City of Glendora
Department of Planning & Redevelopment
Notice of Intent to Adopt a Mitigated Negative Declaration

Date: **September 28, 2010**

To: Responsible Agencies/
Trustee Agencies/
State Clearinghouse/
Los Angeles County Clerk (please post for 30 days)

From: City of Glendora
Planning and Redevelopment
116 East Foothill Boulevard
Glendora, CA 91741

Notice is hereby given that the City of Glendora will consider adoption of a Mitigated Negative Declaration for the project identified below. The City of Glendora, as lead agency, requests comments regarding the environmental evaluation of the project. The City of Glendora will contemplate adoption of the Mitigated Negative Declaration after considering the initial study, supporting documents/studies, as well as any comments received.

Project
Monrovia Nursery Specific Plan

Location
+/- 95 acres located in northwest Glendora generally located north of the BNSF Railroad right-of-way, south of Sierra Madre Avenue, east of the City of Glendora's west boundary with the City of Azusa, and west of Barranca Avenue.

Project Description
The proposed project is the adoption and implementation of a specific plan over approximately 95 acres in northwest Glendora which designates a development plan and development requirements for the development of the project area as a large-lot, single-family subdivision. The development plan entails the establishment of a street circulation system, the alignment of major utilities such as electrical, gas, sewer, water, storm drain, and flood control improvements, project access, conceptual grading (projected to entail 357,000 cubic yards of cut and 353,000 cubic yards of fill), emergency access, an open space plan, public and private area landscaping requirements, and the implementation of certain agreements entered into by the City of Glendora addressing storm water runoff in the watershed area. Development requirements address lot size, building size, building setbacks, maximum building height and area, and design guidelines necessary to construct a single-family residence and ancillary accessory buildings in the specific plan area. Other actions necessary to adopt a specific plan over the project site include the rezoning of the incorporated areas of the project from E-7/ 20,000 to Specific Plan and adoption of a new pre-zone over unincorporated areas of the project site from RA-20,000 to SP.

Future actions contemplated to implement the specific plan include the annexation of unincorporated areas of the project site into the City, the approval of tentative tract map(s) or vesting tentative tract map(s) approving the subdivision of land, grading and drainage plan approvals, street improvement plans, landscape plan approvals, approval of various utility plans for water, sewer, flood control and storm drain infrastructure, and agreements needed with public entities such as the County of Los Angeles and the City of Azusa to construct and maintain said improvements. Use of a development agreement and formation of a Community Facilities District may also be actions associated with the project the City may approve at a future date.

Applicant
The City of Glendora

Meeting Dates/ Time
Meeting dates for consideration of the project and the environmental review will occur on October 19, 2010 and November 16, 2010 at 7:00 p.m. (Planning Commission) and December 14, 2010 at 7:00 PM (City Council). All meetings are scheduled to be held in the City Council Chambers at Glendora City Hall, 116 East Foothill Boulevard, Glendora, California 91740.

Comment Period

The review period for State Agencies is 30 days pursuant to Public Resources Code Section 21091(b) and shall commence on or about September 28, 2010 or the date the Clearinghouse distributes the proposed mitigated negative declaration, whichever occurs first. The comment period is 30 days from the date the Clearinghouse distributes the NOI. The proposed public review period shall also commence on September 28, 2010 and end on October 29, 2010.

Description of Significant Effects on the Environment

The environmental checklist does not identify any significant effects on the environment as a result of the project due to the incorporation of proposed mitigation measures which reduce impacts below a level of significance.

Cortese List

The site is not presently listed on DTSC's "Envirostor" database

Location of Documents Available

The environmental checklist and supporting documents are included in the CD-ROM enclosed with this notice or can be downloaded from the City website. The environmental checklist and all supporting documents are also available at Glendora City Hall in the Department of Planning & Redevelopment located at 116 East Foothill Boulevard, Glendora, CA 91740 (Hours M-F, 8:00 AM – 5:00 PM). If you have any concerns regarding this project, please forward written comments to the City of Glendora Department of Planning and Redevelopment, 116 East Foothill Boulevard, Glendora, CA 91740, or to dchantarangsu@ci.glendora.ca.us, or call (626) 914-8217.

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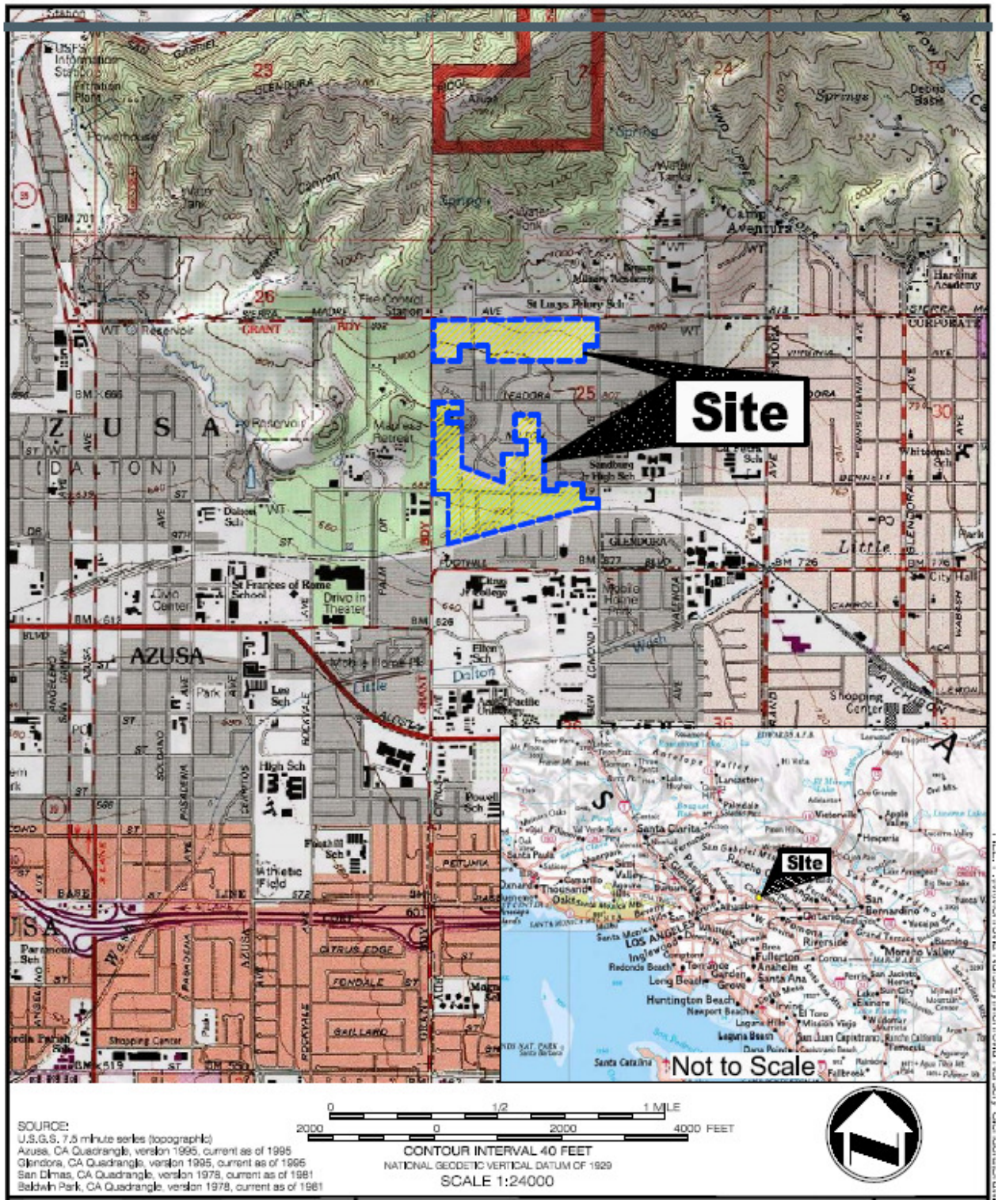
David Chantarangsu, AICP
Assistant Planning Director

Attachments: Project Map
Initial Study
Proposed Findings of No Significant Impact
Proposed Mitigation Measures to Avoid or Reduce Impacts
Supporting Environmental Documentation (refer to the enclosed cd or the City's website)

Project Vicinity Map



ENVIRONMENTAL CHECKLIST FORM
(Initial Study)

Project Title: Monrovia Nursery Specific Plan

Lead Agency, Address and Contact Information:

City of Glendora
Planning and Redevelopment
116 E. Foothill Blvd.
Glendora, CA 91741

Project Location: +/- 95 acres located north of the Burlington Northern Santa Fe (BNSF) Railroad, south of Sierra Madre Avenue, east of the City's western boundary with the City of Azusa, and west of Barranca Avenue (see attached map).

Project Sponsor, Address and Contact Information:

City of Glendora
Planning and Redevelopment
116 E. Foothill Blvd.
Glendora, CA 91741

Attn: David Chantarangsu, Assistant Director of Planning (626) 914-8217
dchantarangsu@ci.glendora.ca.us

General Plan Land Use Designation: City of Glendora - Low Density Residential (1-3 Units Per Acre) & County of Los Angeles - Low Density Residential (1-6 du/ac)

Zoning Designation: City of Glendora - E-7/ 20,000 (Single-Family Estate, 20,000 square foot minimum lot size) & County of Los Angeles - RA-20,000 (Residential Agricultural, 20,000 square foot minimum lot size)

Project Description: The proposed project is the adoption and implementation of a specific plan over approximately 95 acres in northwest Glendora which designates a development plan and development requirements for the development of the project area as a large-lot, single-family subdivision. The development plan entails the establishment of a street circulation system, the alignment of major utilities such as electrical, gas, sewer, water, storm drain, and flood control improvements, project access, conceptual grading (projected to entail 357,000 cubic yards of cut and 353,000 cubic yards of fill), emergency access, an open space plan, public and private area landscaping requirements, and the implementation of certain agreements entered into by the City of Glendora addressing storm water runoff in the watershed area. Development requirements address lot size, building size, building setbacks, maximum building height and area, and design guidelines necessary to construct a single-family residence and ancillary accessory buildings in the specific plan area. Other actions necessary to adopt a specific plan over

the project site include the rezoning of the incorporated areas of the project from E-7/ 20,000 to Specific Plan and adoption of a new pre-zone over unincorporated areas of the project site from RA-20,000 to SP.

