, §328.3(e)

<sup>4</sup> USACE 2005

## Wetlands

A wetland is a subset of jurisdictional waters and is defined by the USACE and the USEPA as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions”.<sup>5</sup> Wetlands generally include swamps, marshes, bogs, and areas containing similar features.

The definition and methods for identifying wetland resources can be found in the USACE’s *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*,<sup>6</sup> a supplement to the 1987 *Corps of Engineers Wetlands Delineation Manual*.<sup>7</sup> Both the 1987 Wetlands Manual and the 2008 Arid West Supplement to the manual provide technical methods and guidelines for determining the presence of wetland “waters of the U.S.”. Pursuant to these manuals, a three-parameter approach is used to identify wetlands and requires evidence of wetland hydrology, hydrophytic vegetation, and hydric soils. In order to be considered a wetland, an area must exhibit one or more indicators of all three of these parameters. However, problem areas may periodically or permanently lack certain indicators for reasons such as seasonal or annual variability of rainfall, vegetation, and other factors. Atypical wetlands lack certain indicators due to recent human activities or natural events. Guidance for determining the presence of wetlands in these situations is presented in the regional supplement.

### Section 404 Permit

Except as specified in Section 323.4 of the CFR, impacts to “waters of the U.S.” require a Section 404 Permit. Permit authorization may be in the form of (1) a “general permit” authorizing a category of activities in a specific geographical region or nationwide or (2) an “individual permit” (IP) following a review of an individual application form (to be obtained from the district office having jurisdiction over the waters in which the activity is proposed to be located).

Regulatory authorization in the form of a Nationwide Permit (NWP) is provided for certain categories of activities such as repair, rehabilitation, or replacement of a structure or fill which was previously authorized; utility line placement; or bank stabilization. NWPs authorize only those activities with minimal adverse effects on the aquatic environment and are valid only if the conditions applicable to the permits are met or waivers to these conditions are provided in writing from the USACE. Please note that waivers may require consultation with affected federal and State agencies, which can be a lengthy process with no mandated processing time frames. Certain activities do not require submission of an application form but may require a separate notification. If the NWP conditions cannot be met, an IP will be required. “Waters of the U.S.” temporarily filled, flooded, excavated, or drained but restored to pre-construction contours and elevations after construction are not included in the measurement of loss of “waters of the U.S.”. The appropriate permit authorization will be based on the amount of impacts to “waters of the U.S.”, as determined by the USACE. There is no filing fee for the Section 404 Permit.

Approximately three or four months are typically required to process a routine permit application; large or complex activities may take longer to process. When a permit application is received, it will be assigned an identification number and reviewed for completeness by the District Engineer. If an application is incomplete, additional information will be requested within 15 days of receipt of the application. If an application is complete, the District Engineer will issue a public notice

<sup>5</sup> 33 CFR §328.3(b)

<sup>6</sup> USACE. 2008a. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)*. (J.S. Wakeley, R.W. Lichvar, and C.V. Noble, Eds.). Vicksburg, MS: U.S. Army Engineer Research and Development Center.

<sup>7</sup> Environmental Laboratory. 1987. *Corps of Engineers Wetlands Delineation Manual (Technical Report Y-87-1)*. Vicksburg, MS: U.S. Army Engineer Waterways Experiment Station.

within 15 days unless specifically exempted by provisions of the CFR. Public comments will be accepted no more than 30 days but not less than 15 days from the date of public notice; these will become part of the administrative record of the application. Generally, the District Engineer will decide on the application no later than 60 days after receipt of the completed application. Additional permit situations may increase the permit processing time (e.g., projects involving a Section 401 Water Quality Certification, a coastal zone management consistency analysis, historic properties, a federal agency, and/or Endangered species). The Project Applicant will be given time, not to exceed 30 days, to respond to requests of the District Engineer.

On January 31, 2007, the USACE published a memorandum clarifying the Interim Guidance for Amendments to the National Historic Preservation Act and the Advisory Council on Historic Preservation (ACHP) implementing regulations.<sup>8</sup> The Interim Guidance applies to all Department of the Army requests for authorization/verification, including Individual Permits (IPs, i.e., standard permits and letters of permission) and all Regional General Permits (RGPs) and Nationwide Permits (NWP). The State or Tribal Historic Preservation Officer (SHPO/THPO) has 30 days to respond to a determination that a proposed activity, which otherwise qualifies for an NWP or an RGP, has no effect or no adverse effect on a historic property. If the SHPO/THPO does not respond within 30 days of notification, the Los Angeles District may proceed with verification. If the SHPO/THPO disagrees with the District's determination, the District may work with the SHPO/THPO to resolve the disagreement or request an opinion from the ACHP. The USACE will submit the Draft Jurisdictional Delineation Report to the SHPO/THPO for review prior to initiating the actual regulatory process.

Please note that, if the USACE determines that the drainages/waterbodies are jurisdictional and would be impacted by project implementation, the Applicant will be required to obtain a CWA Section 401 Water Quality Certification from the RWQCB before the USACE will issue the Section 404 Permit. If the USACE determines that the impacted drainage/waterbody is not jurisdictional, the Applicant will be required to obtain RWQCB authorization under the provisions of a Report of Waste Discharge (ROWD).

### Jurisdictional Determinations

Pursuant to USACE Regulatory Guidance Letter (RGL) 08-02 (dated June 26, 2008), the USACE can issue two types of jurisdictional determinations to implement Section 404 of the CWA: Approved Jurisdictional Determinations and Preliminary Jurisdictional Determinations.<sup>9</sup> An Approved Jurisdictional Determination is an official USACE determination that jurisdictional "waters of the U.S.", "Navigable Waters of the U.S.", or both are either present or absent on a site. An Approved Jurisdictional Determination also identifies the precise limits of jurisdictional waters on a project site.

The USACE will provide an Approved Jurisdictional Determination when (1) an Applicant requests an official jurisdictional determination; (2) an Applicant contests jurisdiction over a particular water body or wetland; or (3) when the USACE determines that jurisdiction does not exist over a particular water body or wetland. The Approved Jurisdictional Determination then becomes the USACE's official determination that can then be relied upon over a five-year period to request regulatory authorization as part of the permit application.

In addition, an Applicant may decline to request an Approved Jurisdictional Determination and instead obtain a USACE IP or General Permit Authorization based on a Preliminary Jurisdictional

<sup>8</sup> USACE. 2007 (January 31). Memorandum: Interim Guidance for Amendments to the National Historic Preservation Act and the Advisory Council on Historic Preservation (ACHP) Implementing Regulations. Washington, D.C.: USACE.

<sup>9</sup> USACE. 2008b (June 26). Regulatory Guidance Letter. Jurisdictional Determinations. Washington, D.C.: USACE.

Determination or, in certain circumstances (e.g., authorizations by non-reporting nationwide general permits), with no Jurisdictional Determination.

Preliminary Jurisdictional Determinations are non-binding, advisory in nature, and may not be appealed. They indicate that there may be “waters of the U.S.” on a project site. An Applicant may elect to use a Preliminary Jurisdictional Determination to voluntarily waive or set aside questions regarding CWA jurisdiction over a site, usually in the interest of expediting the permitting process. The USACE will determine what form of Jurisdictional Determination is appropriate for a particular project site.

The USACE Regulatory Branch Offices will coordinate with the USEPA Regional Office and USACE Headquarters (HQ), as outlined in its January 28, 2008, memorandum entitled “Process for Coordinating Jurisdictional Determinations Conducted Pursuant to Section 404 of the Clean Water Act in Light of the *Rapanos* and *SWANCC* Supreme Court Decisions”.<sup>10</sup> The guidance provided in this memorandum is quoted as follows:

1. Effective immediately, unless and until paragraph 5(b) of the June 5, 2007, Rapanos guidance coordination memorandum is modified by a joint memorandum from Army and EPA, we will follow these procedures:
  - a. For jurisdictional determinations involving significant nexus determinations, USACE districts will send copies of draft jurisdictional delineations via e-mail to appropriate EPA regional offices. The EPA regional office will have 15 calendar days to decide whether to take the draft jurisdictional delineation as a special case under the January 19, 1989, “Memorandum of Agreement Between the Department of the Army and the USEPA Concerning the Determination of the Section 404 Program and the Application of the Exceptions under Section 404(f) of the Clean Water Act.” If the EPA regional office does not respond to the district within 15 days, the district will finalize the jurisdictional determination.
  - b. For jurisdictional determinations involving isolated waters determinations, the agencies will continue to follow the procedure in paragraph 5(b) of June 5, 2007, coordination memorandum, until a new coordination memorandum is signed by USACE and EPA. (In accordance with paragraph 6 of the June 5, 2007, coordination memorandum, this is a 21-day timeline that can only be changed through a joint memorandum between agencies).
2. Approved JDs are not required for non-reporting NWP, unless the project proponent specifically requests an approved JD. For proposed activities that may qualify for authorization under a State Programmatic General Permit (SPGP) or RGP, an approved JD is not required unless requested by the project proponent.
3. The USACE will continue to work with EPA to resolve the JDs involving significant nexus and isolated waters determinations that are currently in the elevation process.
4. USACE districts will continue posting completed Approved JD Forms on their web pages.

<sup>10</sup> USACE. 2008c (January 28). *Memorandum for Commander, Major Subordinate Commands and District Commands. Process for Coordinating Jurisdictional Determinations Conducted Pursuant to Section 404 of the Clean Water Act in Light of the *Rapanos* and *SWANCC* Supreme Court Decisions*. Washington, D.C.: USACE.

## **Regional Water Quality Control Board**

The RWQCB is the primary agency responsible for protecting water quality in California through the regulation of discharges to surface waters under the CWA and the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act). The RWQCB's jurisdiction extends to all "waters of the State" and to all "waters of the U.S.", including wetlands (isolated and non-isolated).

Section 401 of the CWA provides the RWQCB with the authority to regulate, through a Water Quality Certification, any proposed, federally permitted activity that may affect water quality. Among such activities are discharges of dredged or fill material permitted by the USACE pursuant to Section 404 of the CWA. Section 401 requires the RWQCB to provide certification that there is reasonable assurance that an activity which may result in discharge to navigable waters will not violate water quality standards. Water Quality Certification must be based on a finding that the proposed discharge will comply with water quality standards, which contain numeric and narrative objectives that can be found in each of the nine RWQCBs' Basin Plans.

The Porter-Cologne Act provides the State with very broad authority to regulate "waters of the State" (which are defined as any surface water or groundwater, including saline waters). The Porter-Cologne Act has become an important tool in the post-SWANCC (Solid Waste Agency of Northern Cook Counties vs. United States Army Corps of Engineers) and Rapanos era with respect to the State's authority over isolated waters. Generally, any person proposing to discharge waste into a water body that could affect its water quality must file an ROWD when there is no federal nexus, such as under Section 404(b)(1) of the CWA. Although "waste" is partially defined as any waste substance associated with human habitation, the RWQCB interprets this to include fill discharge into water bodies.

### ***Section 401 Water Quality Certification***

Issuance of the USACE Section 404 Permit would be contingent upon the approval of a Section 401 Water Quality Certification from the RWQCB. Also, the RWQCB requires certification of the project's California Environmental Quality Act (CEQA) documentation before it will approve the Section 401 Water Quality Certification or ROWD. The RWQCB, as a responsible agency, will use the project's CEQA document to satisfy its own CEQA-compliance requirements.

On June 1, 2020, the USEPA finalized the "Clean Water Act Section 401 Certification Rule" to implement the water quality certification process consistent with the text and structure of the Clean Water Act (CWA). The final rule establishes procedures that promote consistent implementation of CWA section 401 and regulatory certainty in the federal licensing and permitting process. The new regulation includes reviews and approvals by the USACE prior to the RWQCB issuing a 401 Certification and reviews and approvals by the EPA prior to the USACE issuing a 404. The new 401 rule went into effect on September 11, 2020.

The new certification rule defines a discharge subject to 401 Certification as a discharge from a point source into a water of the United States. The new rule also states that States with additional water quality regulations cannot use these to expand the certification request.

The new rule requires all project proponents to request a pre-filing meeting with the RWQCB at least 30 days prior to filing a 401 "Certification Request". The filing procedure has been simplified to require the filing of a "Certification Request", rather than the acceptance of a "complete application". The certification request has nine mandatory components:

1. identify the project proponent(s) and a point of contact;
2. identify the proposed project;

3. identify the applicable federal license or permit;
4. identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters;
5. include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge;
6. include a list of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received;
7. include documentation that a pre-filing meeting request was submitted to the certifying authority at least 30 days prior to submitting the certification request;
8. contain the following statement: 'The project proponent hereby certifies that all information contained herein is true, accurate, and complete, to the best of my knowledge and belief; and
9. contain the following statement: 'The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.'

There is a mandatory 30 day wait period between a pre-filing meeting request and the filing of a Certification Request. A Certification Request must be filed with the RWQCB and the USACE concurrently. USACE reviews the Certification Request for the nine required components. The USACE has 15 days to review the Certification Request. The USACE then notifies the RWQCB that request is complete. And concurrently notifies the RWQCB of the reasonable time period to act on the Certification Request. The reasonable time period is not to exceed 1 year. Within 15 days of receipt of the Certification Request, the RWQCB must provide the applicant with the following: 1) date of receipt; 2) applicable reasonable period of time to act on the Certification Request; and 3) date upon which waiver will occur if the certifying authority fails or refuses to act on the Certification Request.

Once the RWQCB issues the 401 Certification, the USACE has 5 days to notify the USEPA that the 401 Certification has been issued. The USEPA then has 30 days to notify neighboring jurisdictions of the 401 Certification. Neighboring jurisdictions have 60 days to respond. If there are no objections to the 401 Certification, then the USACE would issue the 404 permit.

On June 2, 2021, the USEPA published a notice of intention to reconsider and revise the Clean Water Act Section 401 Certification Rule. At this time, they are currently accepting public comment. Until a new rule goes into effect, the current 401 Certification Rule stands.

The RWQCB is required under the *California Code of Regulations* (CCR) to have a "minimum 21-day public comment period" before any action can be taken on the Section 401 application.<sup>11</sup> This period closes when the RWQCB acts on the application. Since projects often change or are revised during the Section 401 permit process, the comment period can remain open. The public comment period starts as soon as an application has been received. Generally, the RWQCB Section 401, USACE Section 404, and CDFW Section 1602 permit applications are submitted at the same time.

The RWQCB requires the Applicant to address urban storm water runoff during and after construction in the form of Best Management Practices (BMPs). These BMPs are intended to address the treatment of pollutants carried by storm water runoff and are required in all complete applications. The notification/application for a CWA Section 401 Water Quality

<sup>11</sup> 23 CCR §3858(a)

Certification must also address compliance with the Basin Plan. Please note that filing an application would also require the payment of an application fee which would be based on project impacts. The fee schedule calculator is available at [https://www.waterboards.ca.gov/resources/fees/water\\_quality/docs/dredgefillcalculator.xlsm](https://www.waterboards.ca.gov/resources/fees/water_quality/docs/dredgefillcalculator.xlsm).

### **California Department of Fish and Wildlife**

The CDFW has jurisdictional authority over wetland resources associated with rivers, streams, and lakes pursuant to the *California Fish and Game Code*.<sup>12</sup> Activities of State and local agencies as well as public utilities that are project proponents are regulated by the CDFW under Section 1602 of the *California Fish and Game Code*. This section regulates any work that will (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake. Section 1602 of the *California Fish and Game Code* applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State.

The CDFW jurisdictional limits are not as clearly defined by regulation as those of the USACE. While they closely resemble the limits described by USACE regulations, they include riparian habitat supported by a river, stream, or lake regardless of the presence or absence of hydric and saturated soils conditions. In general, the CDFW takes jurisdiction from the top of a stream bank or to the outer limits of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that will take place within or in the vicinity of a river, stream, lake or within or in the vicinity of tributaries to a river, stream, or lake. This includes rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish and other aquatic plant and/or wildlife species. It also includes watercourses that have a surface or subsurface flow that support or have supported riparian vegetation.

### ***Section 1602 Lake or Streambed Alteration Agreement***

The CDFW enters into a Lake or Streambed Alteration (LSA) Agreement with a project proponent to ensure protection of wildlife and habitat values and acreages.

Prior to construction, a Notification of an LSA must be submitted to the CDFW that describes any proposed lake or streambed alteration that would occur with implementation of a project. The Notification of an LSA must address the initial construction and long-term operation and maintenance of any structures (such as a culvert or a desilting basin) included in the project design that are located within any river, stream, or lake and that may require periodic maintenance. In addition to the formal application materials and the fee, a copy of the appropriate environmental document (e.g., a Mitigated Negative Declaration) should be included in the submittal, consistent with CEQA requirements. The complete notification package must be completed on CDFW's Environmental Permit Information Management System (EPIMS). This notification will serve as the basis for the CDFW's issuance of a Section 1602 LSA Agreement. Note that notification is not required before beginning emergency work, but the CDFW must be notified in writing within 14 days after beginning the work.

After receiving Notification of an LSA Agreement, the CDFW will determine whether an LSA Agreement will be required for the proposed activity. An LSA Agreement will be required if the activity could substantially adversely affect an existing fish and wildlife resource. If an LSA Agreement is required, the CDFW may want to conduct an on-site inspection.

<sup>12</sup> See §§1600–1616.



If the CDFW does not respond in writing concerning the completeness of the Notification within 30 days of its submittal, the Notification automatically becomes complete. If the CDFW does not submit a draft LSA Agreement to the Applicant within 60 days of the determination of a completed Notification package, the CDFW will issue a letter that either (1) identifies the final date to transmit a draft LSA Agreement or (2) indicates that an LSA Agreement was not required. The CDFW will also indicate that it was unable to meet this mandated compliance date and that, by law, the Applicant is authorized to complete the project without an LSA Agreement as long as the Applicant constructs the project as proposed and complies with all avoidance, minimization, and mitigation measures described in the submitted Notification package. Please note that, if the project requires revisions to the design or project construction, the CDFW may require submittal of a new Notification/application with an additional 90-day permit process.

If determined to be necessary, the CDFW will prepare a draft LSA Agreement, which will include standard measures to protect fish and wildlife resources during project construction and during ongoing operation and maintenance of any project element that occurs within a CDFW jurisdictional area. The draft Agreement must be transmitted to the Applicant within 60 calendar days of the CDFW's determination that the notification is complete. It should be noted that the 60-day timeframe might not apply to long-range agreements.

Following receipt of a draft LSA Agreement from the CDFW, the Applicant has 30 calendar days to notify the CDFW concerning the acceptability of the proposed terms, conditions, and measures. If the Applicant agrees with these terms, conditions and measures, the Agreement must be signed and returned to the CDFW. The Agreement becomes final once the CDFW executes it and an LSA Agreement is issued. Please note that all application fees must be paid and the final certified CEQA documentation must be provided prior to the CDFW's execution of the Agreement.

**ATTACHMENT B**  
**LITERATURE REVIEW DETAILS**

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## **DESCRIPTIONS OF SOILS IN SURVEY AREA**

### **LOS ANGELES COUNTY, CALIFORNIA, SOUTHEASTERN PART**

#### **Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes**

##### ***Map Unit Setting***

- National map unit symbol: 2pt3t
- Elevation: 240 to 1,990 feet
- Mean annual precipitation: 15 to 30 inches
- Mean annual air temperature: 63 to 66 degrees F
- Frost-free period: 350 to 365 days
- Farmland classification: Prime farmland if irrigated

##### ***Map Unit Composition***

- Urban land: 45 percent
- Palmview and similar soils: 25 percent
- Tujunga and similar soils: 20 percent
- Minor components: 10 percent
- Estimates are based on observations, descriptions, and transects of the mapunit.

##### ***Description of Urban Land***

###### Setting

- Landform: Alluvial fans

###### Properties and qualities

- Slope: 0 to 5 percent
- Depth to restrictive feature: 0 inches to manufactured layer
- Runoff class: Very high

###### Interpretive groups

- Land capability classification (irrigated): None specified
- Land capability classification (nonirrigated): 8
- Ecological site: R019XG911CA - Loamy Fan
- Hydric soil rating: No

##### ***Description of Palmview***

###### Setting

- Landform: Alluvial fans
- Landform position (three-dimensional): Tread
- Down-slope shape: Linear
- Across-slope shape: Linear
- Parent material: Discontinuous human-transported material over alluvium derived from granite

###### Typical profile

- ^A - 0 to 5 inches: fine sandy loam
- ^Au - 5 to 15 inches: fine sandy loam

- 2C1 - 15 to 45 inches: fine sandy loam
- 2C2 - 45 to 55 inches: fine sandy loam
- 2C3 - 55 to 79 inches: fine sandy loam

Properties and qualities

- Slope: 0 to 5 percent
- Depth to restrictive feature: More than 80 inches
- Drainage class: Well drained
- Runoff class: Very low
- Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
- Depth to water table: More than 80 inches
- Frequency of flooding: None, Rare
- Frequency of ponding: None
- Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
- Available water supply, 0 to 60 inches: Moderate (about 8.4 inches)

Interpretive groups

- Land capability classification (irrigated): None specified
- Land capability classification (nonirrigated): 3e
- Hydrologic Soil Group: B
- Ecological site: R019XG911CA - Loamy Fan
- Hydric soil rating: No

**Description of Tujung**

Setting

- Landform: Alluvial fans
- Landform position (three-dimensional): Tread
- Down-slope shape: Linear
- Across-slope shape: Linear
- Parent material: Discontinuous human-transported material over alluvium derived from granite

Typical profile

- ^Au - 0 to 6 inches: sandy loam
- 2C1 - 6 to 35 inches: loamy sand
- 2C2 - 35 to 72 inches: loamy sand

Properties and qualities

- Slope: 0 to 5 percent
- Depth to restrictive feature: More than 80 inches
- Drainage class: Somewhat excessively drained
- Runoff class: Negligible
- Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
- Depth to water table: More than 80 inches
- Frequency of flooding: None, Rare
- Frequency of ponding: None
- Maximum salinity: Nonsaline (0.0 to 1.0 mmhos/cm)

- Available water supply, 0 to 60 inches: Low (about 4.0 inches)

Interpretive groups

- Land capability classification (irrigated): None specified
- Land capability classification (nonirrigated): 3e
- Hydrologic Soil Group: A
- Ecological site: R019XG911CA - Loamy Fan
- Hydric soil rating: No

**Minor Components**

Typic xerorthents, sandy substratum

- Percent of map unit: 5 percent
- Landform: Alluvial fans
- Landform position (three-dimensional): Tread
- Down-slope shape: Linear
- Across-slope shape: Linear
- Hydric soil rating: No

San emigdio

- Percent of map unit: 5 percent
- Landform: Flood plains
- Landform position (three-dimensional): Tread
- Down-slope shape: Linear
- Across-slope shape: Linear
- Hydric soil rating: No

## **BASIN PLAN BENEFICIAL USES**

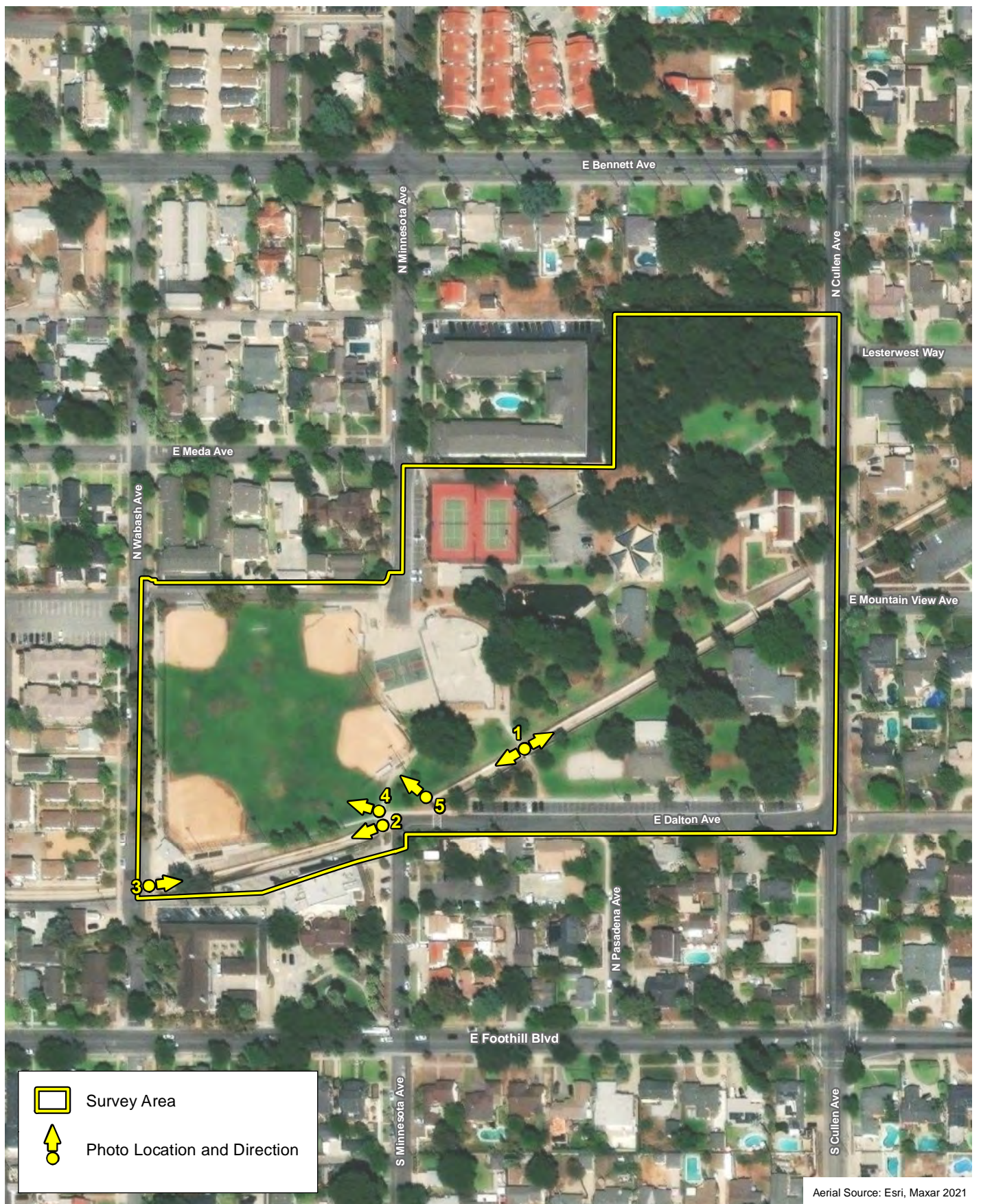
The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) identifies a number of Beneficial Uses, some or all of which may apply to a specific hydrologic unit (HSA), including: Agricultural Supply (AGR) waters; Aquaculture (AQUA) waters; Preservation of Biological Habitats of Special Significance (BIOL) waters; Cold Fresh Water Habitat (COLD) waters; Commercial and Sport Fishing (COMM) waters; Estuarine Habitat (EST) waters; Freshwater Replenishment (FRSH); Groundwater Recharge (GWR) waters; Industrial Service Supply waters (IND); Marine Habitat (MAR) waters; Migration of Aquatic Organisms (MIGR) waters; Municipal and Domestic Water Supply (MUN) waters; Navigation (NAV) waters; Hydropower Generation (POW) waters; Industrial Process Supply (PROC) waters; Rare, Threatened or Endangered Species (RARE) waters; Water Contact Recreation (REC1) waters; Non-Contact Water Recreation (REC2) waters; Inland Saline Water Habitat (SAL) waters; Shellfish Harvesting (SHELL) waters; Spawning, Reproduction and Development (SPWN) waters; Warm Fresh Water Habitat (WARM) waters; Wetland Habitat (WET) waters; and Wildlife Habitat (WILD) waters.


Beneficial Uses associated with Amargosa Creek which flows along the western edge of the Project site, are described below; Beneficial Uses not described below do not apply to Amargosa Creek.