Future actions contemplated to implement the specific plan include the annexation of unincorporated areas of the project site into the City, the approval of tentative tract map(s) or vesting tentative tract map(s) approving the subdivision of land, grading and drainage plan approvals, street improvement plans, landscape plan approvals, approval of various utility plans for water, sewer, flood control and storm drain infrastructure, and agreements needed with public entities such as the County of Los Angeles and the City of Azusa to construct and maintain said improvements. Use of a development agreement and formation of a Community Facilities District may also be actions associated with the project the City may approve at a future date.

Surrounding Land Uses and Setting: The project site is comprised of a number of parcels that were formerly used as a commercial nursery for the growing of ornamental plants. The property is surrounded by existing or planned residential development in the cities of Glendora and Azusa. A historic cemetery (the Fairmount Cemetery) is completely surrounded by the project site. The project site is presently located partially within the City of Glendora as well as the unincorporated areas of Los Angeles County.

Development of the project site faces constraints associated with the land that must be resolved including incomplete or inadequate flood control and/ or storm drain improvements, off-site flood hazards that affect the site, soil contamination from the previous decades of the use of the site as a nursery, unsuitable soils conditions in some areas of the site which have liquefaction potential and expansive properties, inclusion of a portion of the site in a "very high fire hazard severity zone", and the proximity of the project area's southern acreage to an existing railroad line which has the potential to expose future residences to excessive noise and vibration impacts from the planned future operation of a light rail line (the Gold Line). A water main line operated by the Covina Irrigating Company also bisects the southerly portion of the site. Despite the constraints described above, appropriate mitigation has been ascribed to the development of the project site which reduces potentially significant impacts below a level of significance.

Other Public Agencies Whose Approval is Required: City of Azusa/ California Department of Fish & Game/ LAFCO/ Regional Water Quality Control Board/ U.S. Fish & Wildlife/ U.S. Army Corps of Engineers/ Los Angeles County Public Works/ Department of Toxic Substances Control.

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 effect (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECALARATION 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.

David Chantarangsu — Date: September 28, 2010

David Chantarangsu, AICP
Assistant Director of Planning

Environmental Factors Potentially Affected:

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

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

1 **AESTHETICS** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐

(Source: Monrovia Nursery Specific Plan)

Explanation:

The project may have an impact if it results in significant changes to existing conditions resulting from new development that is inconsistent with existing development patterns. Changes to existing aesthetic conditions in the area would result from development activities associated with the project, specifically from grading and new home construction.

Existing Conditions: The project area is characterized by one-story, post-1950 residences situated on 20,000 square foot lots although newer one and two-story construction exists in the area as a result of remodeling activity and new construction. Since the project area is located near the base of the San Gabriel Mountains, the project area has views to the foothills of the San Gabriel Mountains to the north; there are also intermittent views of the San Gabriel Valley to the south depending on the location of the vantage point. These views exist from private and public areas in the neighborhoods surrounding the project site. The development of the project will result in 124 homes on +/- 95 acres of land. Impacts to existing vistas could occur as a result of grading activities to create building pads and the

development of homes and ancillary buildings. In the north acreage, this potential impact has been mitigated through a grading design approach that results in building pads that will be nearly identical to the grades of homes along Donnington Street. New homes adjacent to Sierra Madre Avenue are typically 20 feet below the grade of the street and will not substantially hinder views of homes north of Sierra Madre Avenue currently enjoy of the valley below. While anticipated development will add additional structures to the foreground of views to the valley or the foothills above, various view perspectives from neighborhoods surrounding the project area will be substantially maintained as a result of the grading approach. The only exceptions are lots west of Yucca Ridge Road and above Fox Glove Court in the north acreage. Lots 8, 9, and 10 would be raised 10 to 20 feet over existing grades to account for the need to maintain gravity sewer flow through Lot 11 and Lot B. However potential impacts would be offset by provision for landscape screening to soften the additional increase in height manufactured slopes would be required to achieve in order to construct building pads on those lots. Existing homes on Foxglove Court below Lots 8, 9, and 10 already experience significant view obstructions to the foothills to the north as a result of existing topographic conditions that rise approximately 20 feet above homes on Foxglove Court. Anticipated construction will not substantially alter this existing condition. Recommended mitigation measures described above will reduce potential impacts in the north acreage.

In the south acreage, grading would result in the continuation of the nursery property's gradual sloping of grades with proposed building pads generally lower than existing homes. Lots on proposed Street D and lots situated to the east are at least 5 feet to 10 feet or more below existing home grades. An exception is pads proposed for Lots 18 and 19 which will sit at a slightly higher elevation (5-7 feet) than existing adjacent homes immediately west and south due to the natural grade. However this is typical of how lots higher in elevation relate to lots lower in elevation in the neighborhood. For proposed building pads west of Street D adjacent to existing homes, grades will be at, or slightly higher than, existing home grades. For example Lot 46 appears to sit +/- 3 feet higher than 303 N. Baldy Vista Avenue and Lot 45 appears to sit +/- 1 foot lower than 1108 and 1106 West Danton Drive. Lot 60 is approximately at the same height of 303 N. Baldy Vista Avenue.

There is also a group of 5 lots (Lots 61-65) that will be built along a private driveway that rises above and behind homes on the west side of Baldy Vista Avenue. These pads are proposed at the same grade as existing terrain.

Despite the changes resulting from new development the proposed grading design approach will reduce potential impacts to a level below significance. The specific plan will also include building design guidelines that will assist in integrating new development into the existing neighborhoods. The design guidelines address elements such as building bulk and mass, architectural style and building detailing that allows updated development practices to be incorporated into the specific plan

area while maintaining compatibility with the existing neighborhood.

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

(Source: Community Plan 2025 and MND; California Scenic Highway Mapping System)

Explanation: There are no designated scenic highways within the planning area. No impact will occur. (see http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☐ ☐ ☒ ☐

(Source: Monrovia Nursery Specific Plan)

Explanation: See 1a. In addition the specific plan regulations will include design guidelines to steer new construction toward greater compatibility with existing improvements. The design guidelines address elements such as building bulk and mass, architectural style and building detailing that allows updated development practices to be incorporated into the specific plan area while maintaining compatibility with the existing neighborhood.

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

(Source: Monrovia Nursery Specific Plan)

Explanation: Impacts from new light and glare may be significant if the project includes lighting which is atypical of the existing lighting needed for single-family residential development. Examples of atypical lighting would be sports field lighting and commercial parking lot lighting.

No uses, other than single-family development consistent with the existing low density residential development pattern is proposed. Exterior lighting typical of single development is expected such as for street lights and exterior home lighting. Design guidelines included in the specific plan will control exterior lighting to ensure no lighting beyond what is typical for a single-family development will occur. Guidelines encompass the following:

- Identify where and when lighting is needed. Use only the number of lights needed to meet security and safety purposes.

- Design exterior lighting to control glare.
- Use fully shielded fixtures where appropriate to avoid casting spillover lighting to neighboring properties.
- Mount exterior light fixtures at low elevations to preserve the night sky and natural setting of the surrounding area.
- Select light sources (bulb types) and wattages according to the minimum level necessary to achieve desired illumination levels at ground level.

In addition, public lighting within the specific plan is limited to low-rise pedestrian oriented lighting along sidewalks and the linear park.

2 **AGRICULTURE AND FORESTRY RESOURCES** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (Source: Community Plan 2025 and MND)	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Source: Community Plan 2025 and MND)	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? (Source: Community Plan 2025 and MND)	☐	☐	☐	☒

Explanation: The City contains no farmland, zoning for agricultural use, or Williamson Act contracts within its planning area. No impact will occur.

Explanation: See 2a. No impact will occur.

Explanation: See 2a. No impact will occur.

d) 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))?	☐	☐	☐	☒

(Source: Community Plan 2025)

Explanation: The project area is not defined as forest land, timber land, or zoned for timberland. No impact will occur.

e) Result in the loss of forest land or conversion or forest land to non-forest use?	☐	☐	☐	☒

(Source: Community Plan 2025)

Explanation: See 2d. No impact will occur.

f) 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?	☐	☐	☐	☒

(Source: Zoning Map)

Explanation: The project site is surrounded by land zoned for residential development. No impact will occur.

3	**AIR QUALITY** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐

(Source: SCAG 2008 RTP and EIR)

Explanation: Air quality is a regional issue affecting the entire Southern California Region. The Southern California air basin (known as the "South Coast Air Basin") has been in violation of state and federal air quality standards for the past several years.

Regulatory oversight for air quality in the Basin rests with the South Coast Air Quality Management District (SCAQMD) at the regional level, the California Air Resources Board (CARB) at the State level, and the U.S. Environmental Protection Agency (EPA) Region IX office at the Federal level. For all air quality planning

issues, the City of Glendora is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The City of Glendora understands that local air quality issues must be coordinated with regional planning to ensure the implementation of regional and state air quality mandates. SCAQMD maintains a regional air quality plan.

Currently, the South Coast Air Basin is classified as a "severe-17" nonattainment area for ozone (O3) and nonattainment area for fine particulate matter (PM2.5). Every three years, the South Coast Air Quality Management District (AQMD) prepares an air quality management plan (AQMP) describing measures to achieve air quality improvement, including attainment for O3 and PM2.5, to be submitted for inclusion in the State Implementation Plan (SIP). Each iteration of the plan is an update of the previous plan. The Final 2007 AQMP was adopted by the AQMD Governing Board on June 1, 2007. The AQMP is consistent with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The AQMP relies on information from the California Air Resources Board (ARB) and the Southern California Association of Governments (SCAG), including mobile and area source emissions and information regarding projected growth in the region, to estimate and project current and future emissions from stationary sources, mobile sources, off-road sources, and other emissions contributors, and then determine strategies necessary for the reduction of emissions through regulatory controls. The emission projections and SCAG growth projections are based on population and vehicle trends and land use plans developed by the cities and the County in the SCAG region (for the 2007 AQMP, SCAG's 2004 RTP was used due to the time differential between the AQMP and RTP update schedules). Projects that propose development that are consistent with the growth anticipated by local general plans are therefore consistent with the AQMP. The project area maintains the same land use policies now as it did under the 2004 RTP. The Proposed specific plan is also actually below the residential density anticipated for the site at 0.63 units per acre – the General Plan anticipated between 1-3 units per acre. The project is therefore consistent with the AQMP.

In 2008 the Southern California Association of Governments (SCAG) adopted the 2008 Regional Transportation Plan (the "2008 RTP"). An environmental impact report (EIR) prepared for the 2008 RTP included an analysis of housing, employment and population relative to the SCAG region (through 2035), in which the City of Glendora is included, and its effects on air quality. Criteria Pollutants from PM10 and PM2.5 were considered significant. Increases in PM10 and PM2.5 resulted from VMT. Since the proposed project is consistent with the City's land use plan as described above, anticipated impacts would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations). No new impacts are expected beyond those already analyzed by the SCAG 2008 RTP EIR. Applicable mitigation measures from the RTP will be applied to the project (See MM-AQ.3-AQ.14 of the RTP EIR and AQ1-AQ4 from the 2007

AQMP EIR which are incorporated herein be reference) to ensure project consistency with RTP emissions forecasts and avoidance of significant impacts.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ☐ ☒ ☐ ☐

(Source: SCAG 2008 RTP EIR/ Urbemis 2007 Modeling)

Explanation: See 3a. In addition, the SCAQMD has determined that the emission of certain quantities of air pollutants (Criteria Pollutants) are significant as described below in both a construction setting and operational setting:

Pollutant	NOx	VOC	PM10	PM2.5	SOx	CO	Lead
Construction	**100**	**75**	**150**	**55**	**150**	**550**	**3**
Operation	**55**	**55**	**150**	**55**	**150**	**550**	**3**
All quantities are in lbs/ day. – SCAQMD Air Quality Significance Thresholds revised March 2009							

Projects create some level of impacts on air quality as a result of construction activity on a short-term basis from activities like demolition, grading and construction. On a permanent basis impacts will occur as a result of on-going operations. For residential development, on-going operational air quality impacts include emissions that occur as a result of vehicle trips by residents, and the operation of utility systems needed to serve development.

Air quality impacts for Criteria Pollutants were estimated using URBEMIS 2007. URBEMIS 2007 allows the estimate of construction and area source emissions, motor vehicle trip emissions using EMFAC2007, and mitigation measures for construction emissions, area sources, and motor vehicle trips. It also uses the California Air Resources Board's OFFROAD2007 model to estimate off-road construction equipment emissions. Expected Criteria Pollutant impacts from the project are noted below:

Pollutant	NOx	PM10	PM2.5	Sox	CO
Construction	94	37	12	1	74
Operation	17	24	5	1	140
All quantities are in lbs/ day. Figures rounded to the highest whole number. URBEMIS2007 outputs reflect mitigated emissions.					

As depicted above neither the construction nor the operation phases resulted in air quality impacts that exceeded the Criteria Pollutant significance thresholds. Therefore on a project level basis with mitigation, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Cumulative impacts could be considered significant but impacts would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations). However, applicable mitigation measures from the RTP will be applied to the project (See MM-AQ.3-AQ.14 of the RTP EIR and AQ1-AQ4 from the 2007 AQMP EIR which are incorporated herein by reference) to ensure project consistency with RTP emissions forecasts and avoid significant impacts.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ☐ ☒ ☐ ☐

(Source: SCAG 2008 RTP and EIR)

Explanation: See 3a and 3b. Cumulative impacts are significant but impacts would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations). However, applicable mitigation measures from the RTP will be applied to the project (See MM-AQ.3-AQ.14 of the RTP EIR and AQ1-AQ4 from the 2007 AQMP EIR which are incorporated herein by reference) to ensure project consistency with RTP emissions forecasts and avoid significant impacts.

d) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☒ ☐

(Source: Community Plan 2025 and MND; SCAQMD Rule 1401; EPA/ARB Air Quality and Land Use Handbook)

Explanation: See 3a and 3b. The SCAQMD defines sensitive receptors as facilities where sensitive population groups (children, elderly, acutely and/or chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. Non-criteria pollutants such as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs) are also regulated by the SCAQMD.

SCAQMD Rule 1401 (New Source Review of Toxic Air Contaminants) requires evaluation of potential health risks for any new, relocated, or modified emission unit which may increase emissions of one or more toxic air contaminants. The rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. Regulation of pollutants and contaminants by the SCAQMD will reduce project-level impacts.

In April 2005, the California Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) published the document "Air Quality and Land Use Handbook: A Community Health Perspective." The informational guide provides recommendations for evaluating potential health effects of siting sensitive land uses near high traffic freeways and urban roads. Specifically, the handbook recommends siting new sensitive land uses a minimum of 500 feet away from freeways and urban roads with more than 100,000 vehicles per day. A potentially significant impact could occur if new housing for sensitive receptors is approved within 500 feet of freeways and urban roads with more than 100,000 vehicles per day. The proposed project is not located near urban roads that handle more than 100,000 vehicles per day and is +/- 4,000 feet from the nearest freeway (Interstate 210). Therefore the project will not expose sensitive receptors to substantial pollutant concentrations to a degree that would have a significant effect on the environment.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND; SCAQMD Rule 402)

Explanation: Objectionable odors may be associated with a variety of pollutants. Common sources of odors include wastewater treatment plants, landfills, composting facilities, refineries and chemical plants. Residential land uses are not typically associated with objectionable odors and the project will not directly result in the introduction of new potential sources of objectionable odors. Nuisance odor emissions are regulated by the SCAQMD Rule 402. Rule 402 states, "…No person shall discharge from any source whatsoever such quantities of air contaminants or other material which may cause injury, nuisance, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." Nuisance odors emitted within Glendora are regulated by the SCAQMD and future residential development projects will be required to comply with all SCAQMD requirements. Adherence to SCAQMD requirements will reduce project-level odor impacts.

f) Conflict with or obstruct the implementation of greenhouse gas reduction measures under AB 32 or other state regulations? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 and MND; Greenhouse Gas Emission Technical Memorandum 2009)

Explanation: The project will result in additional GHG emissions however they will not obstruct the implementation of AB 32 or other state regulations. Greenhouse Gas (GHG) emissions associated with residential development in Glendora have been calculated using methodologies recommended by the California Air Pollution Control Officer's Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper and the California Climate Action Registry General Reporting Protocol (March 2007) as part of the 2008-2014 Housing Element update. The Housing Element anticipated a development of 1,613 residential units – the project represents 124 units, or 7 percent of the anticipated residential growth through 2014. A more specific description of the methodology is contained in the Appendix to the GHG emissions technical memorandum prepared for the Housing Element incorporated herein by reference. The analysis focuses on CO2 (carbon dioxide), N2O (nitrous oxide), and CH4 (methane) as these are those GHG emissions that residential projects will emit in the largest quantities as compared to other GHGs (such as chlorofluorocarbons [CFCs]).

<u>Operational Indirect and Stationary Direct Emissions</u>
Annual electricity emissions were calculated using the California Climate Action Registry General Reporting Protocol, which has developed emission factors based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation, and alternative energy sources associated with the regional grid. CO2 emission estimates also take into account emissions from other operational sources such as natural gas use for space heating. For development anticipated under the Housing Element, operational indirect and stationary direct emissions are estimated at 7,817 metric tons per year in CO2 equivalency units. The project represents 124 units, or 7 percent of the anticipated residential growth through 2014. Using URBEMIS 2007 modeling, 488 tons of CO2e were projected from indirect and stationary sources from the project.

<u>Transportation Emissions</u>
Mobile source GHG emissions were estimated based on total vehicle miles traveled (VMT) associated with projected residences. For development anticipated under the Housing Element, daily VMT for all development was estimated at 90,053 daily miles. Based on this VMT estimate, annual transportation emissions are estimated at 18,689 metric tons in CO2 equivalency units. Using URBEMIS 2007 modeling, 2,531 tons of CO2e were projected annually from transportation related sources from the project.

Combined Stationary and Mobile Source Emissions

The combined operational and mobile GHG emissions associated with the potential residential units in Glendora under the Housing Element total 26,506 metric tons per year in CO2 equivalency units. This total represents roughly 0.005 percent of California's total 2004 emissions of 492 million metric tons. These emission projections indicate that about 30 percent of the project GHG emissions are associated with electricity and natural gas usage, while the other 70 percent are associated with vehicular travel.