- MUN waters support community, military, or individual water supply systems including, but not limited to, drinking water supply.
- GWR waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality, or halting saltwater intrusion into freshwater aquifers.
- WARM waters support warm water ecosystems that may include, but are not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, and wildlife (including invertebrates).
- WILD waters support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- REC-1 waters are used for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- REC-2 waters are used for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

**ATTACHMENT C**  
**SITE PHOTOGRAPHS**

D:\Projects\3CRA\120100\MXD\JD\ex\_Photo\_Locations\_20230313.mxd



 Survey Area

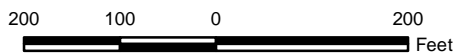
 Photo Location and Direction

Aerial Source: Esri, Maxar 2021

# Photo Locations

# Exhibit C-1

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*





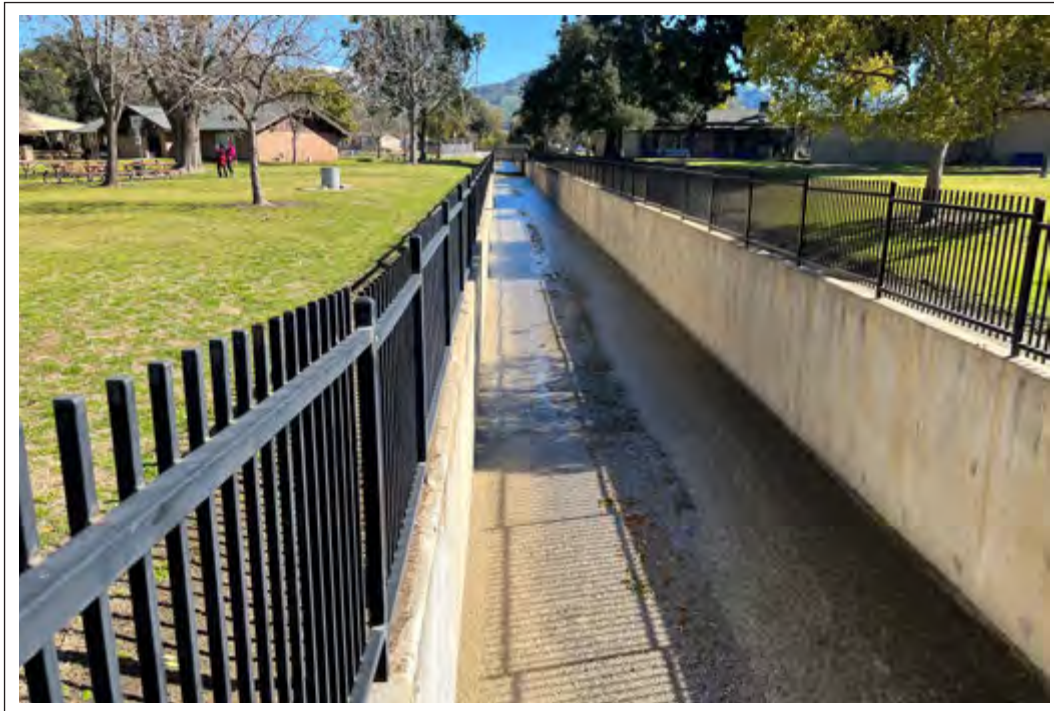


Photo Location 1. March 2, 2023. View of Little Dalton Wash, facing upstream.



Photo Location 1. March 2, 2023. View of Little Dalton Wash, facing downstream.

D:\Projects\3CRA\120100\GRAPHICS\JD\A\T\_SP1\_20230313.ai

## Site Photos

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*

Exhibit C-2





Photo Location 2, March 2, 2023. View of Little Dalton Wash, facing downstream.

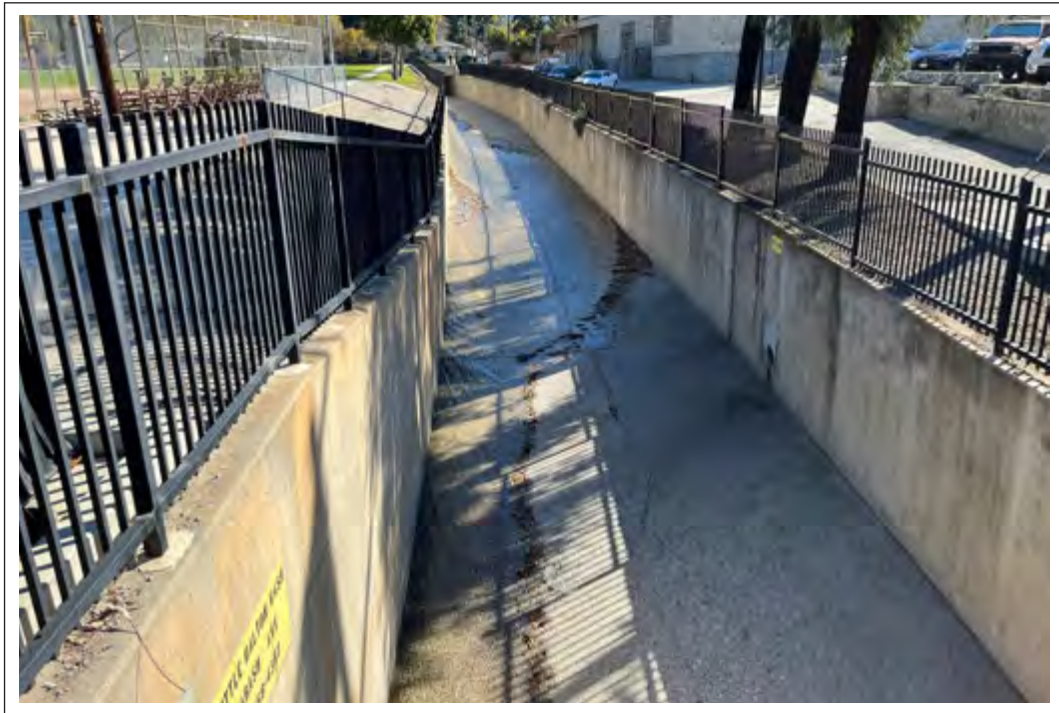


Photo Location 3, March 2, 2023. View of Little Dalton Wash, facing upstream.

D:\Projects\3CRA\120100\GRAPHICS\JD\A\T\_SP2\_20230313.ai

## Site Photos

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*

Exhibit C-3





Photo Location 4, March 2, 2023. Overview of project area conditions, facing northwest.



Photo Location 5, March 2, 2023. Overview of project area conditions, facing north.

D:\Projects\3CRA\120100\GRAPHICS\JD\A\T\_SP3\_20230313.ai

## Site Photos

## Exhibit C-4

*Jurisdictional Delineation Report for the Finkbiner Park Stormwater Capture Project*



**APPENDIX C-1**

**PALEONTOLOGICAL AND CULTURAL RESOURCES DATA**

## NATIVE AMERICAN HERITAGE COMMISSION

November 29, 2022

Charles Cisneros  
Psomas

Via Email to: [Charles.Cisneros@psomas.com](mailto:Charles.Cisneros@psomas.com)

**Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, 3CRA120100 Project, Los Angeles County**

Dear Mr. Cisneros:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

*Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.*

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:



CHAIRPERSON  
**Laura Miranda**  
Luiseño

VICE CHAIRPERSON  
**Reginald Pagaling**  
Chumash

SECRETARY  
**Sara Dutschke**  
Miwok

COMMISSIONER  
**Isaac Bojorquez**  
Ohlone-Costanoan

COMMISSIONER  
**Buffy McQuillen**  
Yokayo Pomo, Yuki,  
Nomlaki

COMMISSIONER  
**Wayne Nelson**  
Luiseño

COMMISSIONER  
**Stanley Rodriguez**  
Kumeyaay

COMMISSIONER  
**[Vacant]**

COMMISSIONER  
**[Vacant]**

EXECUTIVE SECRETARY  
**Raymond C. Hitchcock**  
Miwok/Nisenan

**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for more information.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: [Andrew.Green@nahc.ca.gov](mailto:Andrew.Green@nahc.ca.gov).

Sincerely,



Andrew Green  
Cultural Resources Analyst

Attachment

Natural History Museum  
of Los Angeles County  
900 Exposition Boulevard  
Los Angeles, CA 90007

tel 213.763.DINO  
www.nhm.org

Research & Collections

e-mail: [paleorecords@nhm.org](mailto:paleorecords@nhm.org)

December 11, 2022

Psomas

Attn: Charles Cisneros

re: Paleontological resources for the Project 3CRA120100

Dear Charles:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for proposed development at the Project 3CRA120100 area as outlined on the portion of the Glendora USGS topographic quadrangle map that you sent to me via e-mail on November 21, 2022. We do not have any fossil localities that lie directly within the proposed project area, but we do have fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth.

The following table shows the closest known localities in the collection of the Natural History Museum of Los Angeles County (NHMLA).

Locality Number	Location	Formation	Taxa	Depth
LACM VP 6166, 6167, 6172, 6173, 7471	Puddingstone Reservoir, San Jose Hills	Puente Formation	Sturgeonfish ( <i>Prionurus</i> ), Mako shark ( <i>Isurus planus</i> ), Extinct bony fish ( <i>Etringus</i> ), Mola ( <i>Molidae</i> ), other Fish ( <i>Osteichthyes</i> )	Surface
LACM VP 7930-7932	Near the intersection of Shadow Oak Dr and S Woodgate Dr.	Monterey Formation (Yorba Shale; sandstone & diatomaceous shale)	Bony fish ( <i>Osteichthyes</i> ), including ray-finned fishes ( <i>Clupeidae</i> )	6.5 - 7 feet bgs
LACM VP 1728	W of intersection of English Rd & Peyton Dr, Chino	Unknown (light brown shale with interbeds of very coarse brown sand; Pleistocene)	Horse ( <i>Equus</i> ), camel ( <i>Camelops</i> )	15-20 feet bgs
LACM VP 7268, 7271	Sundance Condominiums, S of Los Serranos Golf Course	Unknown (Pleistocene)	Horse ( <i>Equus</i> )	Unknown
LACM VP 7508	Near intersection of	Unknown formation	Ground sloth ( <i>Nothrotheriops</i> );	Unknown

	Vellano Club Dr. and Palmero Dr., Oakcrest Development; N of Serrano Canyon, Chino Hills	(Pleistocene)	elephant family (Proboscidea); horse ( <i>Equus</i> )	
LACM VP 2027	1600 block, Bridgen Rd., Pasadena	Unknown Formation (Pleistocene)	Mammoth ( <i>Mammuthus</i> )	Unknown

*VP, Vertebrate Paleontology; IP, Invertebrate Paleontology; bgs, below ground surface*

This records search covers only the records of the NHMLA. It is not intended as a paleontological assessment of the project area for the purposes of CEQA or NEPA. Potentially fossil-bearing units are present in the project area, either at the surface or in the subsurface. As such, NHMLA recommends that a full paleontological assessment of the project area be conducted by a paleontologist meeting Bureau of Land Management or Society of Vertebrate Paleontology standards.

Sincerely,



Alyssa Bell, Ph.D.  
Natural History Museum of Los Angeles County

enclosure: invoice



ReportNum	DocAddlCitLetter	Status	OtherIDs	Xrefs	Authors	CitYear	CitMonth	CitTitle	CitPublisher	CitPages
LA-06797					Demcak, Carol and Chris A. Demcak	2002		Highway Project Located at 158 1/2 N. Glendora Ave., Glendora.	Caltrans District 7	
LA-06798					Abeyta, Daniel	2000		Glendora District Office Landscaping, Angeles National Forest, Los Angeles County	Angeles National Forest	8
LA-07316					Shaver, Noelle C.S.	2004		A Phase I Historical Resources Study for the Proposed Arboreta Residential Development Project in the City of Glendora, Los Angeles County, California	Jones & Stokes	
LA-07323					Bartoy, Kevin M. and Killackey, Kathryn	2004		Cultural Resource Assessment Cingular Wireless Facility No. Sc-419-02 City of Glendora, Los Angeles County, California	Pacific Legacy, Inc.	
LA-09235					Bonner, Wayne H.	2007		Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA2304B (VZW Growth Investment), 320 West Carrol Avenue. Glendora, Los Angeles County, California	Michael Brandman Associates	13
LA-09699					McNiel, Steve	1996		Historical and Architectural Evaluation of the Mt. Baldy District Ranger Office on the Angeles National Forest, Glendora, California	University of California, Davis	76
LA-10896					Greenwood, David	2004		Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) Los Angeles and San Bernardino Counties, CA	Myra L. Franck/Jones & Stokes, Applied EarthWorks	105
LA-12525					Poka, Ervin	2003		NHPA Section 106 Review; Metro Gold Line Phase II Extension Project	Federal Highway Administration, Federal Transit Administration	24

ReportNum	CitMaps	ReportType	InventorySize	InventoryDisclosure	InventoryCollections	InventoryNotes	Resources	ResourceCount	HasInformals	Counties	Maps	Address	PLSS
LA-06797		Literature search	1 ac					0	No	Los Angeles	GLENDORA		
LA-06798		Architectural/historical, Evaluation	1 ac	Not for publication	No	No map, unmapable, unable to locate even on Thomas Guide   Mapped to P-19-189776, removed from unmappables folder.	19-189776	1	No	Los Angeles	GLENDORA	110 North Wabash Ave. Glendora	
LA-07316		Archaeological, Field study	27.6 ac					0	No	Los Angeles	GLENDORA		
LA-07323		Archaeological, Field study	<.01 ac			OHP#081783 is within .5 miles (Glendora Historic District)		0	No	Los Angeles	GLENDORA		
LA-09235		Archaeological, Field study					19-180677	1	No	Los Angeles	GLENDORA		
LA-09699		Architectural/historical, Evaluation						0	No	Los Angeles	GLENDORA	110 North Wabash Ave. Glendora	
LA-10896		Other research	QC				19-000075, 19-179337, 19-179357, 19-180728, 19-183943, 19-185548, 19-185894, 19-186059, 19-187944, 19-189103, 19-189104, 19-189105, 19-189106, 19-189107, 19-189108, 19-189109, 19-189110, 19-189111, 19-189112, 19-189113, 19-189114, 19-189115, 19-189116, 19-189117, 19-189118, 19-189119, 19-189120, 19-189121, 19-189122, 19-189123, 19-189124, 19-189125, 19-189126, 19-189127, 19-189128, 19-189129, 19-189130, 19-189131, 19-189132, 19-189133, 19-189134, 19-189135, 19-189136, 19-189137, 19-189138, 19-189139, 19-189140, 19-189141, 19-189142, 19-189143, 19-189144, 19-189145, 19-189146, 19-189147, 19-189148, 19-189149, 19-189150, 19-189151, 19-189152, 19-189153, 19-189154, 19-189155, 19-189156, 19-189157, 19-189158, 19-189159, 19-189160, 19-189161, 19-189162, 19-189163, 19-189164, 19-189165, 19-189166, 19-189167, 19-189168, 19-189169, 19-189170, 19-189171, 19-189172, 19-189173, 19-189174, 19-189175, 19-189176, 19-189177, 19-189178, 19-189179, 19-189180, 19-189181, 19-189182, 19-189183, 19-189184, 19-189185, 19-189186, 19-189187, 19-189188, 19-189189, 19-189190, 19-189191, 19-189192, 19-189193, 19-189194, 19-189195, 19-189196, 19-189197, 19-189198, 19-189199, 19-189200, 19-189201, 19-189202, 19-189203, 19-189204, 19-189205, 19-189206, 19-189207, 19-189208, 19-189209, 19-189210, 19-189211	118	No	Los Angeles	AZUSA, BALDWIN PARK, GLENDORA, MT WILSON, ONTARIO, SAN DIMAS		
LA-12525		Archaeological, Field study	QC					0	No	Los Angeles	AZUSA, GLENDORA, MT WILSON, ONTARIO, SAN DIMAS		

PrimaryString	TrinomialString	ResourceName	Status	OtherIDs
P-19-189124		The John & Anna Billhamer House		Resource Name - The John & Anna Billhamer House
P-19-189149		William & Rhoda Murphy House		Resource Name - William & Rhoda Murphy House
P-19-189150		California Citrus Union Packing Headquarters & Glendora Co-Op Assn		Resource Name - California Citrus Union Packing Headquarters & Glendora Co-Op Assn; Other - Amy's Trading Post
P-19-189155		Betty Svenson House		Resource Name - Betty Svenson House
P-19-189156		John C Whitmer House		Resource Name - John C Whitmer House
P-19-189157				
P-19-189158		Virginia Earl Ayers House		Resource Name - Virginia Earl Ayers House
P-19-189159		Marvin & Barbara Moon House		Resource Name - Marvin & Barbara Moon House
P-19-189160				
P-19-189162		John Abbott House		Resource Name - John Abbott House
P-19-189163				
P-19-189164		George Greitmann House		Resource Name - George Greitmann House
P-19-189165				
P-19-189166		Clyde M Pritchett House		Resource Name - Clyde M Pritchett House
P-19-189167		August Friedrich House		Resource Name - August Friedrich House
P-19-189168				
P-19-189169		Fair & Anna Hall House		Resource Name - Fair & Anna Hall House
P-19-189170				
P-19-189175		Charles & Josephine Camp House		Resource Name - Charles & Josephine Camp House
P-19-189776		Mt Baldy Ranger District Office		OHP Property Number - 081821; Resource Name - Mt Baldy Ranger District Office

PrimaryString	Xrefs	ResType	Age
P-19-189124		Building	Historic
P-19-189149		Building	Historic
P-19-189150		Building	Historic
P-19-189155		Building	Historic
P-19-189156		Building	Historic
P-19-189157		Building	Historic
P-19-189158		Building	Historic
P-19-189159		Building	Historic
P-19-189160		Building	Historic
P-19-189162		Building	Historic
P-19-189163		Building	Historic
P-19-189164		Building	Historic
P-19-189165		Building	Historic
P-19-189166		Building	Historic
P-19-189167		Building	Historic
P-19-189168		Building	Historic
P-19-189169		Building	Historic
P-19-189170		Building	Historic
P-19-189175		Building	Historic
P-19-189776	Is an element of district 19-187113	Building	Historic

PrimaryString	InfoBase	Attribs	ResourceDisclosure	ResourceCollections
P-19-189124	Survey	HP02	Unrestricted	
P-19-189149	Survey	HP02	Unrestricted	
P-19-189150	Survey	HP06	Unrestricted	
P-19-189155	Survey	HP02	Unrestricted	
P-19-189156	Survey	HP02		
P-19-189157	Survey	HP02	Not for publication	
P-19-189158	Survey	HP02	Unrestricted	
P-19-189159	Survey	HP02	Unrestricted	
P-19-189160	Survey	HP03	Unrestricted	
P-19-189162	Survey	HP02	Unrestricted	
P-19-189163	Survey	HP02	Not for publication	
P-19-189164	Survey	HP02	Unrestricted	
P-19-189165	Survey	HP02	Unrestricted	
P-19-189166	Survey	HP02	Unrestricted	
P-19-189167	Survey	HP02	Not for publication	
P-19-189168	Survey	HP02	Unrestricted	
P-19-189169	Survey	HP02	Unrestricted	
P-19-189170	Survey	HP02	Unrestricted	
P-19-189175	Survey	HP02	Unrestricted	
P-19-189776	Other	HP14	Unrestricted	

PrimaryString	RecordingEvents	Reports	CountyName
P-19-189124	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	LA-10896	Los Angeles
P-19-189149	2003 (Alma Carlisle, Myra Frank & Assoc. / Jones & Stokes)	LA-10896	Los Angeles
P-19-189150	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	LA-10896	Los Angeles
P-19-189155	2004 (David Greenwood, Myra Frank & Assoc. / Jones & Stokes)	LA-10896	Los Angeles
P-19-189156	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189157	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189158	2003 (Alma Carlisle, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189159	2003 (Alma Carlisle, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189160	2004 (Alma Carlisle / David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189162	2003 (Alma Carlisle / David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189163	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189164	2003 (Alma Carlisle, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189165	2004 (Carrie Chasteen, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189166	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189167	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189168	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189169	2003 (Alma Carlisle, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189170	2004 (David Greenwood, Myra Frank & Assoc. / Jone & Stokes)	LA-10896	Los Angeles
P-19-189175	2003 (Alma Carlisle, Myra Frank & Assoc. / Jone & Stokes)	LA-10896, LA-11968	Los Angeles
P-19-189776	1996 (Edward S. McNiel, UC Davis)	LA-06798	Los Angeles

PrimaryString	Maps	Address	PLSS
P-19-189124	SAN DIMAS	137 W Commercial St San Dimas	
P-19-189149	GLENDORA	320 S Glendora Ave Glendora (APN 8639-015-013)	
P-19-189150	GLENDORA	243 S Vermont Ave Glendora (APN 8639-002-001); 255 S Vermont Ave Glendora (APN 8639-002-001)	
P-19-189155	GLENDORA	296 W Carroll Ave Glendora	
P-19-189156	GLENDORA	300 W Carroll Ave Glendora	
P-19-189157	GLENDORA	308 W Carroll Ave Glendora	
P-19-189158	GLENDORA	328 S Glendora Ave Glendora (APN 8639-015-016)	
P-19-189159	GLENDORA	324 S Glendora Ave Glendora (APN 8639-015-014)	
P-19-189160	GLENDORA	212-218 W Carroll Ave Glendora (APN 8639-002-009)	
P-19-189162	GLENDORA	422 S Glendora Ave Glendora (APN 8639-014-006)	
P-19-189163	GLENDORA	157 S Pennsylvania Ave Glendora	
P-19-189164	GLENDORA	324 S Vista Bonita Ave Glendora (APN 8639-014-023)	
P-19-189165	GLENDORA	303 W Carroll Ave Glendora	
P-19-189166	GLENDORA	154 S Washington Ave Glendora	
P-19-189167	GLENDORA	145 S Washington Ave Glendora	
P-19-189168	GLENDORA	231 S Vermont Ave Glendora	
P-19-189169	GLENDORA	332 S Glendora Ave Glendora (APN 8639-015-017)	
P-19-189170	GLENDORA	220 W Carroll Ave Glendora	
P-19-189175	GLENDORA	108 E Ada Ave Glendora (APN 8639-015-001)	
P-19-189776	GLENDORA	110 N Wabash Ave Glendora (APN 8638-11-901)	

**APPENDIX C-2**  
**HISTORIC REPORT**



# Historic Built Environment Report for the Finkbiner Stormwater Capture Project

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City of Glendora, Los Angeles County, California

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**November 2023**

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## Executive Summary

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South Environmental was retained by Psomas to complete a Historic Built Environment Technical Report for the Finkbiner Park Stormwater Capture Project in Glendora, California. This report includes the results of an intensive-level pedestrian survey of all built environment resources over 50 years old within the project's Area of Potential Effect (APE); site development and archival research; and recordation and evaluation of Finkbiner Park and the Little Dalton Wash for historical significance in consideration of federal, state, and local designation criteria and integrity requirements.

The purpose of this report is to determine if the proposed project will result in adverse effects to historic properties located within or adjacent to the project site. This report was prepared in conformance with the requirements of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulation Title 36 CFR Part 800; the California Environmental Quality Act (CEQA) Guidelines § 15064.5 for historical resources; and all applicable local laws and regulations.

As a result of the historical significance evaluation, Finkbiner Park was found not eligible for designation in the NRHP and is not considered an historic property under Section 106 of the NHPA. However, the park was found eligible for local designation under City Criterion 1 as Glendora's first park and an important feature of Glendora's historical development and cultural heritage. Finkbiner Park retains its historic integrity and ability to convey important historical associations at the local level of significance. Therefore, while Finkbiner Park is not considered a historic property under Section 106 of the NHPA, it is considered an historical resource under CEQA. The proposed project will not result in a significant impact to Finkbiner Park, as the project will not cause any changes to the park's basic character-defining features, which include its footprint and function.

Little Dalton Wash appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a contributor to the Los Angeles County Drainage Area (LACDA) Project which has a period of significance of 1936 to 1967. Therefore, the Wash is considered an historic property under Section 106 of the NHPA and a historical resource under CEQA. However, the proposed project will not result in any adverse effects to the character-defining features that convey the Wash's significance under Criterion A, which include its alignment, concrete channelization, and its connection to the larger LACDA.

In conclusion, the proposed project will result in no adverse effects to historic properties under Section 106 of the NHPA and no significant impacts to historical resources under CEQA.

# 1 Introduction

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South Environmental was retained by Psomas to complete a historic built environment technical report for the Finkbiner Park Stormwater Capture Project located in the City of Glendora, Los Angeles County, California. This report includes the results of an intensive-level pedestrian survey of all built environment resources over 50 years old within the project's Area of Potential Effect (APE); site development and archival research; and recordation and evaluation of Finkbiner Park and the Little Dalton Wash for historical significance in consideration of federal, state, and local designation criteria and integrity requirements.

The purpose of this report is to determine if the proposed project will result in adverse effects to historic properties located within the project APE. This report was prepared in conformance with the requirements of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulation Title 36 CFR Part 800; the California Environmental Quality Act (CEQA) Guidelines § 15064.5 for historical resources; and all applicable local laws and regulations.

This report was prepared by South Environmental Architectural Historian Marlena Krcelich, BA and Principal Architectural Historian Sarah Corder, MFA, with Quality Assurance/Quality Control provided by Cultural Resources Director Samantha Murray, MA (resumes provided in Appendix B).

## 1.1 Project Location Description

### 1.1.1 Project Location

The project site is located at 160 North Wabash Avenue in the City of Glendora, Los Angeles County, California. The project site includes a portion of Finkbiner Park (160 North Wabash Avenue) and the Little Dalton Wash. The project site is located on the east side of North Wabash Avenue, north of Foothill Boulevard, west of North Cullen Avenue, and south of East Bennett Avenue in the City of Glendora. The site is located within the U.S. Geological Survey (USGS) *Glendora* 7.5 Minute Topographical Quadrangle and falls within Section 30 of Township 1 North, Range 9 West (Figure 1 and Figure 2).

### 1.1.2 Project Description

The proposed project would construct a regional stormwater runoff capture facility, or Best Management Practices (BMP), within Finkbiner Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The stormwater facility would involve diverting runoff from two adjacent drainage features into an underground capture, treatment, and infiltration facility situated beneath the existing ballfields. The project represents an opportunity to implement regional-scale pollutant load reductions from a sizeable

drainage area in the Upper San Gabriel River (USGR) Watershed as well as increase infiltration to the underlying groundwater aquifer (Main San Gabriel Basin).

The project would also include in-kind replacement of existing facilities within the site that require demolition to implement the stormwater BMP with new recreation facilities and features; conversion of the alley along the northern site boundary into a green alley through installation of permeable pavement; and installation of a recirculating stream, native landscaping, and adjacent path in the southeast portion of the site as a new passive recreation opportunity in the park. The restoration of demolished features provides the City an opportunity to rehabilitate these recreation facilities as part of the Los Angeles County Safe, Clean Water Program (SCWP). Depending on financial outcomes, the recirculating stream may not be feasible to construct. However, in the event the stream is not constructed, the project would still include native landscaping and path. For the purposes of the environmental analysis, it is assumed the recirculated stream would be constructed. The proposed project components are discussed further below.

## **Stormwater Management**

Diversion structures generally apply to off-line regional projects where stormwater is diverted from a major water conveyance and directed to a separate, engineered site at a predetermined maximum rate. The project proposes to divert 20 cubic feet per second (cfs) from the adjacent Little Dalton Wash, an open concrete channel that runs along the southern site boundary; and divert 5 cfs from Los Angeles County Flood Control District's (LACFCD) MTD 1129, a 36-inch-diameter subsurface reinforced concrete pipe (RCP) running generally north-south beneath the eastern portion of the site.

A drop-inlet structure is proposed at the channel diversion point and an access manhole is proposed at the storm drain diversion point to capture stormwater during low-flow and storm events. The drop-inlet structures would direct runoff into new pipelines connecting to a pretreatment system and then to the subsurface infiltration gallery. A portion of the captured runoff would be returned, after pretreatment, to the inlet of the recirculated stream to flow downstream (towards the southwest) to the stream outlet. The outlet would have a connection to the Little Dalton Wash diversion pipeline. Through this interconnected system, the stream feature would recirculate pretreated runoff. These components, except for the infiltration gallery, would be situated along the south and southeastern portions of the project site.

The 5.3-acre-foot infiltration gallery would be the largest component of the stormwater management system and would be located beneath the southwestern portion of the site. The infiltration gallery would have a subsurface area of approximately 38,333 square feet (0.88 acre) and a storage depth of 6 feet. The infiltration gallery would require two access manholes, to be situated along the western edge; and two air vents, one that would extend from the western edge of the gallery to the western edge of the ballfield and one that would extend from the southern edge of the gallery to the southern edge of the ballfield. Except for the manholes and stream inlet and outlet, all proposed engineering infrastructure would be located underground. The stream infrastructure would be minimally visible at

the surface, as the goal is to provide a naturalized surface condition. Other underground components of the BMP include valves, meters, filters, relocated backflow preventor, pump station, electric connections, and a Supervisory Control and Data Acquisition (SCADA) system.

## **Recreation Facilities, Hardscape, and Landscape**

Following installation of the stormwater infrastructure, the facilities that were demolished to facilitate installation of the BMP would be replaced in-kind with new facilities. The materials, finishes, and other details of the new recreation features were selected to reflect the current needs of the City and its residents based on anticipated park use, water conservation efforts, safety and security, and long-term operation and maintenance.