Cumulative Impacts

The California Climate Action Team (CAT) and the California Air Resources Board (ARB) have developed programs and measures to achieve the GHG reduction targets under AB 32 and Executive Order S-3-05. These include the CAT's 2006 "Report to Governor Schwarzenegger and the Legislature," ARB's "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California, " and ARB's "Climate Change Proposed Scoping Plan: a framework for change." The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32. The following analysis includes a discussion of the extent to which the project complies with applicable strategies to help California reach the GHG emission reduction targets.

- *Vehicle Climate Change Standards*: AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004. The vehicles from the project will be in compliance with any vehicle standards that the ARB adopts.

- *Building Energy Efficiency Standards in Place and in Progress*: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings). Future residential buildings will be required to comply with the updated Title 24 standards for building construction including exterior lighting requirements.

- *Energy Efficiency*: Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts. Reductions could be achieved through enhancements to existing programs such as increased incentives and even more stringent building codes and appliance efficiency standards. Green buildings offer a comprehensive approach to reducing greenhouse gas emissions that cross-cut multiple sectors including Energy, Water, Waste, and Transportation. As described above, future residential buildings will be required to comply with the updated Title 24 standards for building construction including exterior lighting requirements.

- *Appliance Energy Efficiency Standards in Place and in Progress*: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California). Appliances that are purchased for future individual dwellings will be consistent with existing energy efficiency standards and will include energy efficient heating and cooling systems, appliances and equipment, and control systems.

- *Water Use Efficiency*: Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use will reduce greenhouse gas emissions. Future residential development will be required to incorporate water- conservation measures, including water efficient fixtures and appliances, water-efficient landscaping and design, the use of water efficient irrigation systems and devices, and will employ water conservation measures. As a result of the adoption of AB 1881 in 2006, all development will follow the Model Water Efficient Landscape Ordinance.

- *Waste reduction and recycling*: Reduce amount of waste generated by projects and increase recycling of products. Future residential development facilitated by the proposed project will be required to comply with all applicable standards and regulations related to solid waste, including local regulations requiring recycling/deconstruction of existing buildings and materials (e.g., Section 6.09.100 of the Municipal Code).

4	**BIOLOGICAL RESOURCES** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service? (Source: Community Plan 2025/ 2006 Biological Evaluation)	☐	☒	☐	☐

Explanation: Project impacts would be considered significant if the project resulted in habitat modifications on any species given special status by federal or state agencies.

A biological resources assessment prepared in March 2006 found very little undisturbed area in the project site which had been used as a commercial nursery operation since at least the 1960s. Nursery operations have since all but ceased. The 2006 survey identified the following plant communities: 80.8 acres used in nursery operations, 8.6 acres of disturbed areas, 2.8 acres of ornamental plant community area, 1.4 acres of developed area, and 1.3 acres of ruderal/ oak woodland. None of the plant communities described are considered sensitive plant communities by the resource agencies. One species of special concern, a California black walnut, was identified on the site within the ruderal/ oak woodland area. A review of expected wildlife populations in the assessment also determined that there were no species of special concern on site, although the assessment indicated that there is a potential for Cooper's hawk and Western yellow bat to occur within the study area. Due to the presence of trees, shrubs and ground cover on the site, the assessment indicated that the site could support raptor and songbird nests which could be significantly impacted as a result of project construction. Therefore during the development phase, initial grubbing and clearing, grading and construction can disturb nesting raptors and songbirds.

A tree inventory provided as part of the survey identified 78 trees on site with a diameter at breast height (DBH) of 6 inches or more, the threshold at which the City requires preservation or replacement. The assessment assumed that all trees would be affected by development, however development plans prepared since the completion of the assessment will allow for the preservation of 20 trees located on Open Space Lot J. Impacted trees include Magnolia, Prunus (a type of fruit or nut bearing tree), Ulmus (Chinese Elm), Ficus, Liquidambar, Bauhinia variegate (Orchid tree), Washingtonia robusta (Mexican Fan Palm), and 3 Quercus agrifolia (Coast Live Oak) trees.

- The loss of 58 existing trees would be off-set by public landscape area planting and private landscape area planting. Inch for inch replacement will be required consistent with the City's Heritage Tree Resolution. Trees identified on open space Lot J will be required to be maintained. To implement the mitigation the applicant will submit a tree inventory plan to identify the number of tree inches to be removed. Tree replacement is expected at development. An in-lieu fee may also be provided to the City or the Glendora Conservancy to provide off-site replacement trees. With the proposed on and off-site mitigation and retention of trees on the open space lot, impacts are expected to be less than significant.

- To offset the impacts during initial construction the following mitigation measures are required to ensure nesting raptors and songbirds: Removal of vegetation will be limited to time periods outside of the nesting season

(February 15-August 15); or, a qualified biologist will be required to be on-site if vegetation is disturbed during nesting season to avoid disturbance to active nests. If any active nests are detected a buffer of 100-300 feet will be required as determined by the monitoring biologist.

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? ☐ ☒ ☐ ☐

(Source: 2006 Biological Evaluation)

Explanation: The March 2006 biological assessment identified "excavated drainage features" utilized to convey nursery irrigation downstream which may or may not be considered under the jurisdiction of state and federal agencies. The assessment advises that further consultation will be sought with the California Department of Fish and Game (CDFG) and the U.S. Army Corps of Engineers (USACOE) to determine if these features fall under the jurisdiction of the resource agencies.

A subsequent June 2006 report prepared by Vandermost Consulting Services conducted additional evaluations of the "excavated drainage features" found on the site. Preliminary findings were made to identify jurisdictional waters on the site that may fall under regulatory control by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, or the California Department of Fish and Game for which subsequent alteration permits may be required. The June 2006 report identified two drainages that would be affected by the project for which subsequent agreements and mitigation would likely be required from state and federal agencies. The total length of the drainages is 3,179 lineal feet, 0.139 acres under jurisdiction of the Corps/ RWQCB and 0.427 acres under jurisdiction of CDFG. The scope of development anticipated on and off the project site will result in permanent impacts to these features. To offset the impacts described, the following mitigation measures are required to offset the loss of habitat in consultation with CDFG and USACOE:

- Prior to development, the developer shall notify the resource agencies of the alterations to the site to determine if the activity must be reviewed by the resource agencies (Section 404, 401, and 1602 authorizations from the Corps, RWQCB, and CDFG).

- Impacts to wetlands and waters under the jurisdiction of CDFG and USACOE will need to be identified consistent with protocols for those agencies along with any mitigation required as a result of identified impacts. Mitigation can include replacement of the lost habitat through on-site

mitigation, off-site mitigation (such as habitat restoration or enhancement) or payment of an in-lieu fee to be applied to the restoration of habitat. In the past, replacement ratios of 1:1 have been required to offset impacts. Higher replacement ratios could be required (up to 4:1) by the resource agencies to account for the quality of the habitat and to offset the temporal loss of quality habitat.

In addition to the "excavated drainage features", a portion of a +/- 4.5 acre, soft-bottom detention basin exists in the project area (approximately 2-acres) which provides flood control protection from storm water run-off in an approximate 558 acre watershed. The project will result in a significant modification to the detention basin which has not been assessed for the presence of biological resources since its installation several years ago. However given the maintenance activities that have occurred in the basin since its construction such as grubbing and clearing and silt removal no impacts as a result of the detention basin modification are anticipated.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☒ ☐ ☐

(Source: Project Specific Plan/ 2006 Biological Evaluation)

Explanation: See 4a. Proposed mitigation requires consultation with the Corps, RWQCB, and CDFG, on-site mitigation and/or the payment of any fees to be applied to mitigation efforts off-site.

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? ☐ ☐ ☐ ☒

(Source: 2006 Biological Evaluation)

Explanation: The 2006 assessment prepared for this project determined that given the isolated nature of the site, and the developed nature of the areas surrounding the project site, it would unlikely be used as a corridor for wildlife movement. Therefore the study area was not considered to be a wildlife corridor. No impact will occur.

e) Conflict with any local policies or ordinances ☐ ☒ ☐ ☐

protecting biological resources, such as a tree preservation policy or ordinance?

(Source: 2006 Biological Evaluation)

Explanation: See 4a. City "standard conditions" require heritage trees (trees in excess of 6 inches in diameter) to be maintained or relocated if possible. The City also accepts replacement on an inch-for-inch basis to offset the loss of heritage trees and reduce significant impacts. The loss of existing trees on the project site will be offset by the planting of new trees in the project site and/or the payment of in-lieu fees if necessary.

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

(Source: Community Plan 2025 and MND; Route 66 Corridor Specific Plan EIR)

Explanation: No such plans exist for the area.

5 **CULTURAL RESOURCES** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5[3]?	☐	☒	☐	☐

(Source: March 2007 Survey & Evaluation of Cultural Resources – SWCA Environmental Consultants)

Explanation: The project has the potential to significantly impact historic resources if it results in the demolition, destruction, relocation, or alteration of any historic resource or its immediate surroundings to the degree that the significance of the resource would be materially impaired (see California Code of Regulations, Title 14, Chapter 3, for descriptions of activities that result in a resource becoming "materially impaired").

There are several resources in and around the project site including: 1) Resources located within one-mile of the site; 2) The Fairmount Cemetery; and 3) The Covina Canal. The uncovering of resources in a development adjacent to the project site also suggests that there is a potential for as of yet unknown resources to be

uncovered during grading and excavation phases.

The Fairmount Cemetery is a +/- 1.7 acre parcel that is completely surrounded by the proposed project which contains the remains of the first American settlers of the east San Gabriel Valley. Research by others relied on by the evaluation indicates the cemetery could have been established as early as 1840 however information provided by the Cemetery Trustees indicate the earliest use of the site is 1875. The cemetery has been designated as a local landmark by the City of Glendora and was recommended eligible for listing California Register of Historical Resources (CRHR) and the National Register of Historic Places (NRHP) according to CRHR/ NRHP criteria used in SWCA's evaluation.

The Covina Canal is a concrete pipeline which has origins that can be traced back to the 1800s and the era during which the nearby City of Covina was established. Based on CRHR/ NRHP criteria, the evaluation recommended the entire canal eligible for listing, however, the segment in Glendora was determined not be a contributing component to the significance of the canal as a result of alterations that have taken place to the original canal over the years which include the covering of the canal, replacement of the original lined channel with concrete pipe, modifications, and disrepair.

There is also the potential for undiscovered resources to be uncovered during grading and excavation phases of the project due to the uncovering of other resources very near the project area.

Off-site Resources

A 2007 Survey and Evaluation of resources identified several resources located in close proximity to the site. Of the 10 off-site resources identified, none were identified as being impacted by the project. No mitigation is required.

Covina Canal

The project will result in the removal of the existing Covina Canal improvements and replace those improvements with a modern water pipeline in a different alignment. However, the removal of the existing canal structure on the project site and relocation of the line will not result in a material impairment of the resource. A determination in the change of the significance of the Covina Canal as a whole is based on the evidence contained in the 2007 Survey and Evaluation. Since the portion of the canal to be altered does not contribute to the historical significance of the canal the project will not affect the significance of the canal. The project will not affect other segments of the Covina Canal which are outside the boundaries of the project that have been identified as contributing to the significance of the structure therefore ensuring the canal's eligibility on either the CRHR or NRHP. No impacts will result therefore no mitigation is required.

Fairmount Cemetery

Grading and excavation needed to support the development of the project as a

single-family development may contribute to on-going erosion already occurring on the cemetery grounds. Mass grading needed to prepare the project site for development will alter the topography of the project site and could direct water runoff onto, around or through the cemetery. Eventual development of single-family residences above the cemetery grounds and construction of an access road will increase impermeable surface areas and consequently water runoff around the cemetery grounds. The development of the site would also replace the current access the cemetery enjoys for maintenance and its annual memorial service potentially isolating the cemetery from the community. The introduction of additional housing and development around the cemetery, as well as improved public access to the areas around cemetery could also lead to increased incidences of vandalism at the cemetery.

Unless mitigated, continued erosion of the cemetery grounds and the lack of access for maintenance and ceremonial purposes at the cemetery, and vandalism would all contribute to the material impairment of the significance of the cemetery. On-going erosion would continue to damage the physical essence of the cemetery grounds while lack of access would hinder maintenance efforts and isolate the cemetery from the Glendora community. Vandalism could also lead to unacceptable levels of physical destruction and alteration of the grounds (vandalism is a well documented activity at cemeteries).

Mitigation will be required to protect the cemetery grounds from impacts related to the construction and post-construction phases of the project.

To offset potential drainage impacts appropriate temporary and permanent drainage devices will need to be installed around the cemetery grounds to divert water around it in a manner that will not contribute to any further erosion, or result in an increase in water run-off on the site. The size of improvements required would be consistent with a 50-year storm event. Prior to construction, a Drainage Mitigation Plan will be required to be submitted to the City for review and approval with implementation prior to grubbing and clearing, demolition, grading or excavation activities. Appropriate mitigation could include installation of a variety of temporary sediment and erosion control facilities such as drainage swales, earth dikes, slope drains, silt fencing, sediment basins, sediment traps, check dams, use of fiber rolls, gravel bag berms, or other temporary facilities, in accordance with recommended techniques and construction methods identified in the latest edition of California Stormwater Quality Association's Stormwater Best Management Practice Handbook for construction. These mitigation measures will also be required to be part of the project's Storm Water Pollution Prevention Plan (SWPPP) which are reviewed and approved by the City and the Los Angeles Regional Water Quality Control Board prior to the issuance of grading permits. Improvements will be required to be installed within 30 days of the commencement of grading and utilized on the site until permanent facilities could be provided.

Permanent facilities would include permanent drainage swales, detention facilities,

storm drains, retaining or perimeter walls and other appropriate improvements that divert water runoff around the cemetery grounds and protect the cemetery from increased drainage runoff. These types of improvements would be shown on a site grading plan for individual lots or a mass grading plan for the site. New lots anticipated to be developed above and adjacent to the cemetery would not be permitted to direct water onto the cemetery grounds resulting in an increase in water runoff. As part of the issuance of zoning entitlements, grading and/ or building permit for lots adjacent to the cemetery, the City Engineer will review and approve drainage and/ or grading plans to ensure the proper drainage improvements are installed to divert water away from the cemetery grounds and that grading and drainage plans do not direct run-off onto the grounds. The project will also include a dedicated buffer area around the existing cemetery grounds of between 10 and 50 feet as depicted on the specific plan in which appropriate drainage improvements can be constructed to prevent further erosion.

The implementation of measures described above will mitigate potential erosion impacts below a level of significance.

To address potential impacts from isolation of the cemetery, the project includes a new public access point to the cemetery grounds which has street frontage on a new public street to be built (Street B) as well as an off-street parking area. The on and off-street parking area will provide a source of parking for the cemetery's ceremonial and maintenance events. An access easement for maintenance over a proposed Private Street also ensures adequate access to the upper portion of the cemetery for maintenance purposes. Also, no temporal loss of cemetery access will be permitted to ensure adequate access for maintenance, site monitoring and Cemetery's annual Memorial Day community gathering. The implementation of measures described above will mitigate potential isolation impacts below a level of significance.

To address potential vandalism impacts from improved public access to the area and the cemetery grounds, a 6' to 8' high wrought iron fence would be adequate to reduce vandalism to the cemetery grounds. Therefore the following security mitigation measures are recommended:

- 6' to 8' high fencing shall be provided in a manner consistent with the Secretary of the Interior's Standards.

- A 10' to 50' buffer area shall be provided around the cemetery to provide for the installation of the improvements to ensure construction of the improvements does not encroach into the cemetery proper.

<u>Unknown Resources</u>
Unknown resources likely to occur on the site could include Native American remains and/ or artifacts, remains and/ or artifacts around the cemetery, and Covina Canal. To offset potentially significant impacts, the following mitigation measures

are required during grading and construction:

1. Archeological monitoring of all ground- disturbing activities.
2. Archeological monitoring of all ground- disturbing activities within 100 feet of the Fairmount Cemetery.
3. Native American monitoring of all ground-disturbing activities within 100 feet of the Fairmount Cemetery by a local Gabrieleno or a rotation of local Gabrelienos.
4. Monitoring of all ground disturbing activity within 100 feet of the Covina Canal alignment; recordation of canal features and/ or construction methods upon exposure of canal sections during ground disturbing activities.
5. Documentation of the results of any of these implementation measures in a technical report.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5[3]? ☐ ☒ ☐ ☐

(Source:)

Explanation: The project could result in impacts to buried resources. The mitigation measures described in 5a above will reduce impacts to a level below significance.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☒ ☐ ☐

(Source:)

Explanation: The project could result in impacts to buried resources. The mitigation measures described in 5a above will reduce impacts to a level below significance.

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☒ ☐ ☐

(Source:)

Explanation: The project could result in impacts to buried resources. The mitigation measures described in 5a above will reduce impacts to a level below significance.

6	**GEOLOGY AND SOILS** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Expose people or structures to 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. (Source: Community Plan 2025 Safety Element – 2007 Pacific Soils Geotechnical Reviews for Tracts 66608 & 66609)	☐	☐	☒	☐

Explanation: Southern California is considered a seismically active region that is dominated by earthquake faults. One major fault zone, the Sierra Madre Fault Zone, is located within the City of Glendora and is related to the Cucamonga Fault to the east and San Fernando Fault Zone to the west. The project site is generally located within 0.6 miles of the fault. In addition to these faults, several other faults are located within the region that could have an impact on the City. The San Andreas Fault is approximately 20 miles northeast of the City, and is considered the most seismically active fault in the southern California region.

Earthquakes that could affect the City would most likely originate from the Sierra Madre, Cucamonga, or San Andreas Fault Zones. These faults are close enough in proximity or expected to generate strong enough shaking that could affect the City. Geologic conditions within the foothill portions of the City could be impacted more severely due to the steep topography within this portion of the City and the relative instability of some of the geologic units in this portion of the City. The level of seismicity in Glendora, both as to maximum credible earthquake intensity and likely earthquake occurrences, is considered to be approximately the same as for the Los Angeles Basin. Geotechnical reviews prepared for the project area indicate that the project site is not located within an Alquist-Priolo zone, and that no fault traces exist in the project area based on evaluations of trench excavations, literature review, and photo evaluations. The potential for surface rupture is considered low to nil. No special recommendations have been made in the soils and geotechnical investigations prepared for the project area to address fault rupture. The impact is less than significant.

ii) Strong seismic ground shaking? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 Safety Element – 2007 Pacific Soils Geotechnical Reviews for Tracts 66608 & 66609)

Explanation: See 6a(i). To offset potential impacts, the Geotechnical Reviews recommend that building construction follow the 1997 Uniform Building Code (UBC). However the City is currently applying the 2007 California Building Code (CBC) which contains its own recommendations to address the structural design of buildings in seismically active areas. Recommendations contained in the CBC to offset the potential impacts from seismic shaking on the project site will vary but compliance with the CBC is mandatory. Prior to the issuance of any permits, an addendum or update to the Geotechnical Reviews will be required to ensure that the requirements of the most current edition of the CBC are followed. The proposed mitigation will ensure compliance with the appropriate building codes and reduce potential impacts below a level of significance.

iii) Seismic-related ground failure, including liquefaction? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 Safety Element – 2007 Pacific Soils Geotechnical Reviews for Tracts 66608 (March 16, 2007) & 66609 (August 2, 2007))

Explanation: Liquefaction is a phenomenon in which the strength and stiffness of soil is reduced by earthquake shaking or other events. Liquefaction occurs in saturated soils, which are soils in which the space between individual soil particles is completely filled with water. Typically liquefaction is associated with shallow groundwater, which is less than 50 feet beneath the earth's surface. Available data indicates that groundwater levels beneath the City range between 100 to 150 feet deep although the Geotechnical Review for Tract 66609 (the South Acreage) indicates that groundwater levels could be as near as 20 feet below existing ground surface in some portions of the site (pg. 11). In the Geotechnical Review for Tract 66609, the report confirmed that the evaluation of the site using groundwater levels at 20 feet below existing ground surface was appropriate for the evaluation of liquefaction potential on the site (pg. 16).