Four ballfields meeting the specifications for Little League softball and a soccer field meeting the American Youth Soccer League (AYSL) specifications for under 12 (U12) use would be in essentially the same place as the existing facilities. However, the fields would be finished with an artificial turf sports surface to conserve approximately six acre-feet per year (afy) of potable water used for irrigation. New bleachers, dugouts, and storage boxes around the ballfield perimeter would be constructed. A full-size and half basketball court would be construction to the east on the fields, in a similar location to the existing condition. A new picnic area would be placed on the south side of the basketball courts, between the fields, courts, and new stream and path. The asphalt-paved alley to the north of the sports fields, between Wabash Avenue and Minnesota Avenue, would be resurfaced with permeable pavers. This would reduce runoff from this alley through facilitating more infiltration and would improve the visual condition of the alley. Additionally, the upper two inches of asphalt paving on the segment of Minnesota Avenue at the intersection of the alley and park would be removed and resurfaced; and a concrete ramp would be installed in the southwest corner of this intersection to facilitate universal access.

High-voltage light-emitting diode (LED) field lighting would be installed to provide adequate lighting for evening play as well as for security; the proposed light fixtures would be shielded and downward directed to minimize light spill beyond the intended area. There would be the same number of fixtures, or less, than in the present condition. The new, modern light fixtures are expected to generate less glare than the existing fixtures and would be more energy efficient. Other amenities proposed throughout the rehabilitated park area include water fountains, trash receptacles, benches, seatwalls, a flagpole, safety bollards where Minnesota Avenue abuts the park, and perimeter chain-link fencing with pedestrian and vehicular gates.

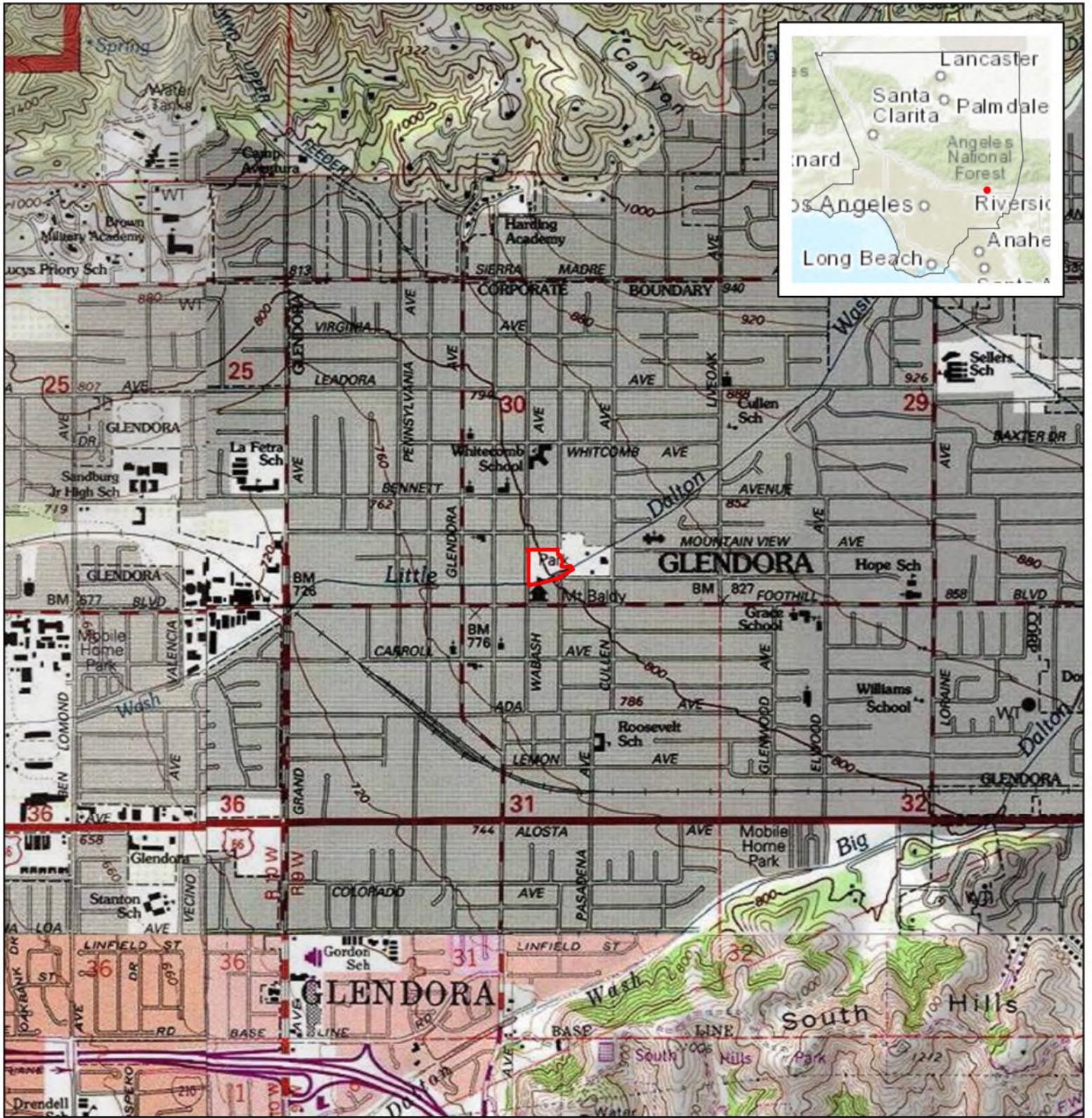
There are 12 existing trees within the project site. Of these, 6 would be protected in place during construction and 6 would be removed and replaced consistent with City requirements. New landscaping with native and/or drought tolerant plant species would be installed on the north and west sides of the new ballfields, between the bleachers and dugouts; along the proposed concrete path paralleling Little Dalton Wash on the south side of the site; and throughout the recirculated stream area.

### 1.1.3 Area of Potential Effect

According to Section 106 of the NHPA, the Area of Potential Effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if any such properties exist. Determination of the APE is influenced by a project's setting, the scale and nature of the undertaking, and the different kinds of effects that may result from the undertaking (36 CFR 800.16(d)).

The proposed project has the potential to impact two built environment resources over 50 years old: Finkbiner Park (1949) and the Little Dalton Wash (1961). Therefore, the APE for historic built environment resources encompasses all of Finkbiner Park and the Little Dalton Wash channel. Although the project only proposes to impact a small portion of the overall channel, the entirety of Little Dalton Wash was evaluated in consideration of potential effects to the larger resource (Figure 3). Because proposed project activities will be limited to the Little Dalton Wash and Finkbiner Park, it was determined that adjacent built environment resources over 50 years old (i.e., the United States Forest Service Ranger Station located at 111 North Wabash Avenue and the Boulder Grange/Bandholt Home/La Fetra Senior Center located at 333 Foothill Boulevard) did not warrant inclusion in the APE, as no potential effects were identified for these properties.





Source: ESRI USA Topo Maps and World Topo Map 2023

Finkbiner Stormwater Capture Project

## Figure 1. Project Location Map

 Project Location

Project Location is within Glendora, California, in Los Angeles County on the USGS Glendora 7.5-minute quadrangle map in Section 30 of Township 01 North and Range 09 West

Center Coordinate (Decimal Degrees):  
 Latitude: 34.1373772N Longitude: -117.8620718W



0 1,000 2,000 Feet  
 Scale: 1:24,000



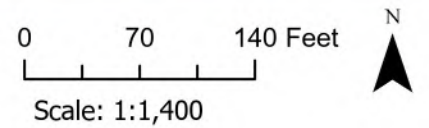


Source: Bing Aerial Imagery 2023

Finkbiner Stormwater Capture Project

### Figure 2. Project Footprint

 Project Footprint



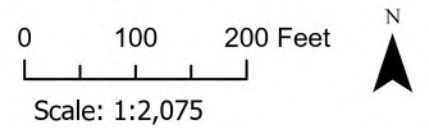


Source: Bing Aerial Imagery 2023

Finkbiner Stormwater Capture Project

Figure 3. Area of Potential Effects

- Project Boundary
- Area of Potential Effect (APE)



## 1.2 Regulatory Setting

### 1.2.1 Federal

#### **The National Historic Preservation Act**

The NHPA established the NRHP and the President's Advisory Council on Historic Preservation (ACHP), and provided that states may establish State Historic Preservation Officers (SHPOs) to carry out some of the functions of the NHPA. Most significantly for federal agencies responsible for managing cultural resources, Section 106 of the NHPA directs that

[t]he head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the NRHP.

Section 106 also affords the ACHP a reasonable opportunity to comment on the undertaking (16 U.S.C. 470f). 36 Code of Federal Regulations, Part 800 (36 CFR 800) implements Section 106 of the NHPA. It defines the steps necessary to identify historic properties (those cultural resources listed in or eligible for listing in the NRHP), including consultation with federally recognized Native American tribes to identify resources with important cultural values; to determine whether or not they may be adversely affected by a proposed undertaking; and the process for eliminating, reducing, or mitigating the adverse effects.

The content of 36 CFR 60.4 defines criteria for determining eligibility for listing in the NRHP. The significance of cultural resources identified during an inventory must be formally evaluated for historic significance in consultation with the ACHP and the California SHPO to determine if the resources are eligible for inclusion in the NRHP. Cultural resources may be considered eligible for listing if they possess integrity of location, design, setting, materials, workmanship, feeling, and association.

#### **National Register of Historic Places**

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service, under the U.S. Department of the Interior, the NRHP was authorized under Section 106 of the NHPA, as amended. Its listings encompass all National Historic Landmarks, as well as historic areas administered by the National Park Service.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history

and heritage. Its criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in NRHP guidance, "How to Apply the National Register Criteria," as "the ability of a property to convey its significance. To be listed in the NRHP, a property must not only be shown to be significant under the NRHP criteria, but it also must have integrity" (NPS 1990). NRHP guidance further asserts that properties be completed at least 50 years ago to be considered for eligibility. Properties completed fewer than 50 years before evaluation must be proven to be "exceptionally important" (criteria consideration to be considered for listing).

## 1.2.2 State

### **California Register of Historical Resources**

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code Section 5020.1(j)). In 1992, the California legislature established the CRHR "to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code Section 5024.1(a)). The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the National Register of Historic Places (NRHP), enumerated below. According to California Public Resources Code Section 5024.1(c)(1-4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- (2) Is associated with the lives of persons important in our past.
- (3) 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.
- (4) Has yielded, or may be likely to yield, information important in prehistory or history.

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance (see 14 CCR 4852(d)(2)).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing in the NRHP are automatically listed in the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

### **California Environmental Quality Act**

As described further below, the following CEQA statutes and CEQA Guidelines are of relevance to the analysis of archaeological, historic, and tribal cultural resources:

- California Public Resources Code Section 21083.2(g) defines "unique archaeological resource."
- California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a) define "historical resources." In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource." It also defines the circumstances when a project would materially impair the significance of an historical resource.
- California Public Resources Code Section 21074(a) defines "tribal cultural resources."
- California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e) set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
- California Public Resources Code Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures;

preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

More specifically, under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(b).) If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historic resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1(q)), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(a)). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5(a)).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1); California Public Resources Code Section 5020.1(q)). In turn, CEQA Guidelines section 15064.5(b)(2) states the significance of an historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Pursuant to these sections, the CEQA inquiry begins with evaluating whether a project site contains any “historical resources,” then evaluates whether that project will cause a substantial adverse change

in the significance of a historical resource such that the resource's historical significance is materially impaired.

### 1.2.3 Local

#### **City of Glendora (21.03.050 Historic Preservation)**

A. Purpose. The purpose of this section is to promote the general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements and areas within the city that reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage for the following reasons.

1. To encourage public knowledge, understanding, appreciation and use of the city's past;
2. To foster civic pride in the beauty and personality of the city and in the accomplishments of its past;
3. To identify and resolve, as early as possible, conflicts between the preservation of cultural resources and alternative land uses;
4. To encourage conservation of building material resources through maintenance and restoration of existing historical structures;
5. To promote the enjoyment and use of cultural resources appropriate for the education and recreation of the people of the city;
6. To encourage modification of historical buildings that is compatible with the historical character of such buildings;
7. To promote awareness of the economic benefits of historic preservation.

As part of the City of Glendora Municipal Code, the following criteria are used to determine which historic resources or landmarks shall be designated based upon one or more of the following findings:

1. The proposed preserved features exemplify or reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage.
2. The proposed preserved features are identified with persons or events significant in local state or national history.
3. The proposed features embody distinctive characteristics of a style, type, period or method of construction or are valuable examples of the use of indigenous materials or craftsmanship.



4. The proposed preserved features are representative of the notable work of a builder, designer or architect.

## 2 Survey and Research Methods

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### 2.1 Built Environment Survey

The built environment survey was completed on March 17, 2023 by South Environmental Principal Architectural Historian, Sarah Corder, MFA. The survey entailed walking all accessible portions of the APE, including the entirety of Finkbiner Park and the exterior of all buildings and structures within the park. Portions of the Little Dalton Wash that occur within the APE were also photographed from all publicly accessible areas. Each built environment resource was documented with notes and photographs specifically noting any character-defining features, spatial relationships, observed alterations, or landscaping features. Details on built environment resources identified within the APE are provided in Section 4 (Identified Resources).

### 2.2 Background Research

#### 2.2.1 Previous Evaluations

##### **Finkbiner Park**

There is no indication that Finkbiner Park has been previously evaluated for historical significance. While the Park does appear in the City of Glendora's Historic Core Walking Tour brochure, the author's note the following (Glendora Historic Preservation Committee n.d.):

This Walking Tour of Downtown Glendora and Environs is intended to foster awareness of the history and the built landscape of our community. It focuses mainly on the Downtown Business District (DBD) and adjacent neighborhoods. What constitutes "historical" is somewhat subjective but the writers have tried to include sites that have somehow played a role in this community. A later driving tour guide to sites outside of the DBD is contemplated.

##### **Little Dalton Wash**

A review of the State Office of Historic Preservation's (SHPO) Built Environmental Resources Directory (BERD) indicates that the Little Dalton Wash was previously evaluated for historical significance in 2018 and was found ineligible for the NRHP (status code 6Y). Correspondence with SHPO (Ref#: COE\_2018\_0910\_001) is also cited. South Environmental reached out to USACE Los Angeles District to request an electronic copy of the previous evaluation and its associated SHPO correspondence on April 19, 2023, and again on July 10, 2023. USACE Archaeologist Daniel S. Grijalva responded on July 10, 2023, and stated that the USACE could not locate a copy of the SHPO correspondence. South Environmental emailed state historians at SHPO on July 11, 2023, to obtain a copy of the previous correspondence. No response has been received to date.

LSA Associates is currently preparing a cultural resources assessment for the Rio Hondo/San Gabriel River Water Quality Group Autosampler Project, which includes the Little Dalton Wash. As part of this study, the Little Dalton Wash was evaluated for historical significance. The Wash was found ineligible at the individual level of significance, but potentially eligible as a contributing feature to a potential Los Angeles County Flood Control Historic District.

### **Los Angeles County Flood Control District**

On September 20, 2019, SHPO concurred with the USACE's determination that the Los Angeles River (LAR) Channel is eligible under Criteria A and C with a period of significance of 1936-1960 (COE\_2019\_0801\_002) within the context of the Los Angeles County Drainage Area (LACDA) Project.

Previous studies (USACE 2019 and Kremkau et al. 2021) have demonstrated through cursory evaluation that the entire LAR Channel meets the threshold for NRHP eligibility under Criterion A and C at the local level of significance. The period of significance begins with the passage of the federal Flood Control Act in 1936 and ends with completion of the LACDA project in the 1960s. The LACDA project, carried out by the USACE and the Los Angeles County Flood Control District (LACFCD), transformed the LAR into a concrete waterway. When fully constructed, the LACDA Project included five major flood control dams, 205 miles of concrete channel, 90 miles of leveed channel, and 22 debris basins (USACE 2019:15). "The combined LACDA Project remains the largest public works project the Corps has ever undertaken west of the Mississippi and the LAR channel is a major lynchpin in its design" (USACE 2019:16). A more recent study completed for the Sepulveda Dam Flood Control Basin in 2021 found that the end of the period of significance should be extended to 1967 in consideration of the fact that this was the year when LACDA projects reached 99 percent completion (Kremkau et al. 2021).

Given the findings of these more recent studies concerning LACDA infrastructure constructed between 1936 and 1967, it appears that the historical significance of Little Dalton Wash requires reevaluation. While evaluation of the entire LACFCD system is far outside the scope of this project, it appears that the greater LACDA project system of infrastructure could be a historic district that is significant under Criterion A for its important influence on the development of the Los Angeles region. The LACDA project as a whole does not appear eligible under Criterion C, as the role of design "prototype" appears to be most importantly associated with the LAR Channel itself. It is within this context that Little Dalton Wash is re-examined.

### **2.2.2 Historical Newspaper Search**

South Environmental reviewed all available newspapers covering the City of Glendora and surrounding areas in an effort to understand the development history of the project APE and the surrounding areas. Any information obtained from these sources were used in the development of the Cultural Context (Section 3).

### 2.2.3 Glendora Historical Society

South Environmental contacted the Glendora Historical Society on April 10, 2023 in attempt to obtain information about Finkbiner Park. Multiple follow-up attempts were made, but to date no response has been received.

### 2.2.4 Glendora Public Library

South Environmental contacted the Glendora Public Library on April 10, 2023. A response was received on April 18, 2023 from Library Technician Cynthia Nuño who provided links to several articles that were used to prepare the Cultural Context of this report.

### 2.2.5 Sanborn Fire Insurance Maps

Sanborn Maps were available for Glendora for 1910, 1928, and 1931. In 1910, the Little Dalton Wash cuts through the future park land and the middle of City blocks, with a few small buildings nearby. The right-of-way for the Pacific Electric Railway is labeled near the top of the future baseball diamond section of the park and described as being 80 feet wide. The 1928 map shows that the lots around the Wash have been subdivided further, with more single-family houses filling-in the land. The Wash appears more defined. The land of the park is labeled "ball park" and there is one small building labeled "STGE" to the north of the Wash on the edge of North Wabash Street, and another near the southwest corner of the park. The Pacific Electric Railway right-of-way is still labeled. There are no changes in or around the park area in the updated 1931 map (ProQuest 2023).

### 2.2.6 Historical Maps and Aerial Photography

South Environmental reviewed all available historic topographic maps and aerial imagery to understand the development history of the project APE. Historic topographic maps of the project APE were available from USGS topoView for various years for Glendora (1894, 1897, 1898, 1901, 1904, 1925, 1927, 1933, 1939, 1953, 1966, 1995, 2012, 2015, 2018, 2021) (USGS 2023). Historic aerial photographs of the APE were available from Nationwide Environmental Title Research LLC (NETR) for the years 1948, 1953, 1964, 1965, 1972, 1978, 1980, 1985, 1987, 1988, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020 (NETR 2023) and from the University of California, Santa Barbara, (UCSB) FrameFinder Maps for the years 1928, 1933, 1934, 1936, and 1949 (USCB 2023).

The earliest topographic map from 1894 shows Glendora as a small town with a road grid and several buildings dotted throughout the landscape, both in the town and the northern foothills. The Santa Fe Railroad is marked as passing through the southern portion of the town. The Little Dalton Canyon and the Big Dalton Canyon are labeled in the mountains to the northeast, and converge near the eastern foothills, then follow the line of the present-day Big Dalton Wash, which is not officially labeled. The town remains relatively unchanged until 1925 when there are more streets and buildings. The Pacific

Electric Railway is marked coming from the west and terminates on the east side of the City, where it intersects with the Little Dalton Wash, at present-day Finkbiner Park. The Little Dalton Wash is clearly marked, coming down through the mountains, and cutting directly west through the middle of the town (NETR 2023; UCSB 2023).

Aerial imagery of the early twentieth century shows that most of the land outside of the downtown area was being used for agricultural purposes, specifically orchards. The land of the future Finkbiner Park (Park) was being utilized as an orchard with a few small residences and one larger building at the south end that resembled a barn. The Little Dalton Wash (Wash) passed through the southern portion of the park, and the Pacific Light Rail line terminated at the intersection point with the Wash. The areas of the current baseball fields were undeveloped at this time. Aside from a slow infill of additional commercial and residence developments, the area remained unchanged until the 1940s and 1950s, when the town rapidly transformed from agricultural use to housing developments. By 1949, an orchard and several residences occupied the north side of the present-day Park, but the south side no longer contained any agricultural buildings, and instead consisted of undeveloped land with some mature trees, a single baseball diamond, and an oval shaped recreational area. The 1949 image also shows that the Pacific Light Rail line no longer extended all the way to the Park, but instead terminated at the corner of the park where North Minnesota Avenue reaches its southern end point. The 1953 topographic map is the first year that the project site is formally marked as a "park." The map marks the Pacific Light Rail ending a few blocks east at Pennsylvania Avenue. In 1953 aerial imagery, the biggest change is the construction of three new buildings on the southern portion of the site. One is below the Wash and is the American Legion Building on North Cullen Avenue, and the two others were a smaller building north of the Wash, the Scout Hut, and an even smaller shed-like building just to the west of the oval-shaped surface that is no longer extant. Just to the east of where North Minnesota Avenue terminates in the park, a square outline in the field was present, likely an early iteration of the present-day tennis courts (NETR 2023; UCSB 2023).

By the mid-1960s, the north end of the orchard along East Bennet Avenue is entirely filled with single family homes and some large oak trees. Just north of the tennis courts is a U-shaped apartment complex with a courtyard that is still extant. Another building, the Youth Center, was constructed south of the Wash along East Dalton Avenue, and a third and fourth north of the Wash, near North Cullen Avenue, which appeared to be a single-family home and detached garage on the future site of the Liberty House. Overall, the entire Park is clearly defined with paved walkways connecting sections of the park to each other. The Wash is also more defined, appearing to have been graded and lined with a concrete bottom and walls, similar to its present appearance (NETR 2023; UCSB 2023).

The major changes in the 1970s are some additional paving to the west of the tennis courts near the present-day parking lot, construction of a small building (current Comfort Station) to the south of the tennis courts, and what appears to be paving over the area of the present-day playground. The Youth Center along the south side of park facing East Dalton Avenue received a rear addition and had the small field directly to the west of it be replaced with the present-day volleyball court. In the 1980s,

more pathways were installed in the north side of the park, a bridge was added over the Wash near the eastern edge of the park, the central pavilion picnic area was constructed, and three baseball diamonds were added to the southwestern corner (NETR 2023; UCSB 2023).

By the 1990s, the oak trees have matured to a point where they obscured much of the aerial views of Park on the northeastern side. Two more buildings appear to be constructed within the decade; the bandshell and a rear addition to the American Legion building. Another pedestrian bridge is added to the Wash that connects the south side of the park to East Dalton Avenue. In 2000, the skate park was constructed. The Park remains relatively unchanged until 2014, when the canopy over the picnic pavilion area is installed. By 2018, the Park is similar to its current appearance (NETR 2023; UCSB 2023).

## 3 Historic Context

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### 3.1 City of Glendora

The early establishment of the present-day Glendora occurred during the Mexican Period when land grants were dispersed and new ranchos created. In 1841, Mexican governor Juan Alvarado awarded Rancho El Susa to Luis Arenas and Rancho Azusa de Duarte to Andres Duarte, both located in the future Los Angeles County (County) in the Glendora area. Three years later, Arenas sold the western one-third of Rancho San Hose to Henry Dalton, an Englishman and merchant. Dalton also acquired the San Jose Addition, and Rancho Azusa in 1844 and renamed his lands Rancho Azusa de Dalton (Caughey 1977; Dallas 1995; Lewis Publishing Co. 1889; Zerneke 2009). Dalton owned the property until the end of the Mexican Period, which concluded with the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican American War and ceding the rancho land to the United States government. After the signing of the treaty, Dalton lost most of his assets and lived the rest of his life in poverty (City of Glendora 1999; Lewis Publishing Co. 1889; Waugh 2003).

In the 1860s, Dalton's prior land was partitioned and sold off. Four homesteads were established along the foothills that belonged to John Gassaway, Coleman Barnes, Leonidas Barnes, and John Harrar. In 1874, two men named William Bryant Cullen and John Bender, prior Confederate soldiers who came from Memphis, Tennessee, homesteaded an additional 160 acres within the area, becoming the first official permanent settlers of the future Glendora Township. Bender built his home on present day Rainbow Drive, and it was the first home constructed in Glendora. He named his family home "Springfield Ranch," which is still extant today in the northwestern part of the City. Many other homesteading families began to take residence in the area, with their land producing wheat, flax, barley, castor beans, fruit trees, and grapes. Most of these crops were sold in markets in San Bernadino and Los Angeles, which at the time were both approximately a two-day wagon ride away. As people began to settle in the area, various community buildings began to appear, including shops, a blacksmith, churches, and small residences. A schoolhouse opened on the Dalton homestead and was named the LaFetra School (City of Glendora 1999; Landers 2001; Price 2008).

The area at this time became known as Alostia but remained unincorporated. In 1885, a wealthy coal mining man from Chicago named George Dexter Whitcomb moved to the area. He bought two hundred acres at \$40 an acre which would eventually become the new town center. He named the town Glendora, devised from a combination of George Whitcomb's wife's name, Leadora, and the view of a mountain glen seen from the back of their home. Whitcomb went on to form the Glendora Land Company with two associates, John Cook, who bought land and water rights, and Merrick Reynolds, who purchased a substantial amount of land. Under the direction of the Glendora Land Company, the land in the center of town began to be cleared and plotted with streets in a grid pattern. Whitcomb named the north-south streets after places that were important to him, and east-west streets after family members (City of Glendora 1999).

In the late nineteenth century, Glendora experienced major growth as it continued to expand in population and new development. The first business built in town was a real estate office that handled the large quantity of land transactions occurring at the time. North Vista Bonita Avenue became the first business district of Glendora, with other businesses consisting of grocery, drug, and hardware stores (City of Glendora 1999).

On May 31, 1885, the Atchison, Topeka, & Santa Fe Railway Company's new train from Pasadena to San Bernardino made its first stop at the Glendora Station. The original station was a simple boxcar, but by 1888, a Victorian style station opened. This station was demolished in the 1950s. The railroad played an important role in the development of Glendora, particularly for the citrus industry (Landers 2001; Price 2008, 2012). The early years of the new century brought even further advances. In 1902, telephone services came to Glendora and the first newspaper was founded one year later, named the *Glendora Gleaner*. In 1907, the Pacific Electric Railway came to Glendora and connected the town to several other areas in Southern California including Pomona, Glendale, Newport Beach, Burbank, Van Nuys, and more (Burns 2023). A two-story hotel called the Bellevue was constructed by the Glendora Land Company on Meda Avenue between Michigan and Vista Bonita Avenues. This accommodated the influx of people traveling from the east who needed a temporary residence while constructing new homes. This hotel would later be demolished in the 1930s after a fire. Over time, Glendora's business center gravitated to the west, and several businesses were relocated to Michigan Avenue near Bennet and Meda avenues. Other structures erected or relocated were a blacksmith shop, the First National Bank, and a business block known as the Chance Building (City of Glendora 1999).

The City of Glendora (City) was officially incorporated on November 13, 1911, and the first City Hall was erected at 314 North Michigan Avenue in 1913. This building also housed the fire department, post office, police department and jail. The building is extant today and serves as the Glendora Historical Society Museum (City of Glendora 1999). By 1915, the Glendora Water Company was purchased by the City. In 1921, Glendora opened an "auto camp" along Michigan Avenue that allowed more people to come to the area by providing roadside visitors free stoves, a covered kitchen, and running water, a much cheaper alternative to expensive hotels in the City. The result of the influx of people to the area brought about a building boom that culminated in 1922 with the construction of a larger City Hall on Foothill Boulevard, designed in the Italian Renaissance Revival Style (City of Glendora 1999; Price 2008).

From the beginning of its settlement, agriculture was a major industry in Glendora. Early ranches produced vegetables and fruit, with the most popular being apricots, peaches, grapes, strawberries, and prunes (City of Glendora 1999). By the turn of the twentieth century, the California citrus industry had made its way to Glendora and become established within the City. In 1923, the Glendora Fruit Exchange was created when the Glendora Citrus Association and Glendora Heights Orange and Lemon Growers Association joined forces to build their own packing house. This was a popular practice at the time to keep production, manufacturing, and shipping of citrus fruits in-house. Glendora went on to produce over one million boxes of fruit per year and established many packing houses throughout the



City to meet those demands. The Glendora Mutual Orange Association marketed under the Azusa-Covina-Glendora Fruit exchange, which shipped 1,117 cars of oranges and 30 cars of lemons in 1927. At the industry's peak in 1947, Glendora has more than 5,000 acres of orange and lemon groves, as well as six packing houses producing 78,000 tons of citrus per year. In the 1940s and 1950s, the citrus industry began its decline due to a tree disease that destroyed many of the crops, combined with the rising costs of labor and water (LAT 1987; Landers 2001; LAT 1927).