The City's Safety Element also includes mapping of areas with shallow groundwater conditions which could be susceptible to liquefaction. The areas identified as prone to liquefaction within the City are identified on Exhibit SAF-4 of the Community Plan 2025, *Potential Seismic Hazards* and includes most of the project's southern acreage. Ground failure due to liquefaction could occur

wherever the right combination of perched water and low density, sandy material exists. Liquefaction conditions may occur in areas along the canyon and wash areas located at the base of the foothills and in isolated areas as identified on Exhibit SAF-4.

The Geotechnical Reviews prepared for the project site reviewed seismic-related ground hazards such as liquefaction. A potential hazard was identified in the project site's north acreage due to the presence of loose/ soft soil types, and the existence of non-engineered artificial fill. Recommendations are made to remove unsuitable soil and replace it with properly compacted fill which will reduce impacts below a level of significance. For the south acreage, zones of potentially liquefiable material occur close enough to the surface to create a potential for manifestation in localized areas generally located in the southwest quadrant of the site (pgs. 20-21 Geotechnical Review for Tract 66609), potentially affecting lots 57-60, 66-70, the area of the proposed detention basin as well as the future utilities and public rights of way to serve the area (it is noted that lot numbers described herein differ from the lot numbers in the August 2, 2007 Geotechnical Review due to a change in the lot numbering convention but the area of the site being described is the same). The Geotechnical Review for Tract 66609 indicates that over-excavations of 10 to 25 feet with re-compaction will be typical (pgs. 20-21). The report concludes that this approach is the most "economical and timely" but identifies the possibility of encountering groundwater at the depth of the required over-excavation as having the potential to impact the recommended approach. Even with mitigation the settlement potential was estimated to be on the order of 2 inches (pg. 12). Given the potential for impacts to the site from liquefaction to remain even after recommendations for over-excavation and re-compaction, specific additional mitigation measures have been suggested by the Geotechnical Reviews including:

- Additional fieldwork and evaluation of liquefaction at the grading plan review stage to better define limits and depths of removal;

- Provision of specific foundation design criteria made at the completion of grading, based on "as-graded" soil conditions that call for additional reinforcing steel, deepening of foundation elements and/or additional stiffening elements, and provision of additional geotechnical design parameters for building slab design based on soils conditions in the project area.

In addition the City will require the following mitigation:

- Slab and foundation design will be required to comply with the California Building Code and accepted engineering practices of the American Society of Civil Engineers to ensure building slab/ foundation

design does not exceed maximum deflection allowed.

- All design recommendations of the Geotechnical Reviews are incorporated herein by reference as mitigation with the exception that recommendations made will be required to adhere to the California Building Code or other applicable codes as required by the Public Works Department and Building Official.

Liquefaction hazards in the North Acreage were considered to be "nil" according to the Geotechnical Review for Tract 66608 (pg 8) due to the removal of soil types potentially associated with liquefaction hazards and their replacement with engineered fill.

iv) Landslides? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 Safety Element – 2007 Pacific Soils Geotechnical Reviews for Tracts 66608 & 66609/ State of California Seismic Hazard Zones Azusa Quadrangle Official Map March 1999)

Explanation: The project area has not been included in an area requiring investigation for earthquake induced landslides by the state. The 2007 geotechnical and soils reports prepared to evaluate development potential of the site do not identify a landslide hazard in the project area.

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

(Source: Draft/ Progress Hydrologic Analysis, June 15, 2009)

Explanation: Soil erosion and loss of topsoil is typically a result of the loss of natural groundcover and alterations to water courses. Historically, temporary drainage channels have been used across the project site to direct runoff to LACDPW drain 1264 located below the project site. The specific plan includes a storm drain system plan that will create permanent drainage facilities which will continue to direct water to LACDPW drain 1264. The storm drain system will result in less soil erosion since all storm water runoff will be placed in a concrete storm drain pipe as opposed to being allowed to run over the surface of the site which is the present condition.

c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, ☐ ☒ ☐ ☐

subsidence, liquefaction or collapse?

(Source: 2007 Pacific Soils Geotechnical Reviews for Tracts 66608 & 66609)

Explanation: See 6a(i),(ii), (iii), and (iv). Geologic issues identified on the site include areas prone to liquefaction, expansive soils and seismic issues. Recommended mitigation measures will reduce potentially significant impacts below a level of significance.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? ☐ ☒ ☐ ☐

(Source: 2007 Pacific Soils Geotechnical Reviews for Tracts 66608 & 66609)

Explanation: According to the Geotechnical Reviews, soil on the project site is classified as having "very low to medium" expansion potential according to testing conducted in accordance with U.B.C. standards. However the City no longer follows the U.B.C. and the California Building Code (CBC) now applies. An update to the Geotechnical Reviews will be required to ensure compliance with the CBC. Requirements in the CBC for expansive soils may require certain construction techniques for building footings and building pad preparation techniques to offset expansive soils. Approaches may include enlarged footings, deepened footings, and the use of post-tension slabs. Compliance with the CBC is mandatory therefore impacts are not expected to be significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ☐ ☐ ☐ ☒

(Source: Project Specific Plan)

Explanation: The project will be served by a public sewer. No impacts will occur.

7 GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either direct or indirectly, that may have a significant impact on the	☐	☐	☒	☐

environment?

(Source:)

Explanation: Greenhouse Gas (GHG) emissions associated with anticipated residential development in Glendora have been calculated using methodologies recommended by the California Air Pollution Control Officer's Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper and the California Climate Action Registry General Reporting Protocol (March 2007) as part of the 2008-2014 Housing Element update. The Housing Element anticipated a development of 1,613 residential units – the project represents 124 units, or 7 percent of the anticipated residential growth through 2014. A more specific description of the methodology is contained in the Appendix to the GHG emissions technical memorandum prepared for the Housing Element. The analysis focuses on CO2 (carbon dioxide), N2O (nitrous oxide), and CH4 (methane) as these are those GHG emissions that residential projects will emit in the largest quantities as compared to other GHGs (such as chlorofluorocarbons [CFCs]).

<u>Operational Indirect and Stationary Direct Emissions</u>
Annual electricity emissions were calculated using the California Climate Action Registry General Reporting Protocol, which has developed emission factors based on the mix of fossil-fueled generation plants, hydroelectric power generation, nuclear power generation, and alternative energy sources associated with the regional grid. CO2 emission estimates also take into account emissions from other operational sources such as natural gas use for space heating. For development anticipated under the Housing Element, operational indirect and stationary direct emissions are estimated at 7,817 metric tons per year in CO2 equivalency units. The project represents 124 units, or 7 percent of the anticipated residential growth through 2014. Using URBEMIS 2007 modeling, 488 tons of CO2e were projected from indirect and stationary sources annually from the project.

<u>Transportation Emissions</u>
Mobile source GHG emissions were estimated based on total vehicle miles traveled (VMT) associated with projected residences. For development anticipated under the Housing Element, daily VMT for all development was estimated at 90,053 daily miles. Based on this VMT estimate, annual transportation emissions are estimated at 18,689 metric tons in CO2 equivalency units. Using URBEMIS 2007 modeling, 2,531 tons of CO2e were projected annually from transportation related sources from the project.

<u>Combined Stationary and Mobile Source Emissions</u>
The combined operational and mobile GHG emissions associated with the potential residential units in Glendora under the Housing Element total 26,506 metric tons per year in CO2 equivalency units. This total represents roughly 0.005 percent of California's total 2004 emissions of 492 million metric tons. These emission projections indicate that about 30 percent of the project GHG emissions are associated with electricity and natural gas usage, while the other 70 percent are associated with vehicular travel. The proposed project will account for 7 tons of the total anticipated increase in GHG emissions during the

Housing Element reporting period (2014).

Cumulative Impacts

The California Climate Action Team (CAT) and the California Air Resources Board (ARB) have developed programs and measures to achieve the GHG reduction targets under AB 32 and Executive Order S-3-05. These include the CAT's 2006 "Report to Governor Schwarzenegger and the Legislature," ARB's "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California, " and ARB's "Climate Change Proposed Scoping Plan: a framework for change." The reports identify strategies to reduce California's emissions to the levels proposed in Executive Order S-3-05 and AB 32. The following analysis includes a discussion of the extent to which the project complies with applicable strategies to help California reach the GHG emission reduction targets.

- *Vehicle Climate Change Standards*: AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.

- *Building Energy Efficiency Standards in Place and in Progress*: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings). Future residential buildings will be required to comply with the updated Title 24 standards for building construction including exterior lighting requirements.

- *Energy Efficiency*: Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts. Reductions could be achieved through enhancements to existing programs such as increased incentives and even more stringent building codes and appliance efficiency standards. Green buildings offer a comprehensive approach to reducing greenhouse gas emissions that cross-cut multiple sectors including Energy, Water, Waste, and Transportation. As described above, future residential buildings will be required to comply with the updated Title 24 standards for building construction including exterior lighting requirements.

- *Appliance Energy Efficiency Standards in Place and in Progress*: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California). Appliances that are purchased for future individual dwellings will be consistent with existing energy efficiency standards and will include energy efficient heating and cooling systems, appliances and equipment, and control systems.

- *Water Use Efficiency*: Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and

use water and wastewater. Increasing the efficiency of water transport and reducing water use will reduce greenhouse gas emissions. Future residential development will be required to incorporate water- conservation measures, including water efficient fixtures and appliances, water-efficient landscaping and design, the use of water efficient irrigation systems and devices, and will employ water conservation measures required by the City of Glendora Water Efficient Landscape Ordinance (see 21.03.060 of the Municipal Code).

- *Waste reduction and recycling*: Reduce amount of waste generated by projects and increase recycling of products. Future residential development facilitated by the proposed project will be required to comply with all applicable standards and regulations related to solid waste, including local regulations requiring recycling/deconstruction of existing buildings and materials (e.g., Section 6.09.100 of the Municipal Code).

In 2008 the Southern California Association of Governments (SCAG) adopted the 2008 Regional Transportation Plan (the "2008 RTP"). An environmental impact report (EIR) for the 2008 RTP included an analysis of housing, employment and population relative to the SCAG region (through 2035), in which the City of Glendora is included, and its effects on GHG. The 2008 RTP EIR analysis is relevant to GHG since housing, employment, and population growth ultimately result in the calculation of basic units of measurement which can then be translated into GHG emissions such as vehicle miles traveled (VMT) and vehicle trips per household in addition to estimates for area source emissions such as for GHG generated to generate energy.

Since the City of Glendora retains its own local land use control through the implementation of zoning and general plan policies, growth policies established by the City can have an impact on regional plans to reduce GHG such as the RTP, AQMP and actions by the state to combat global warming through AB32. But since the 2008 RTP analyzed impacts on GHG based on projected growth patterns possible by relying on existing land use policy documents such as the City of Glendora's General Plan (known as Community Plan 2025), it is appropriate to rely on SCAG's 2008 RTP EIR analysis as permitted by Section 15152 of Title 14, Chapter 3 of the California Code of Regulations (CEQA Guidelines) since the proposed project is consistent with the General Plan.

Under the EIR analysis for the 2008 RTP, 228.2 million metric tons of CO2 equivalent (MMTCO2e) were projected by 2035 as a result of growth in the SCAG region under the 2008 RTP and were considered significant and unavoidable. This project would contribute 0.00001 percent of the CO2e anticipated by SCAG through 2035. The SCAG Regional Council adopted a Statement of Overriding Considerations on May 8, 2008. The 2008 RTP EIR determined that cumulative impacts resulting from GHG emissions were significant and unavoidable due to the uncertainty of the effectiveness of mitigations and the region's continued population growth. A less than significant impact is expected with respect to the RTP since the project is consistent with the City's general plan land use policy for the project site.

Similarly the project would have a less than significant impact on the AQMP since the plan relies on SCAG's growth projections to project GHG impacts. (The 2007 AQMP uses the 2004 RTP due to the lag in completion schedules between the AQMP and RTP updates. However the project area maintains the same general plan land use designation used in evaluating the 2004 RTP.)

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

(Source:)

Explanation: See 3f and 7a. A less than significant impact is expected from project emissions.

8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

(Source: Project Specific Plan/ Community Plan 2025)

Explanation: No use of hazardous materials is anticipated for the project beyond quantities available for household use since the proposed project is the residential development of the site. For other uses that may affect the project site, a hazardous chemical release would most likely occur as a result of either transportation of chemicals by railroad or truck, use of chemicals at a business, or illegal dumping of chemical waste. Staff has not identified any land uses within the immediate vicinity of the project area that includes the use of hazardous materials that would pose a threat to the site. In terms of the transport of hazardous materials in the community, Interstate 210 is heavily traveled by trucks and thus represents the most likely location of a release. Emergency response plans are in place with the City per the SEMS Multi-Hazard Functional Plan in the case that a hazardous or toxic materials event occurs. In addition, the County of Los Angeles Fire Department provides emergency response to hazardous materials. The County provides two engines, one hazardous materials task force, one squad and a battalion chief that directly respond to hazardous materials incidents.

The Community Plan 2025 Safety Element contains many policies that call the City's attention to on-going implementation of various hazard response plans for projects involving the use of significant amounts of hazardous materials. In addition

the City's existing zoning review processes provide for public notification and review of projects which include the use of hazardous materials. The review process enables the City to place conditions of approval on the use and storage of hazardous materials within the City to reduce hazards to the public below a level of significance. For any current or future uses which may impact the project area, compliance with Community Plan 2025 policies and mitigation measures related to transport, use, or disposal of hazardous materials reduce impacts to a level below significance.

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? ☐ ☐ ☐ ☒

(Source: Project Specific Plan)

Explanation: See 8a. No use of hazardous materials is anticipated for the project beyond quantities available for household use since the proposed project is the residential development of the site. No impact will occur.

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

(Source: March 2006 Environmental Site Assessment)

Explanation: See 8a. In addition, the site housed citrus groves from the 1880s through the 1960s and then was used as a commercial nursery operation up until around 2007. Based on the historical use of the site as a nursery and the use of pesticides and fertilizers associated with such uses, testing was conducted for pesticide residues and metals. Testing for petroleum hydrocarbons was also was conducted. Except for arsenic, screening for all metals was below preliminary remediation goals established by the Environmental Protection Agency. High levels of arsenic were found at various depths up to 5 feet below existing grade. Sampling was conducted at a depth of up to 20 feet in some places such as in the vicinity of septic systems. The mean background concentration was determined to be 14.6 mg/kg (which was the 95 percent Upper Confidence Limit) with recorded measurements ranging from 3.49 mg/kg to 28.1 mg/kg. Guidance set by the Environmental Protection Agency establishes remediation goals at 0.062 mg/kg for residential use beyond background levels. The California Health Screening Levels set by CalEPA are listed at 0.07 mg/kg beyond background levels. Further analysis identified the need to remove soil up to a depth of 3 to 4 feet in areas where arsenic exceeded allowable background concentrations. Soil removals total approximately

16,000 cubic yards using the background concentration level of arsenic at 14.6 mg/kg. However, in January 2009 DTSC released information indicating that appropriate arsenic remediation goals for the Southern California region would be 12 mg/kg.

After testing for petroleum hydrocarbons, concentrations in the soil were found to occur below thresholds for remediation. Testing for pesticide residues also indicated that concentrations were well below thresholds permitted for residential use. Other areas of concern include the former vehicle maintenance area. Upon investigation which included testing, contaminant levels were determined to be below thresholds of significance.

Given the levels of arsenic indicated above the background concentration levels the following mitigation measure will be implemented:

- Prior to the commencement of any grading, grubbing and clearing, or site demolition work, an update to the environmental site assessment shall be provided to the City to identify areas of the site which exceed 12 mg/kg for arsenic. Subsequent developers shall also enter into agreements necessary with Los Angeles County or the Department of Toxic Substances Control to implement a clean-up program of the site to remove contaminated soils which exceed the 12 mg/kg background concentration level. No permits shall be issued until required remediation activities have been completed and a closure letter (or its equivalent) is issued from the agency with oversight.

- The applicant shall obtain a Construction Activities Storm Water General Permit (2009-0009-DWQ Permit).

For other pollutants the following mitigation is required:

- Consistent with the 1994 Federal Occupational Exposure to Asbestos Standards, a Licensed Asbestos Inspector shall be retained to determine the presence of asbestos and asbestos containing materials (ACMs) within structures to be demolished on the project site. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove all asbestos from the site prior to demolition activities.

- For existing structures to be demolished on the project site, lead-based paint testing shall be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.

- For demolition of structures and improvements containing asbestos, activities must be consistent with SCAQMD Rule 1403 to limit asbestos emissions from demolition activities.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5[4] and, as a result, would it create a significant hazard to the public or the environment? ☐ ☐ ☒ ☐

(Source: March 2006 Environmental Site Assessment)

Explanation: The 2006 ESA includes as part of its evaluation a records search of various government databases containing information on hazardous materials known to occur on the site using accepted professional protocols (ASTM E 1527 was identified as the protocol used) as well as other federal, state and local data review. The evaluation identified a target site for evaluation and a radius beyond the target site. The entire project site was included within the evaluation. The records search identified a number of databases on which the Monrovia Nursery is listed for handling of various hazardous materials. All but one of the issues for which the Monrovia Nursery is listed on various environmental hazard databases stem from activities that occurred on the Azusa side of the property which was evaluated in a 2002 EIR. Facilities or activities on the Glendora side identified by the 2006 ESA that result in a formal listing on a government list include a former underground storage tank. The underground tank received a formal regulatory closure in 1997. No further action is necessary.

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, will the project result in a safety hazard for people residing or working in the project area? ☐ ☐ ☐ ☒

(Source: Community Plan 2025)

Explanation: While the City of Glendora is not within the direct flight paths of any particular airport, aircraft fly over the City throughout the day and night. A majority of these flights are from small private aircraft originating out of local airports. The closest airports are: Brackett Airport in Pomona/La Verne (~7 miles); Cable Airport in Upland (~11 miles); and Ontario International Airport (~22 miles). The City does not contain public or private airstrips within its planning area. No impact will occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the ☐ ☐ ☐ ☒

project area?