During World War II, Glendora hosted a Civilian Public Service Camp located in Big Dalton Canyon. This Camp hosted conscientious objectors. Camp attendees had to pay a fine worked as medical study subjects or worked on civilian infrastructure projects to avoid being drafted by the Selective Service Act. Sometimes family members or religious sponsors would pay the fine for the individual. This was the only way to avoid reporting to the draft without being subjected to imprisonment in punishment camps. At the Camp in Glendora, the men were not treated well or paid for their work. In 1946, the objectors led a series of strikes in response to two other workers being sent to a punishment camp without any official legal proceedings. The strikes were also fueled by a lack of paid accident compensation and medical care for the workers who were physically abused by supervisors. These strikes began in Glendora and then spread around the nation at other camps. Despite the end of World War II in 1945, the Camp held the men until December of 1946 (Glendora Strikers 1946; LAT 1941; SBCS 1946).

At the end of the war, veterans returned to the area with the hopes of buying a home and starting a family. Nearby areas of Pasadena, Arcadia, Monrovia, and Temple City began to see significant increases in property values, making developers consider Glendora as a more cost-effective location for new home construction. By 1953, residential subdivisions began to appear north of Glendora's central downtown. To the north of East Leodora Avenue, along North Glendora Avenue, a residential subdivision replaced the orchards and fields. By the 1960s, the developments stretched north past Sierra Madre Avenue. Between 1965 and 1975, the town extended further west approaching the neighboring town of Azusa, further replacing agricultural fields with more post-war housing. By the late 1970s, most of the agricultural land in the northern foothills was gone. Between 2005 and 2009 the last of the remaining agricultural land between Glendora and Azusa was fully filled in north of the 210 freeway, east of North Pasadena Avenue in Azusa, and west of North Yucca Ridge Road in Glendora (NETR 2023).

## 3.2 The Role of Flood Control in Glendora

The main wash channels that run through the City of Glendora are the Big Dalton Wash and Little Dalton Wash. Both washes travel from the foothills in northeastern Glendora to the southwest, converging with the San Dimas Wash from the east to form the collective Big Dalton Wash. The Big Dalton Wash continues further southwest where it intersects the Walnut Creek Channel just west of West Covina. This becomes the Walnut Creek soft bottom channel, which feeds into the San Gabriel

River just a couple miles west. The San Gabriel River eventually empties into the Pacific Ocean in Long Beach (Gumprecht 2001).

In the early days of Glendora, the Big and Little Dalton Wash served as natural water thoroughfares through the town from the mountains and were used by farmers to irrigate their fields. As the town developed with more buildings and infrastructure, the area needed protection from flooding during big storms. Before the formation of a formal district, the washes were relatively unmanaged and caused large amounts of damage (Gumprecht 2001).

Prior to the flood that impacted Los Angeles County in 1914, little had been done to develop a comprehensive approach to flood control within the Los Angeles basin. Although the land used for agricultural purposes occasionally flooded, this was generally tolerated by farmers. However, the 1914 flood destroyed 35 bridges, including one of the main thoroughfare bridges in Glendora, and washed out more than 100 roads (Gumprecht 2001). The flood caused over \$10 million worth of structural damage and captured the attention of residents more seriously for the first time. Comprehensive flood control improvements were recognized as necessary. On June 12, 1915, the Los Angeles County Flood Control District (LACFCD) was created by an Act of the California legislature and was given the responsibility for flood control and water conservation in the Los Angeles County Area (Hedger and Emery 1975). LACFCD's boundaries encompassed an area of 2,760 square miles. To accomplish both flood control and water conservation, the District was empowered to have perpetual succession, purchase and dispose of property, acquire property through eminent domain, construct and maintain public works, issue bonds, borrow money, and levy taxes (Van Wormer 1985).

Once the district was formed, debate ensued regarding the best method to address the flood risk. On one side, the engineers stated that efforts should be focused on impounding water in the mountains while the opposition argued that money and effort would be better spent on modifying and fortifying the river channels (Gumprecht 2001). Flooding in January 1916 forced the issue to resolution and by January 1917 LACFCD adopted its first comprehensive plan for flood control, which was revised and expanded several times over the ensuing years. The flooding of 1916 also led to the establishment of the Glendora Flood Control Association with a goal of constructing check dams in the Big and Little Dalton canyons to help with water conservation and flood control, based on success seen in other areas utilizing this program (Los Angeles Evening Express 1916).

Between 1918 and 1924, LACFCD constructed three concrete arched gravity dams: Devil's Gate; San Dimas Canyon Dam; and a reservoir at Live Oak Canyon, as well as over 3,800 check dams in 66 different canyons (Van Wormer 1985). From 1928-1929, the Big Dalton Dam, located northeast of Glendora, was also constructed (Exhibit 1) (Monrovia Daily News 1926).



**Exhibit 1. Big Dalton Dam (Los Angeles County Library 1928)**

By the 1930s, the public was less supportive of the LACFCD efforts and voted down bond issues that would have given the LACFCD more money for projects. In August 1933, LACFCD also made an appeal for funds from the federal government, which was denied (Van Wormer 1985). After a heavy rain in 1934 that killed 49 people and destroyed just under 200 homes, the district reached out to the federal government for emergency assistance and requested 19.3 million under the Emergency Relief Appropriation Act, a Depression-era recovery program established by Congress. After this, LACFCD put forth their refined and expanded comprehensive plan that included 64 separate projects and cost just under \$1 billion (Gumprecht 2001).

In July of 1935, Congress approved nearly \$14 million in Works Progress Administration (WPA) funds for the 14 most pressing projects in the LACFCD plan. In 1936, through the passage of the Flood Control Act, Congress expanded the duties of the United States Army Corps of Engineers (USACE) from just providing emergency relief to helping establish permanent flood control projects (Turhollow 1975).

In 1937, Chief Engineer C.H. Howell presented a ten-year flood control program to the County Board of Supervisors. Work for Glendora included a proposed retarding basin at the Little Dalton and Big

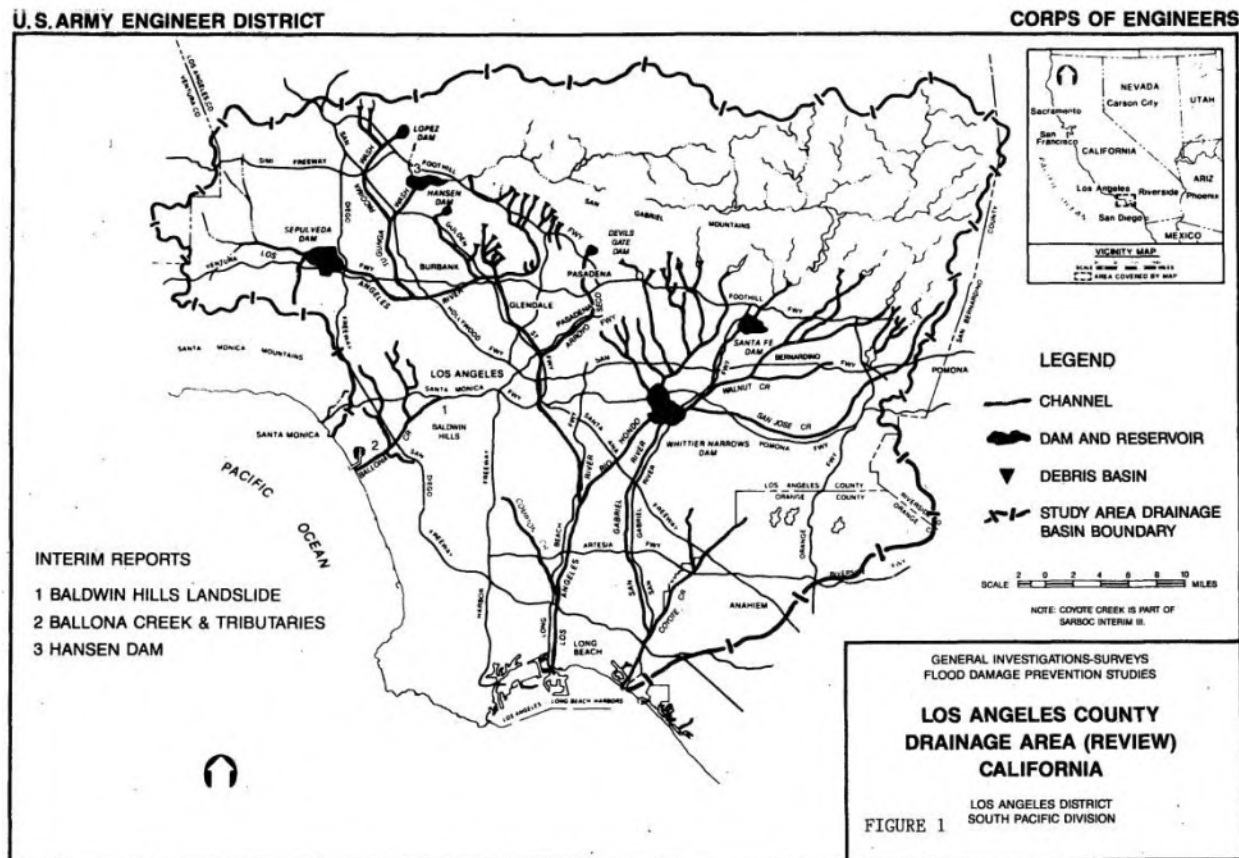
Dalton Washes in Glendora. This comprehensive plan was estimated to cost \$70 million (Turhollow 1975).

After coming up with project reports to address some of the major issues in the Los Angeles area, Congress approved the Los Angeles County Drainage Area (LACDA) Project in 1941. In total, the plans developed included the construction of five major flood control dams, 205 miles of concrete channels, 90 miles of leveed channels and 22 debris basins (Turhollow 1975).

While plans for work on the Big and Little Dalton Wash were proposed as a part of improvements to the San Gabriel River as tributaries, major improvements to Glendora did not come until the mid-century when the washes were officially channelized (Monrovia Daily News-Post June 1940). In the 1930s and 1940s, the Washes underwent projects that reconstructed embankments, installed wire fencing, and utilized concrete conduits, but this was the extent of the earlier work (Monrovia Daily News-Post July 1940). It was not until the 1950s when County supervisors began condemnation proceedings to acquire parcels of land needed for officially establishing the right-of-way for both Washes. Under the LACFCD's plans, the work was to begin downstream with the Walnut Creek inlet and continue upstream through the Walnut Creek Channel to the Big Dalton Wash, and then through the junction of the Big and Little Dalton Washes and the San Dimas Wash. Work on the Washes included creating rectangular reinforced concrete-lined channels ranging from 10 to 60 feet wide and from 8 to 14 feet deep (The Pomona Progress Bulletin 1955).

In 1958, project bids were opened for the construction of the Harrow Debris Basin and Channel and the Harrow Canyon storm drain in Glendora. This project, as a part of Glendora's flood control network, scheduled construction for a debris basin, compacted earth filled dam, spillway and outlet works, reinforced concrete pipe conduit, and fencing and supportive fixtures (Covina Argus 1958). Upon channelization completion in the 1960s, the entire system from the canyons above Glendora and San Dimas to the San Gabriel River functioned much more efficiently and prevented future major flooding events (Covina Argus 1958).

The USACE subsequently led additional flood-control efforts on watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers which were developed as part of the LACDA. By 1967, LACDA flood-control projects were almost entirely complete (Exhibit 2), (Turhollow 1975:319).



**Exhibit 2. Map showing the extent of the LACDA Project (USACE 1991)**

### 3.3 Project Site Historic Context

#### 3.3.1 Development of the Little Dalton Wash

The Little Dalton Wash (Wash) originates from the foothills of the mountains to the northeast of Glendora, in Little Dalton Canyon. It is a natural flowing wash that flows southwest and then turns directly west across the City towards the neighboring City of Azusa and officially terminates at the San Gabriel River. While the Wash is not officially marked on the Glendora topographic map until 1925, it is first mentioned in local newspapers in 1907 when work began on a bridge that crossed the Wash along Azusa Avenue in Azusa (LAT 1907). It is also mentioned in 1909 when one of the first bridges in Glendora along Michigan Avenue went out during a large storm (LAT 1909). Also in 1909, a concrete bridge was constructed across the Wash in Azusa on Cerritos Street for \$5,000 (Los Angeles Harold 1909). In 1910, the Board of Supervisors of Los Angeles County announced a notice of intention to form a storm water district that would include use of the Wash for drainage, and to protect towns people from its flooding during large rainstorms (Covina Argus 1910). In 1914, a bad storm flooded out the Wash, causing 10 feet deep trenches to be cut out on Broadway and over saturating several orchards. In addition to larger storms, many citrus growers were regularly concerned about the Wash's

inability to prevent water from flooding their fields. Despite the damage that the unregulated Little Dalton Wash caused to the town, a plan to manage it was not put forward until the 1930s (Covina Argus 1935).

In 1930, a new bridge was constructed across the Wash on Citrus Avenue (Covina Argus 1930). In 1934, another surge of big storms caused numerous bridge wash outs and damage along the properties adjacent to the Wash (Covina Argus 1934). Also in 1934, there was a 10-cent increase to the local flood control district tax to begin planning repairs and improvements to storm and flood management (Monrovia News-Post 1934). The County established flood control stations throughout the region. A patrol station was constructed at 5<sup>th</sup> street in Azusa along the Wash. In 1935, County supervisors approved an improvement project that would cover a portion of the Wash between Glendora and Azusa in a concrete conduit, and pave Foothill Boulevard. It would involve 11,100 cubic yards of excavation, placement of 3,880 cubic yards of concrete and construction of almost 11,000 feet of pipeline and wire fencing (The Pomona Progress Bulletin 1935). However, just a few months later, the project was postponed. The work was reinstated in 1937 as a part of a larger project consisting of an open concrete conduit starting at the mouth of the Little Dalton Canyon and extending seven miles through Glendora towards Azusa. The Wash was to be constructed approximately 10 to 30 feet wide with a depth of seven feet and a cost of \$430,000. This project required procuring easements on 26 different parcels throughout the town (LAT 1959).

In 1949, a condemnation of 13 parcels in Azusa was ordered to make way for a realignment and improvement of the Wash. This project straightened out the Wash between Azusa Avenue and a point north of Bonita Avenue. In the 1950s, the Wash was still experiencing issues with flooding, so the City engineer conducted a study to determine the possibility of cutting channels into the bank of the Wash. In 1958, the LACFCD proposed to realign the Wash to a covered flood control channel along the Old Pacific Electric right-of-way. Although this plan was never realized, in 1959, an agreement was reached for the construction of a covered channel segment in the downtown area of Glendora. Over time, as other flood water infrastructure was installed in Glendora, the Wash was used as a convergence point for channels to express water from the area, such as the Harrow Debris Basin and Channel. In 1959, a construction project for the Big Dalton Wash began which also included improvements to the Little Dalton Wash and its debris basin at the north end. That same year, 8.5 acres of land was condemned in Azusa to construct a further extension of the Wash on the southern side of the City (LAT 1959).

In 1960, the Wash underwent a large, two-phase, \$2.5 million project overseen by the USACE. The project overhauled the main portion of the Wash running through Glendora. The project required acquisition of several parcels of the Wash right-of-way by the County. The overall project improved the existing earth channel of pipe and wire revetment running north of and through the City to a junction with the Big Dalton Wash near Azusa Avenue. The original channel was considered to be below capacity for the amount of runoff it needed to accommodate. The new channel followed the same route, with some minor deviations, and was constructed of open reinforced concrete. It was close to 6 miles in length with a depth of 8 to 12 feet, and a width of 10 to 20 feet. A permanent inlet

structure at the channel was constructed at Lorraine Avenue (LAT 1960). Several buildings and streets throughout the City were modified or demolished as a part of the project. At the completion of the project, the Wash was turned over from the USACE to the local Flood Control District for operation and maintenance. By the end of 1960, five bridges were constructed over the Wash at Ben Lomond Avenue, Gladstone Street, Lark Ellen Avenue, Leadora Avenue, and Loraine Avenue. By January 1961, Little Dalton Wash was completed as three segments: Loraine Ave. to Cullen Ave., Cullen Ave. to 5th St., and 5th St. to Big Dalton Wash (USACE 1991).

In 1966, the bridge over Gladstone Street was widened to accommodate four lanes of traffic (LAT 1966). In 1963, the County Board of Supervisors approved the installation of protective chain-link fencing along the Wash in Glendora and Azusa. The fence covered nearly six miles of length and stood at five feet tall (LAT 1963).

In the 1970s, several other projects were completed related to the Wash. In 1972, a pedestrian bridge was built over the Wash in Glendora's shopping district. In 1973, a \$77,000 contract was awarded to construct a road in the basin of the Wash located 400 feet west of Barranca Avenue and Heber Street. Another road was constructed in the Halls Canyon Channel (LAT 1973). A ramp down into the Wash was constructed on the south side west of Barranca Avenue (Daily News-Post 1973). In 1975, plans called for the installation of a concrete cover over the Wash in the area of downtown Glendora, covering two blocks of the 20-foot-wide channel from Vista Bonita Avenue to Vermont Avenue. This allowed more development and use of the land downtown, which was highly desired by merchants and townspeople (LAT 1975).

### 3.3.2 Development of Finkbiner Park

By the 1930s in the United States, parks were seen as a fundamental element of urban life. As people began to develop neighborhoods, they began to prioritize recreation areas, leading to an increase in park facilities. During and after the Great Depression, leisure time increased as people retired earlier and lived longer. City infrastructure was also improving, and parks became an area to facilitate "useful" activities, such as first aid classes, physical fitness programs, and club gathering points (Cranz 1982).

The City Beautiful Movement, a movement popular from the 1890s through the 1920s, sparked an interest in urban planning focusing on making more livable cities which combined design with social and civic issues. It not only improved a city's overall appearance, but incorporated civic centers, parks, and grand boulevards into design considerations. The movement fell out of popularity by World War I, but cities like Chicago and Washington D.C. serve as examples of transformed cities with integration of automobile networks with outdoor spaces (Blumberg 2019).

The County of Los Angeles Park and Recreation system began with the establishment of the County Board of Forestry in 1911. Their primary responsibility was planting roadside trees and plants. It was succeeded by the Office of County Forester by 1920, and by 1922, began putting aside land to develop parks, such as Big Pine Recreation Camp. By 1929, the Department of Recreation, Camps, and

Playgrounds was established and focused on the creation and improvement of park sites in the mountainous and lowland areas of the County. Federal funds provided through the Works Progress Administration (WPA) and Emergency Conservation Act program also made significant development of park, beach, and recreation areas possible during the Great Depression. By 1944, the department overseeing parks and recreation areas became the County of Los Angeles Department of Parks and Recreation. As of 2016, the County Department owns 180 parks which includes natural areas, wildlife sanctuaries, arboreta and botanic gardens, and local, community, and regional parks; in addition to cultural venues (County of Los Angeles Department of Parks and Recreation n.d.; Gruendyke 1946; County of Los Angeles Department of Parks and Recreation 2023).

Finkbiner Park (Park) was established in 1949 and was originally named Recreation Park. Although it was developed after the establishment of the County of Los Angeles Parks and Recreation Department and the City Beautiful Movement, it was developed with the same civic focused ideals. Its development aligned with both beautifying the City and making it more livable. As the City began to shift from an agricultural to residential focus, the Park provided dedicated space for locals to gather and participate in recreational activities. The Park is the City's oldest park and was the only one in existence for several years (Reyes 2022). The land the Park now occupies was part of a larger strip of land donated to Henry Huntington and the Pacific Electric Railway to encourage the extension of the railroad from Monrovia to Glendora. During the early twentieth century, the property was used to store Red Rail line cars. In these early years, the only recreational component on the site was a softball field diamond that the Railroad permitted the City to construct and use (Reyes 2022). Eventually, the City purchased the land from the Southern Pacific Railroad, the successor to Pacific Electric Railway (Glendora Historical Society 2020).

The Glendora Chamber of Commerce helped foster a general community interest in developing the land into a dedicated park and recreation center and raised funds to make this possible. During the 1940s, the U.S. found itself involved in World War II, fostering a new sense of community awareness in small communities like Glendora, which was still a town of only 3,000 people. Plans for the Park sparked enough interest that it became the first major town project to be undertaken during the decade. The City reclaimed and repurchased the land from the Pacific Electric Railway right-of-way for \$6,000. The Park's development was slow in these early years with the onset of World War II. However, local volunteers, such as Fred Long, City Clerk of Glendora, donated time and services by planting many of the oak trees seen in the Park today. In the following years, the City decided to close off Minnesota Avenue and enlarge the Park. This included establishing a fund to create a roller-skating area on the newly expanded land. Mrs. Eugene Underhill funded the construction of a water line for the Park's first drinking fountain, and Charles Gordon fundraised for the installation of lighting on the baseball field (The Glendoran 2003).

In 1950, the Frank J. Gard family made a generous donation that led to the construction of the American Legion Building. That same year, Rolfe Bidwell, the City's first lawyer donated funds to construct the Rotary Scout Hut, and the La Fetra Family donated money to build the tennis courts. Also



in the early 1950s, Andy Fay and Bill Siebert brought Little League Baseball to the Park, starting a small local league. Norma Caranda, a local contractor, built the original dugouts which were present on site for several years (The Glendoran 2003).

In the 1960s, Harriet Geyer and the Glendora Coordinating Council raised money to construct the Youth Center, which was later renovated in the 1980s with Federal grant funds. In 1966, the Frank J. Gard Post of the American Legion donated the Legion Memorial Building to the City. The Women's Auxiliary of the same post donated funds to purchase the playground equipment. The Legion Memorial Building was also remodeled in the 1980s using Federal grant funds (The Glendoran 2003).

In 1978, the City expanded the size of the Park by purchasing an additional three acres to the northeast, known today as West Oaks Grove, which was owned by the West Family. This grove was named the West Oaks Grove after former Glendora Mayor Mill West and contained 83 oak trees. The City also raised money in the 1970s to construct a snack stand and restroom facility adjacent to the main baseball diamond (The Glendoran 2003; Glendora Historic Preservation Committee. n.d).

On September 6, 1980, the name of the Park was officially changed from Recreation Park to Joe M. Finkbiner Municipal Park, in honor of Joe M. Finkbiner, Mayor of Glendora who served for 16 years (1964-1980) alongside an additional four years as a City Council member (1960-1964) (LAT 1980). In 1982, the Community Services Commission, under Chairman Dee Hupp, formed a committee to begin discussing constructing a bandshell. The committee was successful and a bandshell was constructed near the West Oaks Grove, funded by community member donations to house summer concerts. The effort was led by Larry Glenn, who served three terms as Mayor of Glendora and for whom the bandshell is named in honor of. The Scout Hut was found to be in deteriorating condition in the late 1980s, and a campaign led by the Glendora Rotary Club was formed to address these concerns (The Glendoran 2003).

In 1990, the old Scout Hut was razed, and a new building project was led by contractor and Rotarian, Keith Van Vilet. The building was constructed by Forestwood Construction and designed by Jackson K. Walters. In 1999, a new \$154,000 skatepark was funded and opened in 2000 (Reyes 2022; Glendora Historical Society 2020; The Glendoran 2003).

## 4 Identified Resources

Two built environment resources over 50 years old were identified within the project APE: Finkbiner Park (1949) and the Little Dalton Wash (1961). A detailed description of each resource is provided below.

### 4.1 Finkbiner Park

The table below provides a photograph (column 1) and description (column 2) of each component of the Park as identified on Figure 4 with additional details regarding the accessory buildings and structures.

#### 1 – Athletic Fields (c.1949-c.1971)



*Overview of baseball fields, facing west.*



*Overview of concessions and restroom building, facing northeast.*

The current athletic field area includes four baseball fields. The fields are arranged in four corners of an open field area. Each field contains a chain link fence, two dugouts, and sets of metal bleachers.

The southwest corner field also has a small concessions and restrooms building constructed out of brick with a flat roof and three concessions windows.

Alterations:

- Concessions and Restrooms constructed (1971)
- Two additional fields constructed (1985)
- One additional constructed (1997)

**2 - Basketball Court (c.1949)**



*Overview of basketball court, facing south.*

The basketball court is concrete with green and red painted court lines and two hoops.

Alterations:

- Modernized and updated (new court painted) (2012)

**3 - Tennis Courts (c.1953)**



*Overview of tennis courts, facing west.*

The tennis court area contains two courts constructed out of a concrete slab and painted court lines. There is one net at the center of each court. A chain link fence surrounds the courts.

Alterations:

- Grass courts replaced with concrete courts (circa 1985)

**4 - Comfort Station (c.1978)**



*Overview of restroom building, facing east.*

The Comfort Station is one-story in height. It is constructed out of brick and has a low-pitch gable roof with deep overhangs and exposed wood rafter tails. The north elevation has two recessed entryways leading to the restrooms. The west elevation has a set of unglazed double doors leading to a storage area. The east elevation has one unglazed door. The south elevation has one set of small metal doors.

Alterations:

None documented or observed

**5 – Skate Park (c.2000)**



*Overview of skate park, facing south.*

The Skate Park is constructed out of concrete with various ramps, rails, and other small metal and concrete features. The area is surrounded by a chain link fence.

Alterations:  
None documented or observed

**6 - Larry R. Glenn Memorial Bandshell (2005)**



*Overview of bandshell facing southwest.*

This standalone bandshell is constructed out of rough-faced CMUs. It has a recessed stage area with a tiered ceiling clad in stucco. At the rear of the stage area is a roll-up metal door. On either side of the stage are two large pillars. The stage is accessed from the southeast by a set of stairs and from the northwest by a handicap accessible ramp. There are multiple plaques attached to the bandshell that have various information about the bandshell and its construction. It was designed by Norman R. Nichols, AIA and constructed by Morillo Construction Company.

Alterations:  
None documented or observed

**7 – Shade Canopy (c.2014)**



*Overview of shade canopy, facing west.*

The current shade canopy features a metal support structure with a central metal pier with eight cylindrical posts surrounding it. The canopy is made of eight tension held triangular shaped canvas sheets. A concrete slab forms the base. Picnic tables are clustered beneath the canopy.

Alterations:  
In 1980, the original concrete pad for a patio area was located at the same location as the canopy. This concrete pad was replaced with the current pad and canopy in 2014.

**8 - Rotary Scout Hut (1990)**



*Overview of Rotary Scout Hut building, facing northeast.*

This one-story building is constructed out of brick with a CMU foundation and has a medium-pitched cross gabled roof with the gables clad in wooden board and batten siding. The roof has exposed wooden rafter tails. Aluminum windows are present throughout and appear to be original to the building. The main entry door is sheltered by the roof gable and this area also contains a plaque. To the south of the main entry door is a small area enclosed with CMU and two metal gates that has two additional entry doors. The rear elevation has two exit doors. The building was designed by Jackson K. Walters and constructed by Forestwood Construction.

**Alterations:**

The Rotary Scout Hut was originally constructed in 1953 but was demolished due to deteriorating condition and reconstructed in 1990.

**9 - Youth Center (1965)**



*Overview of the Youth Center, facing northeast.*

This building is one-story in height and clad in painted brick veneer. It features multiple rooflines including a flat roof in the rear and hipped roof with a gabled clerestory cap over the main body of the house. The hipped roof section of the building has overhanging eaves with exposed wood rafter tails. Fenestration consists of nearly floor-to-ceiling aluminum windows, and two fixed replacement vinyl windows. The main entry on the south elevation contains glass and metal replacement double-entry doors. The remaining elevations feature simple, unglazed entry doors. The main entry area also has planters constructed of the same brick as the building.

**Alterations:**

None documented or observed

**10 – West Oaks Grove (1978)**



*Overview of West Oaks Grove, facing west.*

The West Oaks Grove features mature trees. The ground in this section of the Park is predominantly covered with mulch and has concrete landscape edging in some areas. Concrete pathways with metal lampposts and picnic tables are located throughout the area.

Alterations:  
None documented or observed

**11 - American Legion Building, Post 475 (1966)**



*Overview of American Legion Building, facing northwest.*

The building is a one-story building constructed out of CMU and painted brick veneer. The building has multiple rooflines with hipped and gabled sections. The roof also features exposed wood rafter tails. Windows throughout primarily consist of metal sash and casements, with some windows replaced with vinyl. The main (east) elevation contains a recessed main entryway with a set of metal double-doors with side lights. The south elevation contains a brick chimney. The rear elevation has an access ramp, stairs, and metal double-doors. Directly adjacent to the west elevation is a set of batting cages.

Alterations:  
None documented or observed

**12 - Liberty House (2017)**



*Overview of Liberty House, facing northwest.*

This is a one-story building with a very simple rectangular floor plan with a small adjacent restroom building of the same design. The building contains a low-pitched metal gable roof and stucco exterior cladding with faux stone cladding on the lowest third of all elevations. Vinyl windows are present throughout the building as well as five sets of vinyl double doors. The restroom building has two unglazed access doors. The rear of the building is enclosed with a chain link fence and contains a concrete patio, canopy, and grassy area.

Alterations:  
None documented or observed

**Street Lights (c.1980)**



*Example of light post in West Oaks Grove section of the Park, facing north.*

Ornamental street lights are located throughout the Park, with the majority concentrated around the West Oaks Grove and Bandshell areas

The lights have fluted metal posts with acorn globe lights. While their exact date of construction is unknown, they were like installed in circa 1980, when the walking paths were established throughout the West Oaks Grove.

Alterations:  
None documented or observed

**Hardscape Features (various dates)**



*Overview of Wall and Walkways in West Oaks Grove, facing northwest.*

Hardscape features around the Park include concrete walkways, sidewalks, and benches. There is also a wall that defines the northeast corner of the Park. These features appear to be modern and not of historic age.

Alterations:  
None documented or observed



*Example of concrete Park bench, facing southeast.*

**Commemorative Markers and Signage  
(various dates)**



*Overview of Finkbiner Marker, facing southwest.*



*Overview of American Legion Statue, facing northwest.*

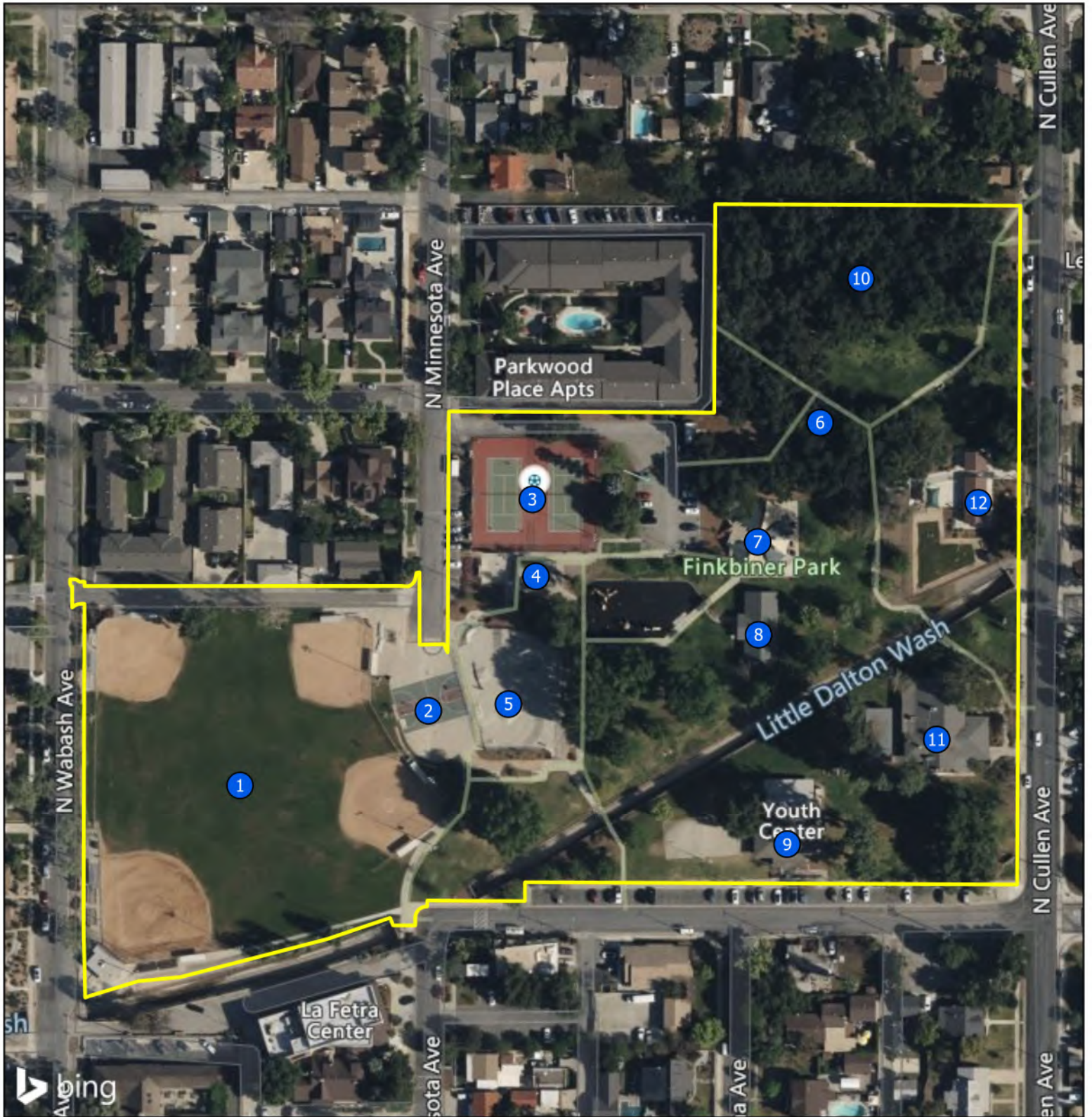


*Overview of "Glendora Recreation Park" marker, facing northeast.*

There are a variety of commemorative markers and signage throughout the Park. These elements vary in materials, size, and function. Examples of these include the Finkbiner Park signs placed at entry points to the Park, markers with informational plaques throughout the Park, and an American Legion statue/monument. All of these elements appear to be modern additions to the Park and are not of historic age.

Alterations:  
None documented or observed

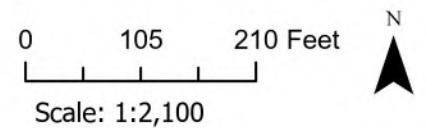




Source: Bing Aerial Imagery 2023

Finkbiner Stormwater Capture Project

Figure 4. Sketch Map of Finkbiner Park



- # Buildings and Areas
  - ▭ Finkbiner Park Boundary
- Buildings and Areas**

1. Athletic Field (c.1949, c. 1985, 1997)
2. Basketball Court (c. 1949, 2012)
3. Tennis Courts (c. 1953, c.1985)
4. Comfort Station (c. 1978)

5. Skate Park (c. 2000)
6. Larry R. Glenn Memorial Bandshell (2005)
7. Shade Canopy (c.1980, c. 2014)
8. Rotary Scout Hut (c. 1953)
9. Youth Center (1965)
10. West Oak Grove (c. 1978)
11. American Legion Building, Post 475 (1966)
12. Liberty House (2017)



## 4.2 Little Dalton Wash

The segment of Little Dalton Wash (Wash) within the APE runs from the northeast to the southwest through the southern portion of Finkbiner Park. This section of the Wash is lined with concrete floor and walls and is bordered by chain link and black metal fencing. North Wabash Avenue, East Dalton Avenue, and North Cullen Avenue all cross over the Wash near the Park. Two additional pedestrian bridges cross over the Wash: one between East Dalton Avenue and the skate park, and the other to the north of the American Legion Building.

The Little Dalton Wash starts in the San Gabriel Mountains to the north of Glendora and terminates at the San Gabriel River after traveling through the cities of Glendora, Azusa and Irwindale. While most of the Wash is above ground, there are a few instances where it goes underground before it terminates at the San Gabriel River. While a complete survey of the entirety of the Wash was not completed as part of this effort, aerial photography review completed as part of this project indicates that the Wash is predominately concrete-lined and follows its original alignment (Exhibits 2-5).



**Exhibit 3. Overview of Little Dalton Wash, facing southwest.**



**Exhibit 4. Overview of Little Dalton Wash, facing northeast.**



**Exhibit 5. Overview of Little Dalton Wash pedestrian crossing from East Dalton Avenue to Skatepark, facing southwest.**



**Exhibit 6. Overview of pedestrian crossing north of American Legion Building, facing southwest.**

## 5 Significance Evaluations

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### 5.1 Finkbiner Park

#### 5.1.1 NRHP, CRHR, and City Designation Criteria

The following presents an evaluation of the Park in consideration of NRHP, CRHR and City of Glendora designation criteria. Criteria discussions are combined whenever possible to avoid repetitive text.

***NRHP Criterion A. That are associated with events that have made a significant contribution to the broad patterns of our history.***

***CRHR Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.***

***City Criterion 1. The proposed preserved features exemplify or reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage.***

The Park was established in 1949 as Recreation Park, comprised of a group of parcels put aside for leisure and recreational activities. It was Glendora's first park, and its only park for several years following its establishment. The Park was constructed shortly after World War II when the City was transitioning from agricultural to residential development. While this occurred after the establishment of the County of Los Angeles Parks and Recreation Department and the City Beautiful Movement, it was developed with the same civic focused ideals. The Park land was carved out in the middle of a residential area, and since 1949, additional buildings and facilities were added to support the continued use of the Park. The various building types and recreation areas on site fit the needs of local residents, and provide areas to play sports, host performances, serve as a gathering place for groups like Boy Scouts and Veterans, and feature large open greenspaces for people to enjoy leisure time and congregate close to their homes. Several of the buildings and facilities were constructed based upon the efforts of local councils or community members who raised or donated funds, demonstrating the community's investment in the Park and its significance as an important public space in Glendora. Furthermore, the theme of recreation continues at the Park today with recent fields for baseball and softball leagues, installation of a playground, and the construction of a skate park.

Due to the specific dedication of the land to be used as a Park during Glendora's transition from agricultural to residential development, its progressive development over time, its importance as a public space and recreation area for the City, and its continued use by locals and maintenance by the City, the Park is an important feature of Glendora's historical development and cultural heritage. While its significance does not rise to the level of significance required for NRHP and CRHR designation under Criterion A/1, the Park appears to be eligible at the local level under City Criterion 1.

***NRHP Criterion B. That are associated with the lives of persons significant in our past.***

***CRHR Criterion 2. Is associated with the lives of persons important in our past.***

***City Criterion 2. The proposed preserved features are identified with persons or events significant in local state or national history.***

To be found eligible under B/2 a property has to be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. Prior to 1980, the Park was named Recreation Park. On September 6, 1980, the name of the Park was officially changed to Joe M. Finkbiner Municipal Park, in honor of Joe M. Finkbiner, Mayor of Glendora for 16 years from 1964-1980 and City Council Member from 1960-1964. Finkbiner is most well-known for his lengthy and influential political career in Glendora. However, the renaming of the Park is a symbolic gesture to acknowledge Finkbiner's local accomplishments, and is not directly associated with Finkbiner's work or productive life.

Archival research failed to indicate any other such direct association with individuals that are known to be historic figures at the national, state, or local level. While some of the buildings are associated with local citizens who led the efforts for their construction or aided in donating or raising funds, none of these individuals were found to be important historic figures. Therefore, the Park is not eligible under NRHP Criterion B, CRHR Criterion 2, or City Criterion 2.

***NRHP Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.***

***CRHR Criterion 3. 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.***

***City Criterion 3. The proposed features embody distinctive characteristics of a style, type, period or method of construction or are valuable examples of the use of indigenous materials or craftsmanship.***

***City Criterion 4. The proposed preserved features are representative of the notable work of a builder, designer or architect.***

The Park was established in 1949 and currently contains over 12 different buildings, structures, and other features such as landscape, hardscape, streetlights and signage that were constructed between 1949 and 2017. Most of the buildings on site were constructed between 1949 and 1966, including the Tennis Courts (c. 1953), Basketball Court (c.1949), West Oaks Grove (1978), Concessions Stand (1971) at the baseball field, Youth Center (1965), and American Legion Building (1966). No evidence was found

to suggest that the Park was planned and designed as a cohesive community park. It began in 1949 with a single baseball field. Over the next several decades, additional single buildings and recreation areas were constructed to support the continued use of the Park. Although most development occurred in the 1960s, there does not appear to have been a master plan of development for the Park. Further, archival research did not reveal any association with a landscape architect or planner. The ongoing changes made to the park over time, has resulted in an overall lack of architectural and aesthetic cohesion.

While the buildings within the Park all share a general Mid-Century Modern architectural design aesthetic, they lack architectural merit both individually and as a group, and do not serve as a good representation of a type, period, or method of construction. Further, the buildings are not architecturally cohesive and several exhibit modifications including replaced windows. Finally, none of the identified architects and builders associated with the Park are notable or master architects. Therefore, the Park is not eligible under NRHP Criterion C, CRHR Criterion 3, or City Criteria 3 and 4.

***NRHP Criterion D. That have yielded, or may be likely to yield, information important in prehistory or history.***

***CRHR Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.***

There is no evidence that the Park has the potential to yield information important to national, state or local history. Therefore, it appears ineligible under NRHP Criterion C, CRHR Criterion 3, and City Criteria 3 and 4.

## 5.1.2 Integrity

**Location:** The Park retains integrity of location. It is situated in its original location in its original orientation.

**Design:** The Park lacks integrity of design. The Park was not master-planned or designed with a cohesive appearance and several individual buildings and features were added over the span of several decades with some modified since their original construction.

**Setting:** The Park retains integrity of setting. It was constructed following World War II when Glendora was transitioning from an agricultural focus to single-family suburban homes, and it remains situated in a residential neighborhood.

**Materials:** The Park has diminished integrity of materials. Some buildings have window replacements, and some of the features, such as the tennis courts, have been remodeled over time.

**Workmanship:** The Park retains integrity of workmanship. Evidence of the original craftsmanship of the buildings, recreation areas, and landscape elements remain intact.

**Feeling:** The Park retains integrity of feeling. It still feels like a suburban park in a residential neighborhood.

**Association:** The Park retains integrity of association. Although the Park has been modified over the years with the addition of various buildings and structures, it still maintains its association as Glendora's first park and as an important public space and recreation area for the community.

### 5.1.3 Statement of Significance

Finkbiner Park (Park) includes 12 buildings, structures, and landscape features, as well as various hardscapes features, lighting, and commemorative markers and signage that were evaluated as a single resource in consideration of NRHP, CRHR, and City of Glendora designation criteria.

The Park was found eligible for local designation under City Criterion 1 as Glendora's first park and an important feature of Glendora's historical development and cultural heritage. Finkbiner Park retains its historic integrity and ability to convey important historical associations at the local level of significance. The Park does not, however, appear to meet any NRHP or CRHR designation criteria.

The Park's identified period of significance is from 1949 to 1978. This period of significance captures the original development of the Park in 1949 and ends with the acquisition of the West Oaks Grove section of the Park in 1978. The acquisition of the West Oaks Grove section of the Park created the current park footprint.

While there are multiple buildings, structures, features, and recreational areas throughout the Park, these components were constructed at different times and lack architectural cohesion. Archival research also failed to indicate the use of a landscape designer or strategic park planning in the Park's conception. Rather, it appears that various elements of the park were constructed/modified as needed. Therefore, none of the existing built environment within the Park contribute to its local historical significance. The character-defining features of Finkbiner Park are limited to its boundary/footprint and its function as a community park.



## 5.2 Little Dalton Wash

### 5.2.1 NRHP, CRHR, and City Designation Criteria

The following presents an evaluation of the Little Dalton Wash (Wash) in consideration of NRHP, CRHR, and City of Glendora designation criteria. Criteria discussions are combined whenever possible to avoid repetitive text.

***NRHP Criterion A. That are associated with events that have made a significant contribution to the broad patterns of our history***

***CRHR Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.***

***City Criterion 1. The proposed preserved features exemplify or reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage.***

Little Dalton Wash was completed in January 1961 as part of the LACDA Project, which included the construction of five major flood control dams, 205 miles of concrete channels, 90 miles of leveed channels and 22 debris basins (Turhollow 1975). The LAR Channel was previously found eligible for the NRHP within the context of the LACDA Project without fully evaluating the LACFCD system as a whole (USACE 2019). By extension, it appears that the larger LACDA Project could be an historic district that is significant under Criterion A for its important influence on the development of the Los Angeles region with a period of significance of 1936-1967. However, the level of effort required to make a determination on the eligibility of the entire LACDA Project is beyond the scope of this project. Based on Little Dalton Wash's construction as part of the LACDA Project and its important contributions to flood control in Glendora/the greater Los Angeles region, the Wash appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a contributor to the LACDA Project.

***NRHP Criterion B. That are associated with the lives of persons significant in our past.***

***CRHR Criterion 2. Is associated with the lives of persons important in our past.***

***City Criterion 2. The proposed preserved features are identified with persons or events significant in local state or national history.***

There is no evidence that Little Dalton Wash is associated with any person significant in national, state, or local history. Therefore, the Wash appears ineligible under NRHP Criterion B, CRHR Criterion 2, and City Criterion 2.

***NRHP Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.***

***CRHR Criterion 3. 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.***

***City Criterion 3. The proposed features embody distinctive characteristics of a style, type, period or method of construction or are valuable examples of the use of indigenous materials or craftsmanship.***

***City Criterion 4. The proposed preserved features are representative of the notable work of a builder, designer or architect.***

Little Dalton Wash is a simple concrete box channel that does not embody any distinctive or important character-defining features representative of an architectural style. Nor does it appear to be an engineering “prototype,” as was the finding for the LAR Channel. Although Little Dalton Wash is representative of a common type of concrete channel constructed as part of the LACDA Project, it does not possess high artistic value, does not represent an important method of construction, and is not known to be the work of a master engineer. Therefore, the Wash appears ineligible under NRHP Criterion C, CRHR Criterion 3, and City Criteria 3 and 4.

***NRHP Criterion D. That have yielded, or may be likely to yield, information important in prehistory or history.***

***CRHR Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.***

There is no evidence that Little Dalton Wash has the potential to yield information important to national, state or local history. Therefore, it appears ineligible under NRHP Criterion D and CRHR Criterion 4.

## 5.2.2 Integrity

**Location:** The Wash is located in the same location in which it was constructed/channelized and it retains integrity of location.

**Design:** The Wash maintains its original design as a simple concrete channel and retains integrity. Although modifications have been made to the Wash since its original construction, these did not impact the integrity of the original design.

**Setting:** The Wash maintains its setting, which has greatly evolved throughout its period of significance as Glendora transitioned from an agricultural landscape to a residential and commercial City.

**Materials:** The Wash maintains integrity of materials as nearly all of its original materials (primarily concrete) remain intact.

**Workmanship:** The Wash maintains integrity of workmanship, which is limited based on the property type.

**Feeling:** The Wash maintains integrity of feeling, as it still feels like a concrete channel from the mid-century.

**Association:** The Wash maintains its important historical associations with the LACDA Project (1936-1967) and its important contribution to the development of major flood control infrastructure in Los Angeles.

### 5.2.3 Statement of Significance

Working with the assumption that the larger LACDA Project is an historic district that is significant under Criterion A for its important influence on the development of the Los Angeles region, Little Dalton Wash appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a contributor to the potential LACDA Project with important contributions to flood control in Glendora/the greater Los Angeles region. The Little Dalton Wash appears ineligible as an individual resource.

The period of significance for the LACDA project is from 1936 to 1967. Starting with the passage of the federal Flood Control Act and ending when the LACDA Project was brought to completion.

Little Dalton Wash's character-defining features include its alignment, concrete channelization, and its connection to the larger LACDA.

## 6 Findings

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### 6.1 Identified Resources

Two built environment resources were identified within the APE as a result of this study:

**Finkbiner Park** was found eligible for local designation under City Criterion 1 as Glendora's first park and an important feature of Glendora's historical development and cultural heritage. Finkbiner Park retains its historic integrity and ability to convey important historical associations at the local level of significance. Therefore, while Finkbiner Park is not considered a historic property under Section 106 of the NHPA, it is considered a historical resource under CEQA.

**Little Dalton Wash** appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a potential contributor to the LACDA Project with important contributions to flood control in Glendora/the greater Los Angeles region. Therefore, Little Dalton Wash is considered an historic property under Section 106 of the NHPA and a historical resource under CEQA.

### 6.2 Analysis of Potential Adverse Effects/Impacts

The proposed project will not result in a significant impact to Finkbiner Park, as the project will not cause any changes to the park's character-defining features, which are limited to its most basic elements, including its footprint and function as a city park. None of the elements of the park proposed for modification as part of the project (i.e., features of the ballpark, basketball court, picnic areas, landscaping, and hardscaping) contribute to the historical significance of the park. Therefore, the proposed project will result in a less than significant impact to this historical resource under CEQA.

The proposed project will not adversely impact any character-defining features of Little Dalton Wash that contribute to its significance under NRHP Criterion A, including its alignment and its connection to the larger LACDA. Nor will the proposed project significantly impact its basic material, which is limited to concrete. None of the new proposed project elements affecting the Wash (i.e., installation of the small cast-in-place concrete wall and outlet for the gravity pipe) will impact the important character-defining features of the Wash or the larger LACDA. Therefore, the proposed project will result in no adverse effects on historic properties under Section 106 of the NHPA and no significant impacts to historical resources under CEQA.

In conclusion, the proposed project will result in no adverse effects to historic properties under Section 106 of the NHPA and no significant impacts to historical resources under CEQA.

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Appendix A  
DPR Forms: Finkbiner Park and Little  
Dalton Wash

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State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 24 \*Resource Name or #: (Assigned by recorder) Finkbiner Park

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Glendora Date 2023 T 01 N ; R 09 W;  of  of Sec 30; MD B.M..

c. Address 160 North Wabash Avenue City Glendora Zip 91741

d. UTM: Zone 11S , 420676.87 mE/ 3777769.76 mN

e. Other Locational Data:

The subject property is located on is located on the east side of North Wabash Avenue, north of Foothill Boulevard, west of North Cullen Avenue, and south of East Bennett Avenue in the City of Glendora.

\*P3a. Description:

The subject property is an urban park that contains multiple buildings, open spaces, recreational facilities, athletic fields, parking lots, commemorative elements, signage elements and paths of circulation (see Continuation Sheet).

\*P3b. Resource Attributes: (List attributes and codes) HP31. Urban Open Space; HP13 Community Center/Social Hall; HP30: Trees/Vegetation; HP10. Theater

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Photograph 1. Overview of park signage, facing southwest (South Environmental 2023)



\*P6. Date Constructed/Age and

Source:  Historic  Prehistoric  Both  
1949 (NETR 2023)

\*P7. Owner and Address:

City of Glendora  
116 E. Foothill Blvd  
Glendora, CA 91741

\*P8. Recorded by:

Sarah Corder  
South Environmental  
2061 N. Los Robles Ave.  
Ste. 205  
Pasadena, CA 91104

\*P9. Date Recorded:

3/17/2023

\*P10. Survey Type: Intensive

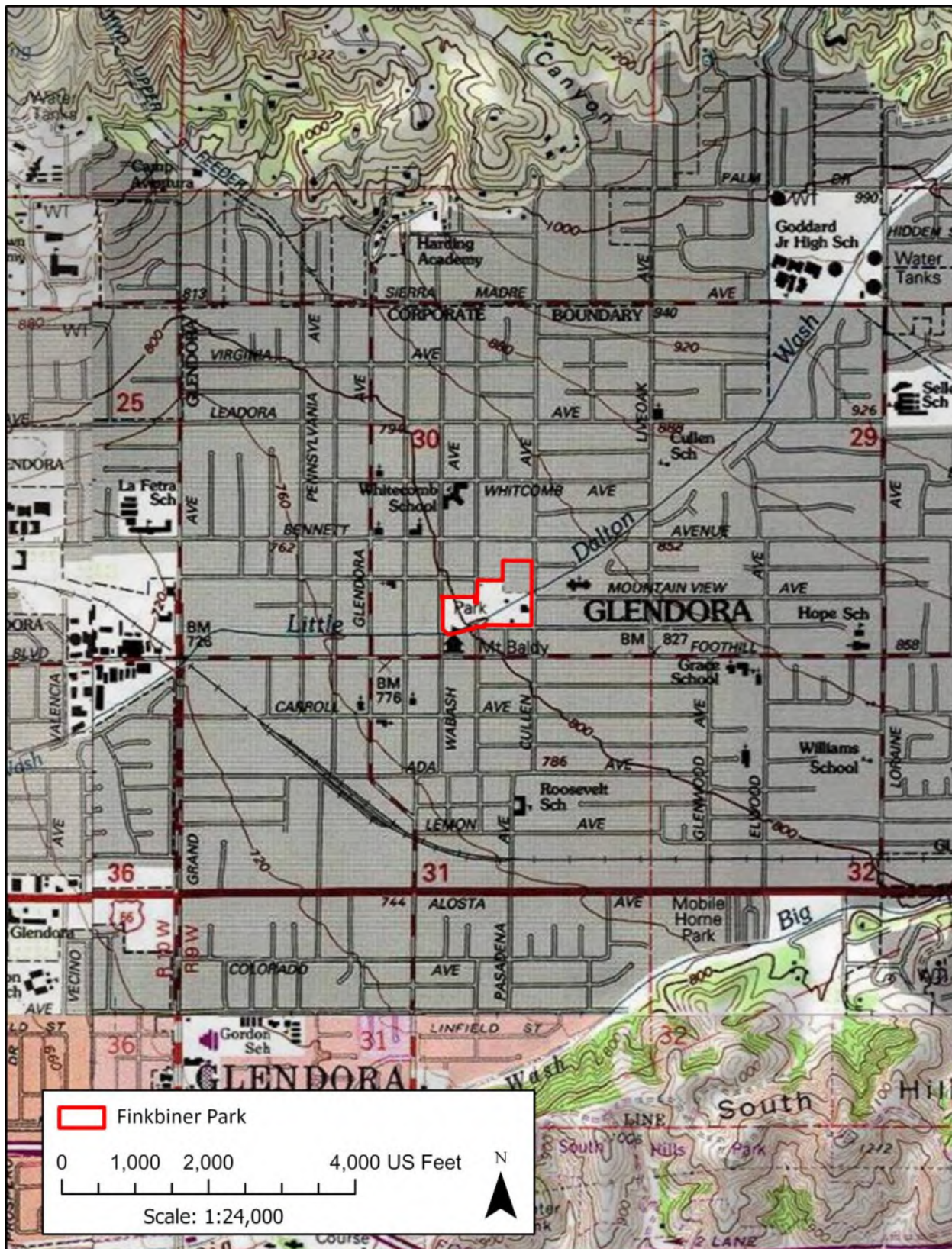
\*P11. Report Citation:  
Historic Built Environment  
Report for the Finkbiner  
Stormwater Capture  
Project, City of Glendora,  
Los Angeles County,

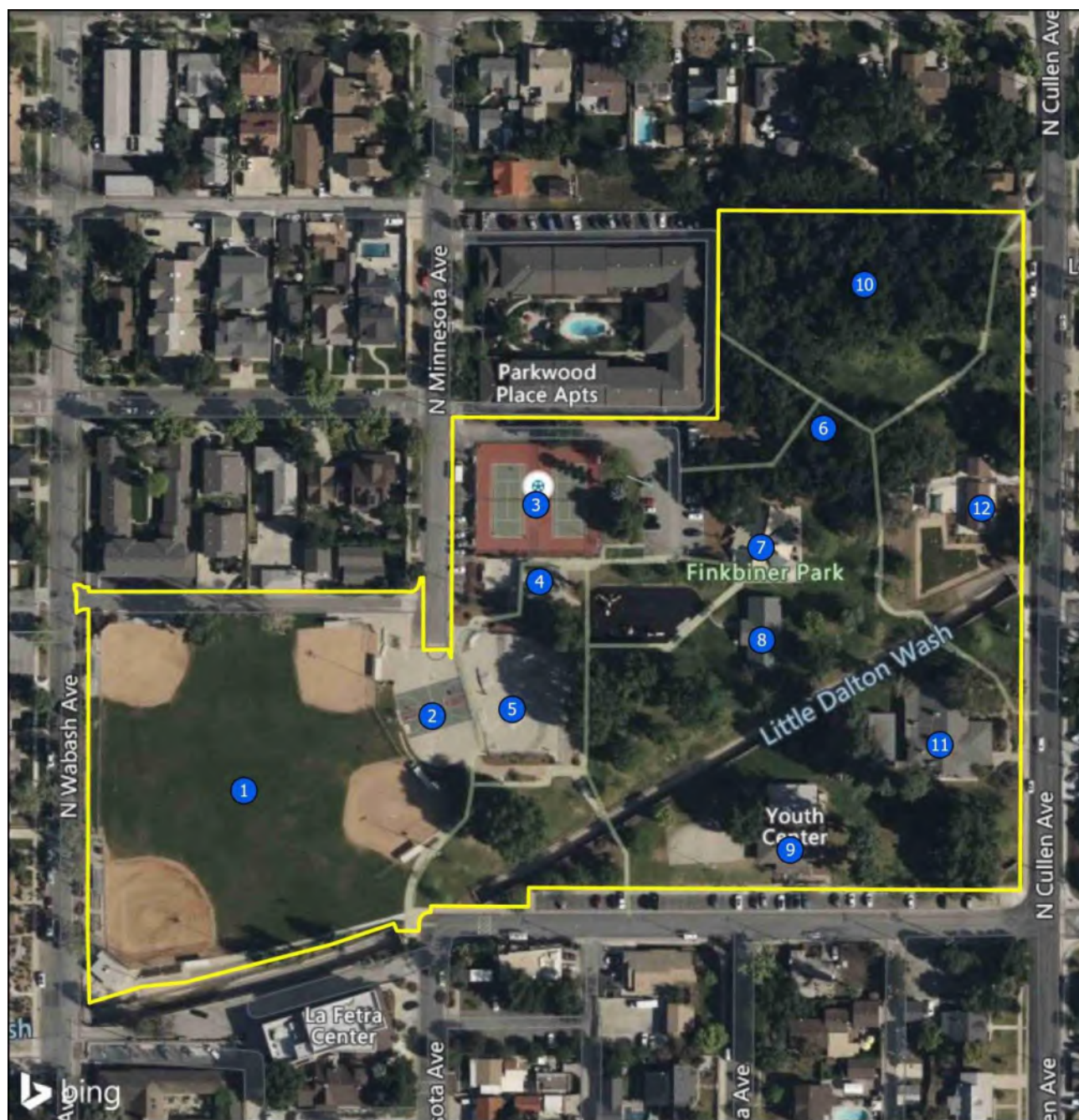
California (South Environmental 2023)

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List): Sketch Map





Source: Bing Aerial Imagery 2023

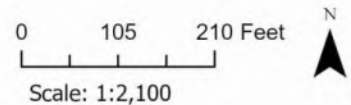
Finkbiner Stormwater Capture Project

**Figure 4. Sketch Map of Finkbiner Park**

- # Buildings and Areas
- Finkbiner Park Boundary

**Buildings and Areas**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1. Athletic Field (c.1949, c. 1985, 1997)</li> <li>2. Basketball Court (c. 1949, 2012)</li> <li>3. Tennis Courts (c. 1953, c.1985)</li> <li>4. Comfort Station (c. 1978)</li> </ul> | <ul style="list-style-type: none"> <li>5. Skate Park (c. 2000)</li> <li>6. Larry R. Glenn Memorial Bandshell (2005)</li> <li>7. Shade Canopy (c.1980, c. 2014)</li> <li>8. Rotary Scout Hut (c. 1953)</li> <li>9. Youth Center (1965)</li> <li>10. West Oak Grove (c. 1978)</li> <li>11. American Legion Building, Post 475 (1966)</li> <li>12. Liberty House (2017)</li> </ul> |
|--|---|



**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # Finkbiner Park \*NRHP Status Code 6Z

Page 4 of 24

B1. Historic Name: Recreation Park  
B2. Common Name: Finkbiner Park  
B3. Original Use: Park B4. Present Use: Park

\*B5. Architectural Style: n/a

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
Development of the park began in 1949 and the first buildings were constructed prior to 1953 (NETR 2023). For additional details see continuation sheets.

\*B7. Moved? No Yes Unknown Date: n/a Original Location: n/a

\*B8. Related Features:

B9a. Architect: n/a b. Builder: n/a

\*B10. Significance: Theme n/a Area n/a Period of Significance n/a Property Type n/a Applicable Criteria n/a

**Historical Overview of the City of Glendora**

The early establishment of the present-day Glendora occurred during the Mexican Period when land grants were dispersed and new ranchos created. In 1841, Mexican governor Juan Alvarado awarded Rancho El Susa to Luis Arenas and Rancho Azusa de Duarte to Andres Duarte, both located in the future Los Angeles County (County) in the Glendora area. Three years later, Arenas sold the western one-third of Rancho San Jose to Henry Dalton, an Englishman and merchant. Dalton also acquired the San Jose Addition, and Rancho Azusa in 1844 and renamed his lands Rancho Azusa de Dalton (Caughey 1977; Dallas 1995; Lewis Publishing Co. 1889; Zerneck 2009). Dalton owned the property until the end of the Mexican Period, which concluded with the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican American War and ceding the rancho land to the United States government. After the signing of the treaty, Dalton lost most of his assets and lived the rest of his life in poverty (City of Glendora 1999; Lewis Publishing Co. 1889; Waugh 2003).

B11. Additional Resource Attributes: (List attributes and codes) n/a

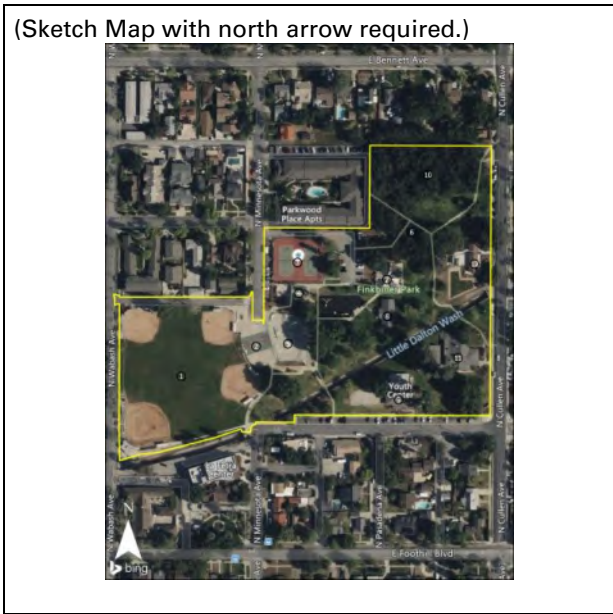
\*B12. References: See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Marlena Krcelich and Sarah Corder, South Environmental

\*Date of Evaluation: 5/20/2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: Finkbiner Park

Page 5 of 24

### \*P3a. Description (Continued):

The table below provides a photograph (column 1) and description (column 2) of each component of the Park as identified on Figure 4 with additional details regarding the accessory buildings and structures.

#### 1 - Athletic Fields (c.1949-c.1971)



*Overview of baseball fields, facing west.*



*Overview of concessions and restroom building, facing northeast.*

The current athletic field area includes four baseball fields. The fields are arranged in four corners of an open field area. Each field contains a chain link fence, two dugouts, and sets of metal bleachers.

The southwest corner field also has a small concessions and restrooms building constructed out of brick with a flat roof and three concessions windows.

#### Alterations:

- Concessions and Restrooms constructed (1971)
- Two additional fields constructed (1985)
- One additional constructed (1997)

## CONTINUATION SHEET

Property Name: Finkbiner Park

Page 6 of 24

### 2 - Basketball Court (c.1949)



*Overview of basketball court, facing south.*

The basketball court is concrete with green and red painted court lines and two hoops.

#### Alterations:

- Modernized and updated (new court painted) (2012)

### 3 - Tennis Courts (c.1953)



*Overview of tennis courts, facing west.*

The tennis court area contains two courts constructed out of a concrete slab and painted court lines. There is one net at the center of each court. A chain link fence surrounds the courts.

#### Alterations:

- Grass courts replaced with concrete courts (circa 1985)

## CONTINUATION SHEET

Property Name: Finkbiner Park

Page 7 of 24

### 4 - Comfort Station (c.1978)



*Overview of restroom building, facing east.*

The Comfort Station is one-story in height. It is constructed out of brick and has a low-pitch gable roof with deep overhangs and exposed wood rafter tails. The north elevation has two recessed entryways leading to the restrooms. The west elevation has a set of unglazed double doors leading to a storage area. The east elevation has one unglazed door. The south elevation has one set of small metal doors.

Alterations:

None documented or observed

### 5 - Skate Park (c.2000)



*Overview of skate park, facing south.*

The Skate Park is constructed out of concrete with various ramps, rails, and other small metal and concrete features. The area is surrounded by a chain link fence.

Alterations:

None documented or observed



## CONTINUATION SHEET

Property Name: Finkbiner Park

Page 8 of 24

### 6 - Larry R. Glenn Memorial Bandshell (2005)



*Overview of bandshell facing southwest.*

This standalone bandshell is constructed out of rough-faced CMUs. It has a recessed stage area with a tiered ceiling clad in stucco. At the rear of the stage area is a roll-up metal door. On either side of the stage are two large pillars. The stage is accessed from the southeast by a set of stairs and from the northwest by a handicap accessible ramp. There are multiple plaques attached to the bandshell that have various information about the bandshell and its construction. It was designed by Norman R. Nichols, AIA and constructed by Morillo Construction Company.

Alterations:

None documented or observed

### 7 - Shade Canopy (c.2014)



*Overview of shade canopy, facing west.*

The current shade canopy features a metal support structure with a central metal pier with eight cylindrical posts surrounding it. The canopy is made of eight tension-held triangular shaped canvas sheets. A concrete slab forms the base. Picnic tables are clustered beneath the canopy.

Alterations:

In 1980, the original concrete pad for a patio area was located at the same location as the canopy. This concrete pad was replaced with the current pad and canopy in 2014.

## CONTINUATION SHEET

Property Name: Finkbiner Park

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### 8 - Rotary Scout Hut (1990)



*Overview of Rotary Scout Hut building, facing northeast.*

This one-story building is constructed out of brick with a CMU foundation and has a medium-pitched cross gabled roof with the gables clad in wooden board and batten siding. The roof has exposed wooden rafter tails. Aluminum windows are present throughout and appear to be original to the building. The main entry door is sheltered by the roof gable and this area also contains a plaque. To the south of the main entry door is a small area enclosed with CMU and two metal gates that has two additional entry doors. The rear elevation has two exit doors. The building was designed by Jackson K. Walters and constructed by Forestwood Construction.

#### Alterations:

The Rotary Scout Hut was originally constructed in 1953 but was demolished due to deteriorating condition and reconstructed in 1990.

## CONTINUATION SHEET

Property Name: Finkbiner Park

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### 9 - Youth Center (1965)



*Overview of the Youth Center, facing northeast.*

This building is one-story in height and clad in painted brick veneer. It features multiple rooflines including a flat roof in the rear and hipped roof with a gabled clerestory cap over the main body of the house. The hipped roof section of the building has overhanging eaves with exposed wood rafter tails. Fenestration consists of nearly floor-to-ceiling aluminum windows, and two fixed replacement vinyl windows. The main entry on the south elevation contains glass and metal replacement double-entry doors. The remaining elevations feature simple, unglazed entry doors. The main entry area also has planters constructed of the same brick as the building.

#### Alterations:

None documented or observed

### 10 - West Oaks Grove (1978)



*Overview of West Oaks Grove, facing west.*

The West Oaks Grove features mature trees. The ground in this section of the Park is predominantly covered with mulch and has concrete landscape edging in some areas. Concrete pathways with metal lampposts and picnic tables are located throughout the area.

#### Alterations:

None documented or observed

## CONTINUATION SHEET

Property Name: Finkbiner Park

Page 11 of 24

### 11 - American Legion Building, Post 475 (1966)



*Overview of American Legion Building, facing northwest.*

The building is a one-story building constructed out of CMU and painted brick veneer. The building has multiple rooflines with hipped and gabled sections. The roof also features exposed wood rafter tails. Windows throughout primarily consist of metal sash and casements, with some windows replaced with vinyl. The main (east) elevation contains a recessed main entryway with a set of metal double-doors with side lights. The south elevation contains a brick chimney. The rear elevation has an access ramp, stairs, and metal double-doors. Directly adjacent to the west elevation is a set of batting cages.

Alterations:

None documented or observed

### 12 - Liberty House (2017)



*Overview of Liberty House, facing northwest.*

This is a one-story building with a very simple rectangular floor plan with a small adjacent restroom building of the same design. The building contains a low-pitched metal gable roof and stucco exterior cladding with faux stone cladding on the lowest third of all elevations. Vinyl windows are present throughout the building as well as five sets of vinyl double doors. The restroom building has two unglazed access doors. The rear of the building is enclosed with a chain link fence and contains a concrete patio, canopy, and grassy area.

Alterations:

### CONTINUATION SHEET

Property Name: Finkbiner Park

Page 12 of 24

	None documented or observed
<p><b>Street Lights (c.1980)</b></p>  <p><i>Example of light post in West Oaks Grove section of the Park, facing north.</i></p>	<p>Ornamental street lights are located throughout the Park, with the majority concentrated around the West Oaks Grove and Bandshell areas</p> <p>The lights have fluted metal posts with acorn globe lights. While their exact date of construction is unknown, they were like installed in circa 1980, when the walking paths were established throughout the West Oaks Grove.</p> <p>Alterations:</p> <p>None documented or observed</p>
<p><b>Hardscape Features (various dates)</b></p>  <p><i>Overview of Wall and Walkways in West Oaks Grove, facing northwest.</i></p>	<p>Hardscape features around the Park include concrete walkways, sidewalks, and benches. There is also a wall that defines the northeast corner of the Park. These features appear to be modern and not of historic age.</p> <p>Alterations:</p> <p>None documented or observed</p>

## CONTINUATION SHEET

Property Name: Finkbiner Park

Page 13 of 24



*Example of concrete Park bench, facing southeast.*

### **Commemorative Markers and Signage (various dates)**



*Overview of Finkbiner Marker, facing southwest.*

There are a variety of commemorative markers and signage throughout the Park. These elements vary in materials, size, and function. Examples of these include the Finkbiner Park signs placed at entry points to the Park, markers with informational plaques throughout the Park, and an American Legion statue/monument. All of these elements appear to be modern additions to the Park and are not of historic age.

Alterations:

None documented or observed

## CONTINUATION SHEET

Property Name: Finkbiner Park

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*Overview of American Legion Statue, facing northwest.*



*Overview of "Glendora Recreation Park" marker, facing northeast.*

### **B10. Significance (Continued) :**

In the 1860s, Dalton's prior land was partitioned and sold off. Four homesteads were established along the foothills that belonged to John Gassaway, Coleman Barnes, Leonidas Barnes, and John Harrar. In 1874, two men named William Bryant Cullen and John Bender, prior Confederate soldiers who came from Memphis, Tennessee, homesteaded an additional 160 acres within the area, becoming the first official permanent settlers of the future Glendora Township. Bender built his home on present day Rainbow Drive, and it was the first home constructed in Glendora. He named his family home "Springfield Ranch," which is still extant today in the northwestern part of the City. Many other homesteading families began to take residence in the area, with their land producing wheat, flax, barley, castor beans, fruit trees, and grapes.

## CONTINUATION SHEET

Property Name: Finkbiner Park

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Most of these crops were sold in markets in San Bernadino and Los Angeles, which at the time were both approximately a two-day wagon ride away. As people began to settle in the area, various community buildings began to appear, including shops, a blacksmith, churches, and small residences. A schoolhouse opened on the Dalton homestead and was named the LaFetra School (City of Glendora 1999; Landers 2001; Price 2008).

The area at this time became known as Alostia but remained unincorporated. In 1885, a wealthy coal mining man from Chicago named George Dexter Whitcomb moved to the area. He bought two hundred acres at \$40 an acre which would eventually become the new town center. He named the town Glendora, devised from a combination of George Whitcomb's wife's name, Leadora, and the view of a mountain glen seen from the back of their home. Whitcomb went on to form the Glendora Land Company with two associates, John Cook, who bought land and water rights, and Merrick Reynolds, who purchased a substantial amount of land. Under the direction of the Glendora Land Company, the land in the center of town began to be cleared and plotted with streets in a grid pattern. Whitcomb named the north-south streets after places that were important to him, and east-west streets after family members (City of Glendora 1999).

In the late nineteenth century, Glendora experienced major growth as it continued to expand in population and new development. The first business built in town was a real estate office that handled the large quantity of land transactions occurring at the time. North Vista Bonita Avenue became the first business district of Glendora, with other businesses consisting of grocery, drug, and hardware stores (City of Glendora 1999).

On May 31, 1885, the Atchison, Topeka, & Santa Fe Railway Company's new train from Pasadena to San Bernardino made its first stop at the Glendora Station. The original station was a simple boxcar, but by 1888, a Victorian style station opened. This station was demolished in the 1950s. The railroad played an important role in the development of Glendora, particularly for the citrus industry (Landers 2001; Price 2008, 2012). The early years of the new century brought even further advances. In 1902, telephone services came to Glendora and the first newspaper was founded one year later, named the Glendora Gleaner. In 1907, the Pacific Electric Railway came to Glendora and connected the town to several other areas in Southern California including Pomona, Glendale, Newport Beach, Burbank, Van Nuys, and more (Burns 2023). A two-story hotel called the Bellevue was constructed by the Glendora Land Company on Meda Avenue between Michigan and Vista Bonita Avenues. This accommodated the influx of people traveling from the east who needed a temporary residence while constructing new homes. This hotel would later be demolished in the 1930s after a fire. Over time, Glendora's business center gravitated to the west, and several businesses were relocated to Michigan Avenue near Bennet and Meda avenues. Other structures erected or relocated were a blacksmith shop, the First National Bank, and a business block known as the Chance Building (City of Glendora 1999).

The City of Glendora (City) was officially incorporated on November 13, 1911, and the first City Hall was erected at 314 North Michigan Avenue in 1913. This building also housed the fire department, post office, police department and jail. The building is extant today and serves as the Glendora Historical Society Museum (City of Glendora 1999). By 1915, the Glendora Water Company was purchased by the City. In 1921, Glendora opened an "auto camp" along Michigan Avenue that allowed more



## CONTINUATION SHEET

Property Name: Finkbiner Park

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people to come to the area by providing roadside visitors free stoves, a covered kitchen, and running water, a much cheaper alternative to expensive hotels in the City. The result of the influx of people to the area brought about a building boom that culminated in 1922 with the construction of a larger City Hall on Foothill Boulevard, designed in the Italian Renaissance Revival Style (City of Glendora 1999; Price 2008).

From the beginning of its settlement, agriculture was a major industry in Glendora. Early ranches produced vegetables and fruit, with the most popular being apricots, peaches, grapes, strawberries, and prunes (City of Glendora 1999). By the turn of the twentieth century, the California citrus industry had made its way to Glendora and become established within the City. In 1923, the Glendora Fruit Exchange was created when the Glendora Citrus Association and Glendora Heights Orange and Lemon Growers Association joined forces to build their own packing house. This was a popular practice at the time to keep production, manufacturing, and shipping of citrus fruits in-house. Glendora went on to produce over one million boxes of fruit per year and established many packing houses throughout the City to meet those demands. The Glendora Mutual Orange Association marketed under the Azusa-Covina-Glendora Fruit exchange, which shipped 1,117 cars of oranges and 30 cars of lemons in 1927. At the industry's peak in 1947, Glendora has more than 5,000 acres of orange and lemon groves, as well as six packing houses producing 78,000 tons of citrus per year. In the 1940s and 1950s, the citrus industry began its decline due to a tree disease that destroyed many of the crops, combined with the rising costs of labor and water (LAT 1987; Landers 2001; LAT 1927).

During World War II, Glendora hosted a Civilian Public Service Camp located in Big Dalton Canyon. This Camp hosted conscientious objectors. Camp attendees had to pay a fine worked as medical study subjects or worked on civilian infrastructure projects to avoid being drafted by the Selective Service Act. Sometimes family members or religious sponsors would pay the fine for the individual. This was the only way to avoid reporting to the draft without being subjected to imprisonment in punishment camps. At the Camp in Glendora, the men were not treated well or paid for their work. In 1946, the objectors led a series of strikes in response to two other workers being sent to a punishment camp without any official legal proceedings. The strikes were also fueled by a lack of paid accident compensation and medical care for the workers who were physically abused by supervisors. These strikes began in Glendora and then spread around the nation at other camps. Despite the end of World War II in 1945, the Camp held the men until December of 1946 (Glendora Strikers 1946; LAT 1941; SBSC 1946).

At the end of the war, veterans returned to the area with the hopes of buying a home and starting a family. Nearby areas of Pasadena, Arcadia, Monrovia, and Temple City began to see significant increases in property values, making developers consider Glendora as a more cost-effective location for new home construction. By 1953, residential subdivisions began to appear north of Glendora's central downtown. To the north of East Leodora Avenue, along North Glendora Avenue, a residential subdivision replaced the orchards and fields. By the 1960s, the developments stretched north past Sierra Madre Avenue. Between 1965 and 1975, the town extended further west approaching the neighboring town of Azusa, further replacing agricultural fields with more post-war housing. By the late 1970s, most of the agricultural land in the northern foothills was gone. Between 2005 and 2009 the last

## CONTINUATION SHEET

Property Name: Finkbiner Park

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of the remaining agricultural land between Glendora and Azusa was fully filled in north of the 210 freeway, east of North Pasadena Avenue in Azusa, and west of North Yucca Ridge Road in Glendora (NETR 2023).

### Development of Finkbiner Park

By the 1930s in the United States, parks were seen as a fundamental element of urban life. As people began to develop neighborhoods, they began to prioritize recreation areas, leading to an increase in park facilities. During and after the Great Depression, leisure time increased as people retired earlier and lived longer. City infrastructure was also improving, and parks became an area to facilitate "useful" activities, such as first aid classes, physical fitness programs, and club gathering points (Cranz 1982).

The City Beautiful Movement, a movement popular from the 1890s through the 1920s, sparked an interest in urban planning focusing on making more livable cities which combined design with social and civic issues. It not only improved a city's overall appearance, but incorporated civic centers, parks, and grand boulevards into design considerations. The movement fell out of popularity by World War I, but cities like Chicago and Washington D.C. serve as examples of transformed cities with integration of automobile networks with outdoor spaces (Blumberg 2019).

The County of Los Angeles Park and Recreation system began with the establishment of the County Board of Forestry in 1911. Their primary responsibility was planting roadside trees and plants. It was succeeded by the Office of County Forester by 1920, and by 1922, began putting aside land to develop parks, such as Big Pine Recreation Camp. By 1929, the Department of Recreation, Camps, and Playgrounds was established and focused on the creation and improvement of park sites in the mountainous and lowland areas of the County. Federal funds provided through the Works Progress Administration (WPA) and Emergency Conservation Act program also made significant development of park, beach, and recreation areas possible during the Great Depression. By 1944, the department overseeing parks and recreation areas became the County of Los Angeles Department of Parks and Recreation. As of 2016, the County Department owns 180 parks which includes natural areas, wildlife sanctuaries, arboreta and botanic gardens, and local, community, and regional parks; in addition to cultural venues (County of Los Angeles Department of Parks and Recreation n.d.; Gruendyke 1946; County of Los Angeles Department of Parks and Recreation 2023).

Finkbiner Park (Park) was established in 1949 and was originally named Recreation Park. Although it was developed after the establishment of the County of Los Angeles Parks and Recreation Department and the City Beautiful Movement, it was developed with the same civic focused ideals. Its development aligned with both beautifying the City and making it more livable. As the City began to shift from an agricultural to residential focus, the Park provided dedicated space for locals to gather and participate in recreational activities. The Park is the City's oldest park and was the only one in existence for several years (Reyes 2022). The land the Park now occupies was part of a larger strip of land donated to Henry Huntington and the Pacific Electric Railway to encourage the extension of the railroad from Monrovia to Glendora. During the early twentieth century, the property was used to store Red Rail line cars. In these early years, the only recreational component on the site was a softball field diamond that the Railroad permitted the City to construct and

## CONTINUATION SHEET

Property Name: Finkbiner Park

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use (Reyes 2022). Eventually, the City purchased the land from the Southern Pacific Railroad, the successor to Pacific Electric Railway (Glendora Historical Society 2020).

The Glendora Chamber of Commerce helped foster a general community interest in developing the land into a dedicated park and recreation center and raised funds to make this possible. During the 1940s, the U.S. found itself involved in World War II, fostering a new sense of community awareness in small communities like Glendora, which was still a town of only 3,000 people. Plans for the Park sparked enough interest that it became the first major town project to be undertaken during the decade. The City reclaimed and repurchased the land from the Pacific Electric Railway right-of-way for \$6,000. The Park's development was slow in these early years with the onset of World War II. However, local volunteers, such as Fred Long, City Clerk of Glendora, donated time and services by planting many of the oak trees seen in the Park today. In the following years, the City decided to close off Minnesota Avenue and enlarge the Park. This included establishing a fund to create a roller-skating area on the newly expanded land. Mrs. Eugene Underhill funded the construction of a water line for the Park's first drinking fountain, and Charles Gordon fundraised for the installation of lighting on the baseball field (The Glendoran 2003).

In 1950, the Frank J. Gard family made a generous donation that led to the construction of the American Legion Building. That same year, Rolfe Bidwell, the City's first lawyer donated funds to construct the Rotary Scout Hut, and the La Fetra Family donated money to build the tennis courts. Also in the early 1950s, Andy Fay and Bill Siebert brought Little League Baseball to the Park, starting a small local league. Norma Caranda, a local contractor, built the original dugouts which were present on site for several years (The Glendoran 2003).

In the 1960s, Harriet Geyer and the Glendora Coordinating Council raised money to construct the Youth Center, which was later renovated in the 1980s with Federal grant funds. In 1966, the Frank J. Gard Post of the American Legion donated the Legion Memorial Building to the City. The Women's Auxiliary of the same post donated funds to purchase the playground equipment. The Legion Memorial Building was also remodeled in the 1980s using Federal grant funds (The Glendoran 2003).

In 1978, the City expanded the size of the Park by purchasing an additional three acres to the northeast, known today as West Oaks Grove, which was owned by the West Family. This grove was named the West Oaks Grove after former Glendora Mayor Mill West and contained 83 oak trees. The City also raised money in the 1970s to construct a snack stand and restroom facility adjacent to the main baseball diamond (The Glendoran 2003; Glendora Historic Preservation Committee. n.d).

On September 6, 1980, the name of the Park was officially changed from Recreation Park to Joe M. Finkbiner Municipal Park, in honor of Joe M. Finkbiner, Mayor of Glendora who served for 16 years (1964-1980) alongside an additional four years as a City Council member (1960-1964) (LAT 1980). In 1982, the Community Services Commission, under Chairman Dee Hupp, formed a committee to begin discussing constructing a bandshell. The committee was successful and a bandshell was constructed near the West Oaks Grove, funded by community member donations to house summer concerts. The effort was led by Larry Glenn, who served three terms as Mayor of Glendora and for whom the bandshell is named in honor of. The Scout Hut was found

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Property Name: Finkbiner Park

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to be in deteriorating condition in the late 1980s, and a campaign led by the Glendora Rotary Club was formed to address these concerns (The Glendoran 2003).

In 1990, the old Scout Hut was razed, and a new building project was led by contractor and Rotarian, Keith Van Vilet. The building was constructed by Forestwood Construction and designed by Jackson K. Walters. In 1999, a new \$154,000 skatepark was funded and opened in 2000 (Reyes 2022; Glendora Historical Society 2020; The Glendoran 2003).

### Significance Evaluation

#### **NRHP, CRHR, and City of Glendora Designation Criteria**

The following presents an evaluation of the Park in consideration of NRHP, CRHR and City of Glendora designation criteria. Criteria discussions are combined whenever possible to avoid repetitive text.

***NRHP Criterion A. That are associated with events that have made a significant contribution to the broad patterns of our history.***

***CRHR Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.***

***City Criterion 1. The proposed preserved features exemplify or reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage.***

The Park was established in 1949 as Recreation Park, comprised of a group of parcels put aside for leisure and recreational activities. It was Glendora's first park, and its only park for several years following its establishment. The Park was constructed shortly after World War II when the City was transitioning from agricultural to residential development. While this occurred after the establishment of the County of Los Angeles Parks and Recreation Department and the City Beautiful Movement, it was developed with the same civic focused ideals. The Park land was carved out in the middle of a residential area, and since 1949, additional buildings and facilities were added to support the continued use of the Park. The various building types and recreation areas on site fit the needs of local residents, and provide areas to play sports, host performances, serve as a gathering place for groups like Boy Scouts and Veterans, and feature large open greenspaces for people to enjoy leisure time and congregate close to their homes. Several of the buildings and facilities were constructed based upon the efforts of local councils or community members who raised or donated funds, demonstrating the community's investment in the Park and its significance as an important public space in Glendora. Furthermore, the theme of recreation continues at the Park today with recent fields for baseball and softball leagues, installation of a playground, and the construction of a skate park.

Due to the specific dedication of the land to be used as a Park during Glendora's transition from agricultural to residential development, its progressive development over time, its importance as a public space and recreation area for the City, and its continued use by locals and maintenance by the City, the Park is an important feature of Glendora's historical development and cultural heritage. While its

## CONTINUATION SHEET

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significance does not rise to the level of significance required for NRHP and CRHR designation under Criterion A/1, the Park appears to be eligible at the local level under City Criterion 1.

***NRHP Criterion B. That are associated with the lives of persons significant in our past.***

***CRHR Criterion 2. Is associated with the lives of persons important in our past.***

***City Criterion 2. The proposed preserved features are identified with persons or events significant in local state or national history.***

To be found eligible under B/2 a property has to be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. Prior to 1980, the Park was named Recreation Park. On September 6, 1980, the name of the Park was officially changed to Joe M. Finkbiner Municipal Park, in honor of Joe M. Finkbiner, Mayor of Glendora for 16 years from 1964-1980 and City Council Member from 1960-1964. Finkbiner is most well-known for his lengthy and influential political career in Glendora. However, the renaming of the Park is a symbolic gesture to acknowledge Finkbiner's local accomplishments, and is not directly associated with Finkbiner's work or productive life.

Archival research failed to indicate any other such direct association with individuals that are known to be historic figures at the national, state, or local level. While some of the buildings are associated with local citizens who led the efforts for their construction or aided in donating or raising funds, none of these individuals were found to be important historic figures. Therefore, the Park is not eligible under NRHP Criterion B, CRHR Criterion 2, or City Criterion 2.

***NRHP Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.***

***CRHR Criterion 3. 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.***

***City Criterion 3. The proposed features embody distinctive characteristics of a style, type, period or method of construction or are valuable examples of the use of indigenous materials or craftsmanship.***

***City Criterion 4. The proposed preserved features are representative of the notable work of a builder, designer or architect.***

The Park was established in 1949 and currently contains over 12 different buildings, structures, and other features such as landscape, hardscape, streetlights and signage that were constructed between 1949 and 2017. Most of the buildings on site were constructed between 1949 and 1966, including the Tennis Courts (c. 1953), Basketball Court (c.1949), West Oaks Grove (1978), Concessions Stand (1971) at the baseball field, Youth Center (1965), and American Legion Building (1966). No evidence was

## CONTINUATION SHEET

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found to suggest that the Park was planned and designed as a cohesive community park. It began in 1949 with a single baseball field. Over the next several decades, additional single buildings and recreation areas were constructed to support the continued use of the Park. Although most development occurred in the 1960s, there does not appear to have been a master plan of development for the Park. Further, archival research did not reveal any association with a landscape architect or planner. The ongoing changes made to the park over time, has resulted in an overall lack of architectural and aesthetic cohesion.

While the buildings within the Park all share a general Mid-Century Modern architectural design aesthetic, they lack architectural merit both individually and as a group, and do not serve as a good representation of a type, period, or method of construction. Further, the buildings are not architecturally cohesive and several exhibit modifications including replaced windows. Finally, none of the identified architects and builders associated with the Park are notable or master architects. Therefore, the Park is not eligible under NRHP Criterion C, CRHR Criterion 3, or City Criteria 3 and 4.

***NRHP Criterion D. That have yielded, or may be likely to yield, information important in prehistory or history.***

***CRHR Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.***

There is no evidence that the Park has the potential to yield information important to national, state or local history. Therefore, it appears ineligible under NRHP Criterion C, CRHR Criterion 3, and City Criteria 3 and 4.

### **Integrity**

**Location:** The Park retains integrity of location. It is situated in its original location in its original orientation.

**Design:** The Park lacks integrity of design. The Park was not master-planned or designed with a cohesive appearance and several individual buildings and features were added over the span of several decades with some modified since their original construction.

**Setting:** The Park retains integrity of setting. It was constructed following World War II when Glendora was transitioning from an agricultural focus to single-family suburban homes, and it remains situated in a residential neighborhood.

**Materials:** The Park has diminished integrity of materials. Some buildings have window replacements, and some of the features, such as the tennis courts, have been remodeled over time.

**Workmanship:** The Park retains integrity of workmanship. Evidence of the original craftsmanship of the buildings, recreation areas, and landscape elements remain intact.

## CONTINUATION SHEET

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**Feeling:** The Park retains integrity of feeling. It still feels like a suburban park in a residential neighborhood.

**Association:** The Park retains integrity of association. Although the Park has been modified over the years with the addition of various buildings and structures, it still maintains its association as Glendora's first park and as an important public space and recreation area for the community.

Finkbiner Park (Park) includes 12 buildings, structures, and landscape features, as well as various hardscapes features, lighting, and commemorative markers and signage that were evaluated as a single resource in consideration of NRHP, CRHR, and City of Glendora designation criteria.

The Park was found eligible for local designation under City Criterion 1 as Glendora's first park and an important feature of Glendora's historical development and cultural heritage. Finkbiner Park retains its historic integrity and ability to convey important historical associations at the local level of significance. The Park does not, however, appear to meet any NRHP or CRHR designation criteria.

The Park's identified period of significance is from 1949 to 1978. This period of significance captures the original development of the Park in 1949 and ends with the acquisition of the West Oaks Grove section of the Park in 1978. The acquisition of the West Oaks Grove section of the Park created the current park footprint.

While there are multiple buildings, structures, features, and recreational areas throughout the Park, these components were constructed at different times and lack architectural cohesion. Archival research also failed to indicate the use of a landscape designer or strategic park planning in the Park's conception. Rather, it appears that various elements of the park were constructed/modified as needed. Therefore, none of the existing built environment within the Park contribute to its local historical significance. The character-defining features of Finkbiner Park are limited to its boundary/footprint and its function as a community park.

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**State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code**

Other Listings  
Review Code

Reviewer

Date

Page 1 of 14 \*Resource Name or #: (Assigned by recorder) Little Dalton Wash

**P1. Other Identifier:** \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Glendora Date 2023 T 01 N ; R 09 W;  of  of Sec 30; SB B.M.

c. Address n/a City Various Zip \_\_\_\_\_

d. UTM: Zone 11S, 420520.16 mE/ 3777660.10 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

The Little Dalton Wash starts in the San Gabriel Mountains to the north of Glendora and terminates at the San Gabriel River after traveling through the cities of Glendora, Azuza and Irwindale. While most of the Wash is above ground, there are a few instances where it goes underground before it terminates at the San Gabriel River.

**\*P3a. Description:**

The segment of Little Dalton Wash (Wash) within the APE runs from the northeast to the southwest through the southern portion of Finkbiner Park (Photos 1-3). This section of the Wash is lined with concrete floor and walls and is bordered by chain link and black metal fencing. North Wabash Avenue, East Dalton Avenue, and North Cullen Avenue all cross over the Wash near the Park. Two additional pedestrian bridges cross over the Wash: one between East Dalton Avenue and the skate park, and the other to the north of the American Legion Building (see Continuation Sheet).

\*P3b. Resource Attributes: (List attributes and codes) AH6. Water conveyance system



\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Overview of Wash, facing Southwest

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1961 (USACE 2019)

\*P7. Owner and Address: \_\_\_\_\_

\*P8. Recorded by:  
Sam Murray  
South Environmental  
2061 N. Los Robles Ave.  
Ste. 205  
Pasadena, CA 91104

\*P9. Date Recorded:  
11/15/2023

\*P10. Survey Type: Intensive

\*P11. Report Citation:

Historic Built Environment Report for the Finkbiner Stormwater Capture Project, City of Glendora, Los Angeles County, California (South Environmental 2023)

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List): \_\_\_\_\_

Page 2 of 14 \*Resource Name or # (Assigned by recorder) Little Dalton Wash  
\*Map Name: Glendora, California \*Scale: 1:24,000 \*Date of map: 2023



# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) Little Dalton Wash \*NRHP Status Code \_\_\_\_\_

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B1. Historic Name: Little Dalton Wash  
B2. Common Name: Little Dalton Wash  
B3. Original Use: Wash B4. Present Use: Wash

\*B5. Architectural Style: n/a

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed in 1961 (USACE 2019).

\*B7. Moved? No Yes Unknown Date: n/a Original Location: n/a

\*B8. Related Features:

B9a. Architect: n/a b. Builder: n/a

\*B10. Significance: Theme Flood Control Area LACFCD Period of Significance 1936-1967 Property Type Flood Control Channel Applicable Criteria A/1/1

Working with the assumption that the larger LACDA Project is an historic district that is significant under Criterion A for its important influence on the development of the Los Angeles region, Little Dalton Wash appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a contributor to the potential LACDA Project with important contributions to flood control in Glendora/the greater Los Angeles region. The Little Dalton Wash appears ineligible as an individual resource.

## The Role of Flood Control in Glendora

The main wash channels that run through the City of Glendora are the Big Dalton Wash and Little Dalton Wash. Both washes travel from the foothills in northeastern Glendora to the southwest, converging with the San Dimas Wash from the east to form the collective Big Dalton Wash. The Big Dalton Wash continues further southwest where it intersects the Walnut Creek Channel just west of West Covina. This becomes the Walnut Creek soft bottom channel, which feeds into the San Gabriel River just a couple miles west. The San Gabriel River eventually empties into the Pacific Ocean in Long Beach (Gumprecht 2001). (see Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

\*B12. References: See Continuation Sheet

B13. Remarks:

\*B14. Evaluator: Sam Murray, South Environmental

\*Date of Evaluation: 11/15/2023

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

## CONTINUATION SHEET

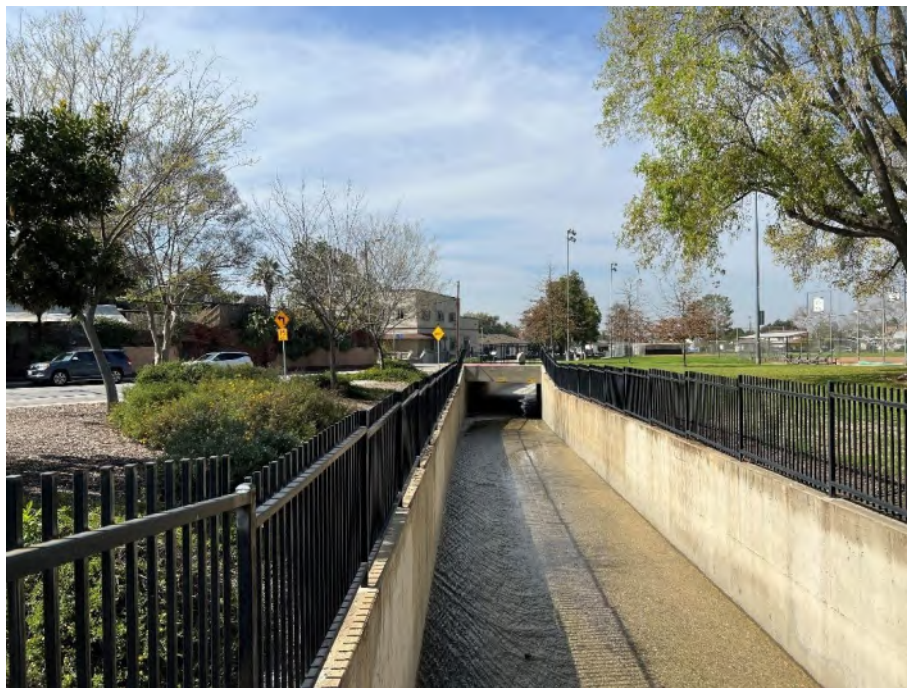
Property Name: Little Dalton Wash

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**\*P3a. Description (Continued):**



Photograph 1. Overview of Little Dalton Wash, facing northeast.



Photograph 2. Overview of Little Dalton Wash pedestrian crossing from East Dalton Avenue to Skatepark, facing southwest.

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Property Name: Little Dalton Wash

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Photograph 3. Overview of pedestrian crossing north of American Legion Building, facing southwest.

### \*B10. Significance (Continued):

In the early days of Glendora, the Big and Little Dalton Wash served as natural water thoroughfares through the town from the mountains and were used by farmers to irrigate their fields. As the town developed with more buildings and infrastructure, the area needed protection from flooding during big storms. Before the formation of a formal district, the washes were relatively unmanaged and caused large amounts of damage (Gumprecht 2001).

Prior to the flood that impacted Los Angeles County in 1914, little had been done to develop a comprehensive approach to flood control within the Los Angeles basin. Although the land used for agricultural purposes occasionally flooded, this was generally tolerated by farmers. However, the 1914 flood destroyed 35 bridges, including one of the main thoroughfare bridges in Glendora, and washed out more than 100 roads (Gumprecht 2001). The flood caused over \$10 million worth of structural damage and captured the attention of residents more seriously for the first time. Comprehensive flood control improvements were recognized as necessary. On June 12, 1915, the Los Angeles County Flood Control District (LACFCD) was created by an Act of the California legislature and was given the responsibility for flood control and water conservation in the Los Angeles County Area (Hedger and Emery 1975). LACFCD's boundaries encompassed an area of 2,760 square miles. To accomplish both flood control and water conservation, the District was empowered to have perpetual succession, purchase and dispose of property, acquire property through eminent domain, construct and maintain public works, issue bonds, borrow money, and levy taxes (Van Wormer 1985).

Once the district was formed, debate ensued regarding the best method to address the flood risk. On one side, the engineers stated that efforts should be focused on impounding water in the mountains while the opposition argued that money and effort would be better spent

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Property Name: Little Dalton Wash

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on modifying and fortifying the river channels (Gumprecht 2001) Flooding in January 1916 forced the issue to resolution and by January 1917 LACFCD adopted its first comprehensive plan for flood control, which was revised and expanded several times over the ensuing years. The flooding of 1916 also led to the establishment of the Glendora Flood Control Association with a goal of constructing check dams in the Big and Little Dalton canyons to help with water conservation and flood control, based on success seen in other areas utilizing this program (Los Angeles Evening Express 1916).

Between 1918 and 1924, LACFCD constructed three concrete arched gravity dams: Devil's Gate; San Dimas Canyon Dam; and a reservoir at Live Oak Canyon, as well as over 3,800 check dams in 66 different canyons (Van Wormer 1985). From 1928-1929, the Big Dalton Dam, located northeast of Glendora, was also constructed (Exhibit 1) (Monrovia Daily News 1926).



**Exhibit 1. Big Dalton Dam (Los Angeles County Library 1928)**

By the 1930s, the public was less supportive of the LACFCD efforts and voted down bond issues that would have given the LACFCD more money for projects. In August 1933, LACFCD also made an appeal for funds from the federal government, which was denied (Van Wormer 1985). After a heavy rain in 1934 that killed 49 people and destroyed just under 200 homes, the district reached out to the federal government for emergency assistance and requested 19.3 million under the Emergency Relief Appropriation Act, a Depression-era recovery program established by Congress. After this, LACFCD put forth their refined and expanded comprehensive plan that included 64 separate projects and cost just under \$1 billion (Gumprecht 2001).

In July of 1935, Congress approved nearly \$14 million in Works Progress Administration (WPA) funds for the 14 most pressing projects in the LACFCD plan. In 1936, through the passage of the Flood Control Act, Congress expanded the duties of the United States Army Corps of Engineers (USACE) from just providing emergency relief to helping establish

## CONTINUATION SHEET

Property Name: Little Dalton Wash

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permanent flood control projects (Turhollow 1975).

In 1937, Chief Engineer C.H. Howell presented a ten-year flood control program to the County Board of Supervisors. Work for Glendora included a proposed retarding basin at the Little Dalton and Big Dalton Washes in Glendora. This comprehensive plan was estimated to cost \$70 million (Turhollow 1975).

After coming up with project reports to address some of the major issues in the Los Angeles area, Congress approved the Los Angeles County Drainage Area (LACDA) Project in 1941. In total, the plans developed included the construction of five major flood control dams, 205 miles of concrete channels, 90 miles of leveed channels and 22 debris basins (Turhollow 1975).

While plans for work on the Big and Little Dalton Wash were proposed as a part of improvements to the San Gabriel River as tributaries, major improvements to Glendora did not come until the mid-century when the washes were officially channelized (Monrovia Daily News-Post June 1940). In the 1930s and 1940s, the Washes underwent projects that reconstructed embankments, installed wire fencing, and utilized concrete conduits, but this was the extent of the earlier work (Monrovia Daily News-Post July 1940). It was not until the 1950s when County supervisors began condemnation proceedings to acquire parcels of land needed for officially establishing the right-of-way for both Washes. Under the LACFCD's plans, the work was to begin downstream with the Walnut Creek inlet and continue upstream through the Walnut Creek Channel to the Big Dalton Wash, and then through the junction of the Big and Little Dalton Washes and the San Dimas Wash. Work on the Washes included creating rectangular reinforced concrete-lined channels ranging from 10 to 60 feet wide and from 8 to 14 feet deep (The Pomona Progress Bulletin 1955).

In 1958, project bids were opened for the construction of the Harrow Debris Basin and Channel and the Harrow Canyon storm drain in Glendora. This project, as a part of Glendora's flood control network, scheduled construction for a debris basin, compacted earth filled dam, spillway and outlet works, reinforced concrete pipe conduit, and fencing and supportive fixtures (Covina Argus 1958). Upon channelization completion in the 1960s, the entire system from the canyons above Glendora and San Dimas to the San Gabriel River functioned much more efficiently and prevented future major flooding events (Covina Argus 1958).

The USACE subsequently led additional flood-control efforts on watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers which were developed as part of the LACDA. By 1967, LACDA flood-control projects were almost entirely complete (Exhibit 2), (Turhollow 1975:319).



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Property Name: Little Dalton Wash

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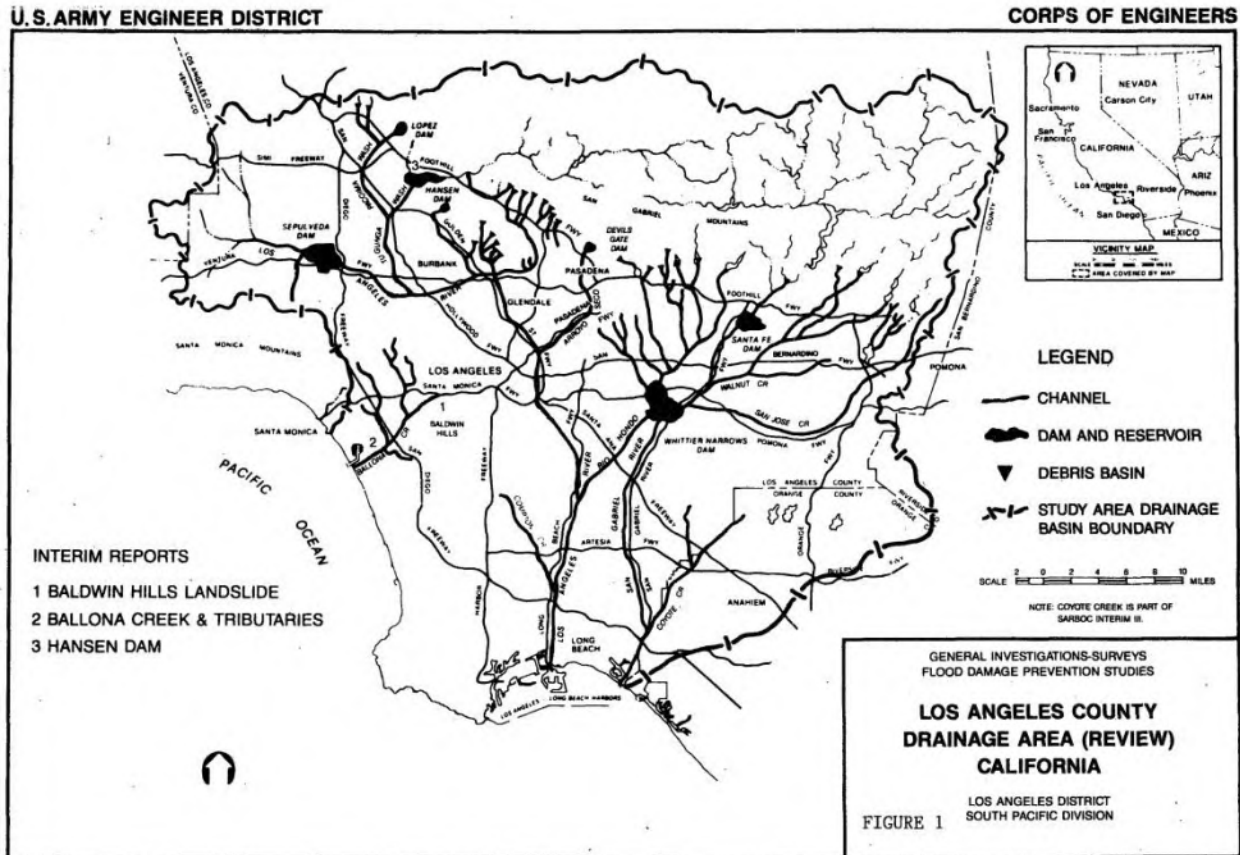


Exhibit 2. Map showing the extent of the LACDA Project (USACE 1991)

### Development of the Little Dalton Wash

The Little Dalton Wash (Wash) originates from the foothills of the mountains to the northeast of Glendora, in Little Dalton Canyon. It is a natural flowing wash that flows southwest and then turns directly west across the City towards the neighboring City of Azusa and officially terminates at the San Gabriel River. While the Wash is not officially marked on the Glendora topographic map until 1925, it is first mentioned in local newspapers in 1907 when work began on a bridge that crossed the Wash along Azusa Avenue in Azusa (LAT 1907). It is also mentioned in 1909 when one of the first bridges in Glendora along Michigan Avenue went out during a large storm (LAT 1909). Also in 1909, a concrete bridge was constructed across the Wash in Azusa on Cerritos Street for \$5,000 (Los Angeles Harold 1909). In 1910, the Board of Supervisors of Los Angeles County announced a notice of intention to form a storm water district that would include use of the Wash for drainage, and to protect towns people from its flooding during large rainstorms (Covina Argus 1910). In 1914, a bad storm flooded out the Wash, causing 10 feet deep trenches to be cut out on Broadway and over saturating several orchards. In addition to larger storms, many citrus growers were regularly concerned about the Wash's inability to prevent water from flooding their fields. Despite the damage that the unregulated Little Dalton Wash caused to the town, a plan to manage it was not put forward until the 1930s (Covina Argus 1935).

In 1930, a new bridge was constructed across the Wash on Citrus Avenue (Covina Argus 1930). In 1934, another surge of big storms caused numerous bridge wash outs and damage

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along the properties adjacent to the Wash (Covina Argus 1934). Also in 1934, there was a 10-cent increase to the local flood control district tax to begin planning repairs and improvements to storm and flood management (Monrovia News-Post 1934). The County established flood control stations throughout the region. A patrol station was constructed at 5th street in Azusa along the Wash. In 1935, County supervisors approved an improvement project that would cover a portion of the Wash between Glendora and Azusa in a concrete conduit, and pave Foothill Boulevard. It would involve 11,100 cubic yards of excavation, placement of 3,880 cubic yards of concrete and construction of almost 11,000 feet of pipeline and wire fencing (The Pomona Progress Bulletin 1935). However, just a few months later, the project was postponed. The work was reinstated in 1937 as a part of a larger project consisting of an open concrete conduit starting at the mouth of the Little Dalton Canyon and extending seven miles through Glendora towards Azusa. The Wash was to be constructed approximately 10 to 30 feet wide with a depth of seven feet and a cost of \$430,000. This project required procuring easements on 26 different parcels throughout the town (LAT 1959).

In 1949, a condemnation of 13 parcels in Azusa was ordered to make way for a realignment and improvement of the Wash. This project straightened out the Wash between Azusa Avenue and a point north of Bonita Avenue. In the 1950s, the Wash was still experiencing issues with flooding, so the City engineer conducted a study to determine the possibility of cutting channels into the bank of the Wash. In 1958, the LACFCD proposed to realign the Wash to a covered flood control channel along the Old Pacific Electric right-of-way. Although this plan was never realized, in 1959, an agreement was reached for the construction of a covered channel segment in the downtown area of Glendora. Over time, as other flood water infrastructure was installed in Glendora, the Wash was used as a convergence point for channels to express water from the area, such as the Harrow Debris Basin and Channel. In 1959, a construction project for the Big Dalton Wash began which also included improvements to the Little Dalton Wash and its debris basin at the north end. That same year, 8.5 acres of land was condemned in Azusa to construct a further extension of the Wash on the southern side of the City (LAT 1959).

In 1960, the Wash underwent a large, two-phase, \$2.5 million project overseen by the USACE. The project overhauled the main portion of the Wash running through Glendora. The project required acquisition of several parcels of the Wash right-of-way by the County. The overall project improved the existing earth channel of pipe and wire revetment running north of and through the City to a junction with the Big Dalton Wash near Azusa Avenue. The original channel was considered to be below capacity for the amount of runoff it needed to accommodate. The new channel followed the same route, with some minor deviations, and was constructed of open reinforced concrete. It was close to 6 miles in length with a depth of 8 to 12 feet, and a width of 10 to 20 feet. A permanent inlet structure at the channel was constructed at Lorraine Avenue (LAT 1960). Several buildings and streets throughout the City were modified or demolished as a part of the project. At the completion of the project, the Wash was turned over from the USACE to the local Flood Control District for operation and maintenance. By the end of 1960, five bridges were constructed over the Wash at Ben Lomond Avenue, Gladstone Street, Lark Ellen Avenue, Leadora Avenue, and Loraine Avenue. By January 1961, Little Dalton Wash was completed as three segments: Loraine Ave. to Cullen Ave., Cullen Ave. to 5th St., and 5th St. to Big Dalton Wash (USACE 1991).

In 1966, the bridge over Gladstone Street was widened to accommodate four lanes of traffic (LAT 1966). In 1963, the County Board of Supervisors approved the installation of protective chain-link fencing along the Wash in Glendora and Azusa. The fence covered nearly six miles of length and stood at five feet tall (LAT 1963).

In the 1970s, several other projects were completed related to the Wash. In 1972, a

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pedestrian bridge was built over the Wash in Glendora's shopping district. In 1973, a \$77,000 contract was awarded to construct a road in the basin of the Wash located 400 feet west of Barranca Avenue and Heber Street. Another road was constructed in the Halls Canyon Channel (LAT 1973). A ramp down into the Wash was constructed on the south side west of Barranca Avenue (Daily News-Post 1973). In 1975, plans called for the installation of a concrete cover over the Wash in the area of downtown Glendora, covering two blocks of the 20-foot-wide channel from Vista Bonita Avenue to Vermont Avenue. This allowed more development and use of the land downtown, which was highly desired by merchants and townspeople (LAT 1975).

### Significance Evaluation

The following presents an evaluation of the Little Dalton Wash (Wash) in consideration of NRHP, CRHR, and City of Glendora designation criteria. Criteria discussions are combined whenever possible to avoid repetitive text.

*NRHP Criterion A. That are associated with events that have made a significant contribution to the broad patterns of our history*

*CRHR Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*

*City Criterion 1. The proposed preserved features exemplify or reflect special elements of historical, architectural, archaeological, cultural or aesthetic heritage.*

Little Dalton Wash was completed in January 1961 as part of the LACDA Project, which included the construction of five major flood control dams, 205 miles of concrete channels, 90 miles of leveed channels and 22 debris basins (Turhollow 1975). The LAR Channel was previously found eligible for the NRHP within the context of the LACDA Project without fully evaluating the LACFCD system as a whole (USACE 2019). By extension, it appears that the larger LACDA Project could be an historic district that is significant under Criterion A for its important influence on the development of the Los Angeles region with a period of significance of 1936-1967. However, the level of effort required to make a determination on the eligibility of the entire LACDA Project is beyond the scope of this project. Based on Little Dalton Wash's construction as part of the LACDA Project and its important contributions to flood control in Glendora/the greater Los Angeles region, the Wash appears eligible under NRHP Criterion A, CRHR Criterion 1, and City Criterion 1 as a contributor to the LACDA Project.

*NRHP Criterion B. That are associated with the lives of persons significant in our past.*

*CRHR Criterion 2. Is associated with the lives of persons important in our past.*

*City Criterion 2. The proposed preserved features are identified with persons or events significant in local state or national history.*

There is no evidence that Little Dalton Wash is associated with any person significant in national, state, or local history. Therefore, the Wash appears ineligible under NRHP Criterion B, CRHR Criterion 2, and City Criterion 2.

*NRHP Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.*

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*CRHR Criterion 3. 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.*

*City Criterion 3. The proposed features embody distinctive characteristics of a style, type, period or method of construction or are valuable examples of the use of indigenous materials or craftsmanship.*

*City Criterion 4. The proposed preserved features are representative of the notable work of a builder, designer or architect.*

Little Dalton Wash is a simple concrete box channel that does not embody any distinctive or important character-defining features representative of an architectural style. Nor does it appear to be an engineering "prototype," as was the finding for the LAR Channel. Although Little Dalton Wash is representative of a common type of concrete channel constructed as part of the LACDA Project, it does not possess high artistic value, does not represent an important method of construction, and is not known to be the work of a master engineer. Therefore, the Wash appears ineligible under NRHP Criterion C, CRHR Criterion 3, and City Criteria 3 and 4.

*NRHP Criterion D. That have yielded, or may be likely to yield, information important in prehistory or history.*

*CRHR Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.*

There is no evidence that Little Dalton Wash has the potential to yield information important to national, state or local history. Therefore, it appears ineligible under NRHP Criterion D and CRHR Criterion 4.

### **Integrity**

**Location:** The Wash is located in the same location in which it was constructed/channelized and it retains integrity of location.

**Design:** The Wash maintains its original design as a simple concrete channel and retains integrity. Although modifications have been made to the Wash since its original construction, these did not impact the integrity of the original design.

**Setting:** The Wash maintains its setting, which has greatly evolved throughout its period of significance as Glendora transitioned from an agricultural landscape to a residential and commercial City.

**Materials:** The Wash maintains integrity of materials as nearly all of its original materials (primarily concrete) remain intact.

**Workmanship:** The Wash maintains integrity of workmanship, which is limited based on the property type.

**Feeling:** The Wash maintains integrity of feeling, as it still feels like a concrete channel from the mid-century.

**Association:** The Wash maintains its important historical associations with the LACDA Project (1936-1967) and its important contribution to the development of major flood control infrastructure in Los Angeles.

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# Appendix B

## Preparers' Resumes

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## EDUCATION

B.A., History of Architecture,  
Minor in Architecture with a  
focus in Construction  
Management, Syracuse  
University, 2019

## PROFESSIONAL AFFILIATIONS

California Preservation  
Foundation

National Trust for Historic  
Preservation

# Marlena Krcelich, BA

## ARCHITECTURAL HISTORIAN

Marlena Krcelich is an Architectural Historian at South Environmental with a background in historic preservation, advocacy, and hands-on conservation work. She has experience in cultural resources preservation including identification, research, writing, historical significance evaluations in consideration of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local-level designation criteria, and has experience working with local Mills Act program requirements.

Ms. Krcelich meets the Secretary of the Interior's Professional Qualification Standards for Architectural History. She has knowledge and experience regarding Section 106 of the NHPA, NEPA, and CEQA compliance, and mitigation.

## EXPERTISE

- Resource significance evaluations in consideration of NRHP, CRHR, and local designation criteria.
- Project design review for conformance with the Secretary of the Interior's Standards.
- Assistance with project mitigation.

## SPECIALIZED TRAINING

- U.S. Department of Transportation Federal Highway Administration Section 106 Tutorial, 2022
- Introduction to Preservation Law & Easements, NTHP, 2021
- Commission Assistance and Mentoring Program, National Alliance of Preservation Commissions, 2020
- Taking Stock of the Secretary of the Interior's Standards, CPF, 2020
- Section 106 and NEPA, Advisory Council on Historic Preservation, 2019

## PROJECT EXPERIENCE

**Historic Structures /Site Report Phase II for the 3237 State Street Project, Santa Barbara, Santa Barbara County, California (2023).** South Environmental was retained to prepare a Historic Structures/Sites Report (HSSR) Phase II for the Fremont Hall United States Army Reserve Center located at 3237 State Street. The Fremont Hall USAR Center is recommended eligible for designation in the NRHP and CRHR under Criteria C/3 and was added to the City of Santa Barbara's Historic Resources Inventory in 2022. South Environmental reviewed the proposed project design plans for conformance with the Secretary of the Interiors Standards for the Treatment of Historic Properties to ensure that project-related impacts to the historic resources are less than significant. All proposed new construction and modification for the Fremont Hall USAR Center was found to be in conformance with the SOIS for Rehabilitation. South Environmental also provided a list of recommendations to ensure protection of the property during all project-related construction activities. Ms. Krcelich served as the architectural historian for the project and prepared all deliverables.

**Historic Structures/Sites Report for the 17-21 West Montecito Street Project, Santa Barbara, Santa Barbara County, California (2023).** South Environmental was retained to prepare a Historical Resource Research Report in support of the 17-21 West Montecito Street Project. Two built environment resources over 45 years old were identified, recorded, and evaluated within the project site. The resources were evaluated for historical significance in consideration of CRHR and City designation criteria. One of the two resources was recommended eligible for designation in the CRHR at the local level under Criteria 1 and 2, and the City of Santa Barbara under Criteria 1, 2, and 5 for its association with the motorcycle culture in the City of Santa Barbara. This resource was determined a historical resource per CEQA Guidelines § 15064.5, while the other was not. Ms. Krcelich served as the architectural historian for the project and prepared all deliverables.

**Historical Resource Research Report for the 242-258 Rosemont Street Project, San Diego, San Diego County, California (2023).** South Environmental was retained to prepare a Historical Resource Research Report in support of the 242-258 Rosemont Street Project. Two built environment resources over 45 years old within the project site were identified and recorded. The resources were evaluated for historical significance in consideration of NRHP, CRHR and City designation criteria and integrity requirements and were found not eligible under all designation criteria and integrity requirements. The proposed project was found to have a less than significant impact on historical resources under CEQA. Ms. Krcelich served as the Architectural historian for the project and prepared all deliverables.

**Historical Resource Research Report for the 2125 5<sup>th</sup> Avenue Project, San Diego, San Diego County, California (2023).** South Environmental was retained by a property owner to prepare a Historical Resource Research Report in support of the 2125 5<sup>th</sup> Avenue Project. One built environment resource over 45 years old within the project site was identified and recorded. The resource was evaluated for historical significance in consideration of NRHP, CRHR and City designation criteria. The subject property was found eligible for designation in the NRHP, the CRHR, and as a City of San Diego Historical Resource under NRHP Criterion C, CRHR Criterion 3, and City Criterion C and D for its architectural merit and association with Master Architect Louis J. Gill. The subject property was determined a historical resource per CEQA Guidelines § 15064.5. Ms. Krcelich served as the architectural historian for the project and prepared all deliverables.



## EDUCATION

M.F.A., Historic Preservation,  
Savannah College of Art and  
Design, Savannah, Georgia,  
2004

B.A., History, Bridgewater  
College, Bridgewater,  
Virginia, 2002

## PROFESSIONAL

### AFFILIATIONS

California Preservation  
Foundation

Los Angeles Conservancy

Society of Architectural  
Historians

National Trust for Historic  
Preservation

# Sarah Corder, MFA

## PRINCIPAL ARCHITECTURAL HISTORIAN

Sarah Corder is the Principal Architectural Historian at South Environmental with 18 years' experience in all elements of cultural resources management, including project management, historic preservation planning, rehabilitation of historic buildings, community engagement, intensive-level field investigations, citywide surveys, architectural history studies, and historical significance evaluations in consideration of the NRHP, CRHR, and local-level evaluation criteria. Sarah has conducted thousands of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles, including private residential, commercial, military, industrial, educational, recreational, civic, and agricultural properties. Sarah has also worked closely with design teams, property owners, and agencies on numerous projects that required conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) and local design guidelines.

Sarah exceeds the Secretary of the Interior's Professional Qualification Standards for both Architectural History and History. She has extensive experience preparing environmental compliance documentation in support of projects that fall under the CEQA/NEPA, and Sections 106 and 110 of the National Historic Preservation Act. Sarah also has extensive experience consulting with lead agencies and managing large scale projects for municipalities like the City of Coronado, the City of San Diego, and the County of Los Angeles.

## EXPERTISE

- CEQA, NEPA, and Section 106 of the NHPA compliance documentation in consideration of impacts to historical resources, and historic properties.
- Large scale historic resources survey management and execution.
- Large scale historic context statement development.
- Community engagement.
- Resource significance evaluations in consideration of NRHP, CRHR, and local designation criteria.
- Project design review for conformance with the Secretary of the Interior's Standards.

## PROJECT EXPERIENCE

**Historic Built Environment Assessment for Fullerton Airport Administration and Terminal Building Expansion Project, City of Fullerton, California (2023).** South Environmental was retained by C&S Companies to prepare a historic built environment assessment report in support of the Fullerton Administration and Terminal Building Expansion Project located in the City of Fullerton at the Fullerton Municipal Airport. The purpose of the project was to determine if the proposed project would result in adverse effects to historic properties located within the project's Area of Potential Effects (APE). This report was prepared in conformance with the requirements of Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulation Title 36 Code of Federal Regulations (CFR) Part 800. The report included an intensive-level pedestrian survey, development and archival research, development of an appropriate historic context, and recordation and evaluation of one built environment resource within the project APE over 50 years old that had not been previously evaluated for historical significance. As a result of this study, the property was found not eligible for the NRHP. Ms. Corder served as the principal architectural historian for the project, performed archival research, and co-authored the report.

**Historical Significance Evaluation for the 12217 Rosecrans Avenue Project, City of Norwalk, California (2023).** South Environmental was retained to prepare a historical significance evaluation for a residential property that was constructed in 1928. The evaluation included the results of an intensive-level, pedestrian survey of the project site by a qualified architectural historian; building development and archival research; and recordation and evaluation of one property for historical significance in consideration of NRHP and CRHR criteria and integrity requirements. As a result of the property significance evaluation, the property was recommended not eligible for designation. Ms. Corder served as the principal architectural historian for the project and provided QA/QC on all project deliverables.

**Historic Built Environment Assessment for the 727 South East Street Project, City of Anaheim, California (2023).** South Environmental was retained to prepare a historic built environment assessment for the 727 South East Street Project within the City of Anaheim. The analysis included the results of an intensive-level, pedestrian survey of the project site by a qualified architectural historian; building development and archival research; and recordation and evaluation of one property for historical significance in consideration of CRHR and City of Anaheim criteria and integrity requirements. As a result of the property significance evaluation, the property was recommended not eligible for local and CRHR designation. Ms. Corder served as the principal architectural historian for the project and provided QA/QC on all project deliverables.

**Historic Built Environment Assessment for the 710-818 East Katella Avenue Project, City of Anaheim, California (2023).** South Environmental was retained to prepare a historic built environment assessment for a commercial building that was constructed in 1965 within the City of Anaheim. The assessment included the results of an intensive-level, pedestrian survey of the project site; building development and archival research; and recordation and evaluation of one property for historical significance in consideration of CRHR and City of Anaheim criteria and integrity requirements. As a result of the property significance evaluation, the property was recommended not eligible for local and CRHR designation. Ms. Corder served as the principal architectural historian for the project, co-authored the report, and provided QA/QC on all project deliverables.



## EDUCATION

M.A., Anthropology,  
California State University,  
Los Angeles, 2013

B.A., Anthropology,  
California State University,  
Northridge, 2003

## CERTIFICATIONS

Registered Professional  
Archaeologist (RPA)

## PROFESSIONAL

### AFFILIATIONS

California Preservation  
Foundation

Society of Architectural  
Historians

National Trust for Historic  
Preservation

# Samantha Murray, MA

## CULTURAL RESOURCES DIRECTOR

Samantha Murray is the cultural resources director at South Environmental and a principal archaeologist and architectural historian with over 17 years' experience in all elements of cultural resources management, including project management, architectural history studies, and historical significance evaluations in consideration of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local-level designation criteria. Ms. Murray has conducted thousands of historical resource evaluations and developed detailed historic context statements for a multitude of property types and architectural styles. She has also provided expertise on numerous projects requiring conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Ms. Murray meets the Secretary of the Interior's Professional Qualification Standards for both Architectural History and Archaeology. She is experienced managing multidisciplinary projects in the lines of private development, transportation, transmission and generation, federal land management, land development, and state and local government. She is an expert in preparation of cultural resources compliance documentation for projects that fall under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and Sections 106 and 110 of the National Historic Preservation Act (NHPA). Ms. Murray has also served as an expert witness in legal proceedings concerning historical resources under CEQA and local ordinance protection.

## EXPERTISE

- CEQA, NEPA, and Section 106 of the NHPA compliance documentation in consideration of impacts to historical, archaeological, and tribal cultural resources, and historic properties.
- Resource significance evaluations in consideration of NRHP, CRHR, and local designation criteria.
- Project design review for conformance with the Secretary of the Interior's Standards.
- Assistance with complex mitigation including HABS/HAER/HALS, salvage, and interpretive displays.
- Peer review.

## SELECT PROJECT EXPERIENCE

**1501 Marlay Drive, City of Los Angeles, Los Angeles County, California (2022).** South Environmental was retained to complete an Historic Resources Assessment (HRA) Report for a property located at 1501 North Marlay Drive in the City of Los Angeles, California (project site). This study was prepared by qualified architectural historians in conformance with CEQA Guidelines § 15064.5 for historical resources and the City of Los Angeles Cultural Heritage Ordinance. Of primary focus in this HRA is an analysis of the proposed project's potential to impact the NRHP-listed Stahl House, also known as Case Study House #22, an iconic International-style residence and historical resource located directly above the project site at 1635 Woods Drive. The proposed project plans and renderings were reviewed by qualified architectural historians to determine if the proposed project would have an adverse effect on any significant viewsheds to or from the Stahl House. An intensive survey of the project site and surrounding viewsheds to the Stahl House, photographs taken of the Stahl House from a distance, photographs taken from the interior and exterior of the Stahl House, and review of countless photographs of the property's iconic viewsheds indicated that the proposed development at 1501 Marlay Drive had no potential to impact any of the Stahl House's significant viewsheds.

**Hope Gardens Sequoia Building Project, Los Angeles County, California (2022).** South Environmental was retained to complete a cultural resources technical report for the Union Rescue Mission Hope Gardens Sequoia Building Project located at 12249 Lopez Canyon Drive in unincorporated Los Angeles County, California (AIN: 2846-001-017), which proposes demolition of the existing building on the site and construction of a new residential and childcare facility. This study includes the results of a records search of the project site and a 0.5-mile radius; review of the Office of Historic Preservation's Built Environment Resources Directory (BERD); an intensive-level survey of the project site by a qualified archaeologist and architectural historian; building development and archival research; and recordation and evaluation of a newly identified historic district of buildings and structures (Forester Haven Historic District) for historical significance and integrity in consideration of NRHP, CRHR, and local designation criteria. As a result of the property significance evaluation, 11 buildings were found eligible as contributing resources to the newly identified Forester Haven Historic District under NRHP, CRHR, and County Criteria A/1/1 and C/3/3 for their important historical associations with the Independent Order of Foresters (IOF) and for embodying the distinctive character-defining features of the Contemporary style of architecture, which unite them aesthetically and create a cohesive campus of rustic, lodge-style buildings designed by an IOF member for an IOF retirement home. Building ID#s 3, 4, 9, and 13 were identified as non-contributing resources. Recommendations include: 1) considering a reasonable range of alternatives to demolition; 2) archival documentation of the building prior to demolition; and 3) providing protection to adjacent buildings during demolition and construction activities.

**Oak Hill Apartments Project, San Quentin, Marin County, California (2022).** South Environmental was retained to complete an Historic Built Environment Survey Report for the Oak Hill Apartments Project located in San Quentin, Marin County, California. This report includes the results of a pedestrian survey of all built environment resources over 45 years old within the project's Area of Potential Effect (APE); site development and archival research; and recordation and evaluation of the Boot Hill Cemetery and the former San Quentin Firing Range for historical significance in consideration of federal, state, and local designation criteria and integrity requirements. As a result of the significance evaluations, Boot Hill Cemetery was found eligible under NRHP Criterion D and CRHR Criterion 4 for its potential to yield information important in history. Therefore, Boot Hill Cemetery is an historic property/historical resource under Section 106 of the NHPA, CEQA, and PRC 5024/5024.5 for state-owned resources. The San Quentin Firing Range was found not eligible under all NRHP, CRHR, and CHL designation criteria resulting from its lack of important historical associations and poor integrity. Therefore, the firing range is not an historic

property/historical resource. With implementation of protective mitigation measures, the proposed project was found to have no adverse effect on historic properties under Section 106 of the NHPA or PRC 5024.5 for state-owned resources. Further, the proposed project would have a less than significant impact on historical resources under CEQA.

**Civic Center Master Plan Project, City of Moorpark, Ventura County, California (2022).** South Environmental was retained to complete a Historical Resource Assessment Report for the Civic Center Master Plan Project located in the City of Moorpark in Ventura County, California. The study includes the results of a literature review, pedestrian survey of the project site by a qualified architectural historian; building development and archival research; and an assessment of potential impacts to historic built environment resources under CEQA Guidelines § 15064.5 for historical resources. One historical resource was identified directly adjacent to the project site: the CRHR-listed Tanner Corner building located at 601 Moorpark Avenue. Implementation of recommended mitigation measures were found to provide an appropriate level of protection for the Tanner Corner building and reduce impacts to historical resources to a less than significant level.

**Phase I and II Historical Resource Assessment Report for 4607 W. Melbourne Avenue, City of Los Angeles, California (2021).** South Environmental was retained to complete a Historical Resource Assessment (HRA) for a property located at 4607 W. Melbourne Avenue in the City of Los Angeles, California. The HRA included the results of a pedestrian survey of the project site by a qualified architectural historian; building development and archival research; recordation and evaluation of one single-family residence for historical significance and integrity; meeting with Office of Historic Resources staff to discuss findings and recommendations; and review of proposed design plans for conformance with the Secretary of the Interior's Standards for Rehabilitation. The property was found eligible for designation in the NRHP, CRHR, and as a City HCM under Criteria C/3/3 as an individual property for its embodiment of the Craftsman-style of architecture and serving as an example of the airplane bungalow sub-type. The proposed project was found to be in conformance with the Standards for Rehabilitation such that the residence would continue to retain all its major character-defining features and would remain unchanged when viewed from the public right-of-way.

**Santa Clarita TTM 68203 Project, City of Santa Clarita, Los Angeles County, California (2021).** South Environmental was retained to complete a cultural resources technical report for the Tentative Tract Map (TTM) 68203 Project (proposed project) located in the City of Santa Clarita, Los Angeles County, California. Ms. Murray served as principal archaeologist and architectural historian and prepared the report which included the results of a California Historical Resources Information Center (CHRIS) records search of the project site and a one-mile radius; a California Native American Heritage Commission (NAHC) Sacred Lands File search and informational letters to local tribes; an intensive pedestrian survey of the project site; building development and archival research; and recordation and evaluation of the existing single-family residence (built 1966) for historical significance and integrity in consideration of California Register of Historical Resources (CRHR) and City of Santa Clarita designation criteria. No archaeological or historical resources were identified within the project site.



## SPECIALIZED TRAINING

- CEQA and Historic Preservation: A 360 Degree View, CPF, 2015
- Historic Designation and Documentation Workshop, CPF, 2012
- Historic Context Writing Workshop, CPF, 2011
- Section 106 Compliance Training, SWCA, 2010
- CEQA Basics Workshop, SWCA, 2009
- NEPA Basics Workshop, SWCA, 2008
- CEQA, NEPA, and Other Legislative Mandates Workshop, UCLA, 2008

## PUBLICATIONS

Gross, C., Melmed, A., Murray, S., Dietler, S., and Gibson, H. 2012. Osteological Analysis In Not Dead but Gone Before: The Archaeology of Los Angeles City Cemetery, edited by H. Gibson and S. Dietler, AECOM Cultural Heritage Publication Number 4, San Diego.

Murray, S. 2013. The People of Plaza Church Cemetery (1822-1844): An Osteological Analysis of Los Angeles' First Cemetery. UMI Dissertation Publishing, ProQuest LLC., Michigan.

## PRESENTATIONS

**Historical Resources and CEQA: An Overview of Identification, Evaluation, Impacts Assessment, and Mitigation. Prepared for the Gilroy Historic Heritage Committee. Presented by Samantha Murray, Dudek. May 15, 2019.** Delivered a 1.5-hour PowerPoint presentation to the City of Gilroy's Historic Heritage Committee during one of their monthly public hearings. The presentation provided an overview of the CEQA process, how historical resources are treated under CEQA, as well as the process for identification, evaluation, impacts assessment, and options to consider for mitigation. The presentation also included examples from CEQA Case Law and included an extensive question and answer session with the audience.

**Historical Resources under CEQA. Prepared for the Orange County Historic Preservation Planner Working Group. Presented by Samantha Murray, Dudek. December 1, 2016.** Delivered a 1-hour PowerPoint presentation to the Orange County Historic Preservation Planner Working Group, which included planners from different municipalities in Orange County, regarding the treatment of historical resources under CEQA. Topics of discussion included identification of historical resources, assessing impacts, avoiding or mitigating impacts, overcoming the challenges associated with impacts to historical resources, and developing effective preservation alternatives.

**Knowing What You're Asking For: Evaluation of Historic Resources. Prepared for Lorman Education Services. Presented by Samantha Murray and Stephanie Standerfer, Dudek. September 19, 2014.** With Ms. Standerfer, delivered a one-hour PowerPoint presentation to paying workshop attendees from various cities and counties in Southern California. The workshop focused on outlining the basics of historical resources under CEQA, and delved into issues/challenges frequently encountered on preservation projects.





**APPENDIX D**  
**ENERGY DATA**

## Energy Use Summary

<b>Construction Phase (gallons/construction period)</b>	<b>Gasoline</b>	<b>Diesel</b>		
Construction Vehicles	726	9,299		
Worker Trips	2,576	5		
Vendor Trips	0	0		
Haul Trucks	10	11,887		
<b>Total</b>	<b>3,312</b>	<b>21,191</b>		

<b>Operations Phase (gallons/year)</b>	<b>Gasoline</b>	<b>Diesel</b>	<b>Natural Gas (kBTU/yr)</b>	<b>Electricity (kWh/yr)</b>
Supermarket	0	0	0	0
Strip Mall	0	0	0	0
Automobile Care Center	0	0	0	0
Fast Food Restaurant with Drive Thru	0	0	0	0
Automobile Care Center	0	0	0	0
Parking Lot	0	0	0	0
<b>All Land Uses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Offroad Construction Equipment Energy Use

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per	Hours Per Day	Horsepower	Load Factor	Horsepower Category	Num Days	Year	Fuel Consumption Rate (gal/hour)	Fuel Type	Total Fuel Consumption (gal/construction period)
Pavement Demolition	Concrete/Industrial Saws	Diesel	Average	1	8	33	0.73	100	22	2025	4.7	Gasoline	606
Pavement Demolition	Excavators	Diesel	Average	1	8	36	0.38	175	22	2025	2.9	Diesel	193
Pavement Demolition	Rubber Tired Dozers	Diesel	Average	1	8	367	0.4	300	22	2025	4.5	Diesel	315
Site mobilization, clearing, grubbi	Rubber Tired Dozers	Diesel	Average	1	8	367	0.4	300	50	2025	4.5	Diesel	715
Site mobilization, clearing, grubbi	Skid Steer Loaders	Diesel	Average	1	8	71	0.37	50	50	2025	0.9	Diesel	137
Site mobilization, clearing, grubbi	Graders	Diesel	Average	1	8	148	0.41	175	50	2025	3.1	Diesel	517
Recirculation stream and landscap	Cement and Mortar Mixers	Diesel	Average	1	8	10	0.56	25	40	2025	0.4	Gasoline	69
Recirculation stream and landscap	Skid Steer Loaders	Diesel	Average	1	8	71	0.37	50	40	2025	0.9	Diesel	110
Recirculation stream and landscap	Graders	Diesel	Average	1	8	148	0.41	175	40	2025	3.1	Diesel	413
Recirculation stream and landscap	Other Construction Equipment	Diesel	Average	1	8	82	0.42	175	40	2025	3.3	Diesel	438
Underground infiltration tank exca	Rubber Tired Dozers	Diesel	Average	1	8	367	0.4	300	65	2025	4.5	Diesel	929
Underground infiltration tank exca	Tractors/Loaders/Backhoes	Diesel	Average	1	8	84	0.37	100	65	2025	1.6	Diesel	307
Underground infiltration tank exca	Skid Steer Loaders	Diesel	Average	1	8	71	0.37	50	65	2025	0.9	Diesel	178
Sports field construction	Graders	Diesel	Average	1	8	148	0.41	175	50	2025	3.1	Diesel	517
Sports field construction	Skid Steer Loaders	Diesel	Average	1	8	71	0.37	50	50	2025	0.9	Diesel	137
Sports field construction	Other Construction Equipment	Diesel	Average	1	8	82	0.42	175	50	2025	3.3	Diesel	547
Underground infiltration tank consl	Cranes	Diesel	Average	1	8	367	0.29	300	100	2025	3.3	Diesel	756
Underground infiltration tank consl	Skid Steer Loaders	Diesel	Average	1	8	71	0.37	50	100	2025	0.9	Diesel	274
Underground infiltration tank consl	Rubber Tired Dozers	Diesel	Average	1	8	367	0.4	300	100	2025	4.5	Diesel	1,430
Pipeline, diversion structure, treatr	Cranes	Diesel	Average	1	8	367	0.29	300	50	2025	3.3	Diesel	378
Pipeline, diversion structure, treatr	Trenchers	Diesel	Average	1	8	40	0.5	75	50	2025	1.8	Diesel	363
Pipeline, diversion structure, treatr	Skid Steer Loaders	Diesel	Average	1	8	71	0.37	50	50	2025	0.9	Diesel	137
Paving	Cement and Mortar Mixers	Diesel	Average	2	6	10	0.56	25	20	2025	0.4	Gasoline	52
Paving	Pavers	Diesel	Average	1	8	81	0.42	100	20	2025	1.7	Diesel	117
Paving	Paving Equipment	Diesel	Average	2	6	89	0.36	100	20	2025	1.6	Diesel	142
Paving	Rollers	Diesel	Average	2	6	36	0.38	100	20	2025	1.7	Diesel	154
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1	8	84	0.37	100	20	2025	1.6	Diesel	94

<b>Total</b>	<b>Gasoline</b>	<b>726</b>
<b>Total</b>	<b>Diesel</b>	<b>9,299</b>
		<b>10,025</b>



**APPENDIX E**  
**NOISE DATA**

<b>Construction Generated Noise</b>			
<b>Building Type</b>	Roads, Sewers, Trenches		<b>Distance (ft)</b>
<b>Construction Noise at 50 Feet (dBA Leq)</b>			50
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	84	84	
Excavation	88	78	
Foundation Construction	88	88	
Building Construction	79	78	
Finishing and Site Cleanup	84	84	
<b>North - E Meda Avenue</b>			
<b>Maximum Construction Noise (dBA Leq)</b>			20
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	92	92	
Excavation (Site Preparation)	96	86	
Foundation Construction	96	96	
Building Construction	87	86	
Paving	92	92	
<b>Average Construction Noise (dBA Leq)</b>			200
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	72	72	
Excavation (Site Preparation)	76	66	
Foundation Construction	76	76	
Building Construction	67	66	
Paving	72	72	
<b>West - N Wabash Avenue Residences</b>			
<b>Maximum Construction Noise (dBA Leq)</b>			20
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	92	92	
Excavation (Site Preparation)	96	86	
Foundation Construction	96	96	
Building Construction	87	86	
Paving	92	92	
<b>Average Construction Noise (dBA Leq)</b>			280
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	69	69	
Excavation (Site Preparation)	73	63	
Foundation Construction	73	73	
Building Construction	64	63	
Paving	69	69	
<b>South - E Dalton Avenue Residences</b>			
<b>Maximum Construction Noise (dBA Leq)</b>			55
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	83	83	
Excavation (Site Preparation)	87	77	
Foundation Construction	87	87	
Building Construction	78	77	
Paving	83	83	
<b>Average Construction Noise (dBA Leq)</b>			235
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	71	71	
Excavation (Site Preparation)	75	65	
Foundation Construction	75	75	
Building Construction	66	65	
Paving	71	71	
<b>East - N Cullen Avenue Residences</b>			
<b>Maximum Construction Noise (dBA Leq)</b>			515
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	64	64	
Excavation (Site Preparation)	68	58	
Foundation Construction	68	68	
Building Construction	59	58	
Paving	64	64	
<b>Average Construction Noise (dBA Leq)</b>			835
<b>Construction Phase</b>	<b>All Applicable Equipment in Use<sup>1</sup></b>	<b>Minimum Required Equipment in Use<sup>1</sup></b>	
Ground Clearing/Demolition	60	60	
Excavation (Site Preparation)	64	54	
Foundation Construction	64	64	
Building Construction	55	54	
Paving	60	60	
Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the USEPA, December 31, 1971. Based on analysis for Office Building, Hotel, Hospital, School, and Public Works.			

## Construction Generated Vibration

North - E Meda Avenue		Closest Distance (feet):		15
	Approximate RMS a	Approximate RMS		
	66	73.000		
Equipment	inch/second	inch/second		
Vibratory roller	0.21	0.452		
Large bulldozer	0.089	0.191		
Small bulldozer	0.003	0.006		
Jackhammer	0.035	0.075		
Loaded trucks	0.076	0.164		
	Criteria	0.250		
West - N Wabash Avenue		Closest Distance (feet):		75
Residences				
	Approximate RMS a	Approximate RMS		
	Velocity at 25 ft,	Velocity Level,		
	inch/second	inch/second		
Equipment	0.21	0.040		
Vibratory roller	0.089	0.017		
Large bulldozer	0.003	0.001		
Small bulldozer	0.035	0.007		
Jackhammer	0.076	0.015		
Loaded trucks	Criteria	0.250		
South - E Dalton Avenue Residences		Closest Distance (feet):		60
	Approximate RMS a	Approximate RMS		
	Velocity at 25 ft,	Velocity Level,		
	inch/second	inch/second		
Equipment	0.21	0.056		
Vibratory roller	0.089	0.024		
Large bulldozer	0.003	0.001		
Small bulldozer	0.035	0.009		
Jackhammer	0.076	0.020		
Loaded trucks	Criteria	0.250		
City of Glendora Youth Center		Closest Distance (feet):		170
	Approximate RMS a	Approximate RMS		
	Velocity at 25 ft,	Velocity Level,		
	inch/second	inch/second		
Equipment	0.21	0.012		
Vibratory roller	0.089	0.005		
Large bulldozer	0.003	0.000		
Small bulldozer	0.035	0.002		
Jackhammer	0.076	0.004		
Loaded trucks	Criteria	0.250		
Based on distance to nearest structure				
<sup>1</sup> : Determined based on use of jackhammers or pneumatic hammers that may be used for pavement demolition at a distance of 25 feet				
Notes: RMS velocity calculated from vibration level (VdB) using the reference of one microinch/second.				
Source: Based on methodology from the United States Department of Transportation Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment</i> (2006).				