(Source: Community Plan 2025)

Explanation: See 8e. There are no private airstrips in the vicinity of the project. No impact will occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

(Source: Community Plan 2025)

Explanation: Glendora has prepared a Multi-Hazard Functional Plan which provides a framework for providing emergency response to significant disasters within the City. The City also complies with the Los Angeles County Emergency Management Plan. Emergency response and threats are thoroughly described and outlined in the Multi-Hazard Functional Plan. Key points of the plan include the identification of critical areas in the City that represent both dangers, as well as areas for meeting and staging in an emergency event, communications and emergency evacuation.

The impacts related to this issue will be less than significant within the specific plan area since the implementation of the Specific Plan does not alter existing evacuation routes. One aspect of the project provides for emergency connections between existing streets as well as a through-access to the existing street system.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☐ ☐ ☒ ☐

(Source: Community Plan 2025)

Explanation: A portion of the City's planning area is located within a recognized fire hazard area known as a Very High Fire Hazard Severity Zone. These areas are located within the City's foothills in the northern and northeastern portions of the planning area. Due to the site's proximity to the City's foothills, the project area's northern acreage is located completely within the Very High Fire Hazard Severity Zone. Existing zoning and building policies require special building techniques to reduce the risk of fire and fire spread within the fire zone such as the use of ignition resistant building materials and the use of fire sprinklers within structures. Construction must follow the requirements of the California Building Code and Section 19.02.060 of the Glendora Municipal Code.

9 HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

(Source: Community Plan 2025 and Draft/ Progress Hydrology Report – 08/27/09)

Explanation: Storm water flows through a series of storm drains located within the City and is eventually discharged into the San Gabriel River via a channelized tributary. The San Gabriel River watershed consists of an extensive area of undisturbed riparian and woodland habitats and a series of flood control dams in its upper reaches, but is highly urbanized in the middle and lower reaches. Large spreading grounds, used to recharge aquifers, lie toward the middle of the watershed. The lower part of the river flows through a concrete-lined channel in a heavily urbanized portion of the county before becoming a soft-bottom channel once again near the ocean in Long Beach.

The San Gabriel River Watershed is within the jurisdiction of the Los Angeles Regional Water Quality Control Board, which is responsible for designing and implementing the Los Angeles Basin Plan (Basin Plan). The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Urban storm water runoff is the largest source of unregulated pollution to the waterway and coastal areas of the United States. Storm water runoff can be contaminated with a variety of pollutants that contribute to increased health risks and environmental damage. The Clean Water Act and other Federal, state and regional regulations require the City of Glendora to control the discharge of pollutants to the storm drain system, including the discharge of pollutants from construction sites and areas of new development or significant redevelopment. Local storm water pollution control measures are implemented pursuant to the Clean Water Act (CWA), Federal Water Quality Control Act and National Pollutant Discharge Elimination System (NPDES).

The Clean Water Act (CWA) is the primary Federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. The CWA prohibits any person from discharging pollutants through a point source into a water of the United States, which include oceans, bays, rivers, streams, lakes, ponds, and wetlands, unless they have an NPDES permit. Permit review is the CWA's primary regulatory tool. The NPDES program also regulates discharges such as municipal storm water discharges including, urban storm water runoff, combined sewer overflows and storm sewer overflows.

The Clean Water Act amendments of 1987 established a framework for regulating storm water discharges from municipal, industrial and construction activities under the NPDES program. The primary objectives of the municipal storm water program requirements are to effectively prohibit non-storm water discharges and reduce the discharge of pollutants from storm water conveyance systems to the maximum extent practicable (MEP), including management practices, control techniques and system design engineering method and such other provisions that the U.S. EPA or the California State Water Resources Control Board deem appropriate for the control of such pollutants.

The National Pollutant Discharge Elimination System (NPDES) Storm Water Program is a comprehensive two-phased national program for addressing the non-agricultural sources of storm water discharges adversely affecting the quality of the nation's waters. The Program uses the NPDES permitting mechanism to require the implementation of control and monitoring measures designed to prevent harmful pollutants from being washed into local water bodies by storm water runoff.

The NPDES program requires the owner or operator of any facility, or any person responsible for any activity that discharges waste into the surface waters of the U.S. to obtain a NPDES permit from the Regional Water Quality Control Board, as mandated by the CWA. The CWA provides that states are authorized to operate their own NPDES programs provided such programs meet minimum Federal requirements. The Los Angeles Regional Water Quality Control Board issues the municipal storm water National Pollutant Discharge Elimination System permit.

In 2001 the Los Angeles Region of the California Regional Quality Control Board issued Order No. 01-182 authorizing local agencies, including the City of Glendora, to discharge storm water into the Los Angeles Basin. The objective of Order No. 01-182 (including amendments) is to protect the beneficial uses of receiving waters in Los Angeles County. To meet this objective, the Order requires that the Los Angeles Countywide Storm Water Quality Management Plan (SWQMP) specify Best Management Practices (BMPs) that will be implemented to reduce the discharge of pollutants in storm water to the MEP. Further, Permittees are to assure that storm water discharges from the MS4 shall neither cause nor contribute to the exceedance of water quality, standards and objectives nor create conditions of nuisance in the receiving waters, and that the discharge of non-storm water to the

MS4 has been effectively prohibited.

Order No. 01-182 requires the City to implement a local Storm Water Quality Management Program (SWQMP), which provides specific guidelines to control, reduce, and monitor discharges of waste to storm drain systems. The emphasis of the local SWQMP is pollution prevention through education, public outreach, planning and implementation of source control BMPs first and structural and treatment control BMPs second.

The City's SWQMP, also referred to as a Standard Urban Stormwater Mitigation Plan (SUSMP) was developed as part of the Los Angeles Regional Water Quality Control Board's Municipal Stormwater Program. The SUSMP addresses stormwater pollution from certain types of new development and redevelopment. The SUSMP specifies the minimum required BMPs that must be used for a designated project. Additional BMPs may be required on certain targeted categories of projects based on these regulations at the discretion of the City of Glendora. Applicable project applicants are required to incorporate appropriate SUSMP requirements into their development plans.

To further implement the requirements of the Clean Water Act, new provisions addressing storm water runoff from construction sites became effective on July 1, 2010 via 2009-0009-DWQ Construction general permit adopted by the State Water Resources Control Board . The requirements provide that construction activity from demolition, clearing, grading, and excavation, and other land disturbance activities obtain coverage under an NPDES permit. The NPDES permit must require implementation of Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT) to reduce or eliminate pollutants in storm water runoff. The NPDES permit must also include additional requirements as necessary to implement applicable water quality standards.

The City maintains a Stormwater Runoff and Pollution Control Ordinance that provides specific local regulations related to storm water pollution prevention. The purpose of the ordinance is to protect the health, safety and welfare of the citizens of Glendora by regulating illicit discharges to the municipal storm water system to the maximum extent practicable; eliminating illicit connections to the municipal storm water system; eliminating spillage, dumping, and disposal of pollutant materials into the municipal storm water system; and reducing pollutant loads in storm water and urban runoff, from land uses and activities identified in the municipal NPDES permit.

As part of the preparation of the specific plan, a Preliminary Drainage, Detention, and SUSMP Analysis was prepared to identify BMPs applicable to the development of the site. Possible mitigation measures identified as part of the project's permanent improvements in the site's development include bioretention areas on each developable lot, vegetated swales with infiltration (where feasible), bioretention areas adjacent to inlet locations, proprietary systems such as Filterra,

or directing street runoff to vegetated areas for infiltration. The use of soft bottom detention basins with bioretention/ infiltration is also available. These BMP's, and other feasible BMP's will reduce stormwater quality impacts below a level of significance.

To ensure compliance with the Order No. 01-182, prior to the development of the site a Stormwater Pollution Prevention Plan (SWPPP) and Monitoring Program Plan must be completed prior to the commencement of construction. SWPPPs are operator/owner prepared plans that identify BMPs for implementation and monitor the effectiveness of the BMPs. The SWPPP identifies the source control and/or treatment control practices (BMPs) that would significantly reduce, avoid or mitigate runoff pollutants to the "maximum extent practicable."

One particular site contamination issue of note is the presence of arsenic on the site which exists above the naturally occurring background concentration level. If not mitigated the high arsenic level could exceed pollutant criteria established for such contaminants. To mitigate this impact, the developer will have to implement a remediation program which results in the lowering of site arsenic concentration levels down to background concentration levels recommended for arsenic by the DTSC.

In the implementation of the SWPPP, the developer is required to report pollutants that have the potential to impact water quality to the RWQCB. In addition, new development must also comply with the new requirements addressing runoff from construction projects through the filing of an NPDES Permit in accordance with the requirements of the Regional Board.

The mitigation measures described above ensure that water quality standards for the basin will be maintained.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Source: Community Plan 2025, Water Master Plan)	☐	☒	☐	☐

Explanation: The City pumps groundwater from active wells located in what is known as the "Main San Gabriel Basin". Active wells are located at the mouth of Azusa Canyon (also known as the Upper San Gabriel Basin) and in north Glendora

(also referred to as the Glendora Basin). The City has prescriptive right to pump groundwater as determined by the San Gabriel Basin Watermaster. The City can pump above its prescriptive right by purchasing replenishment water to return back to the basin, if available. The City's traditional source of replenishment water has been MWD. However for the past two years MWD has advised local agencies that it would be unable to supply replenishment water due to the water supply issues caused by drought, environmental conditions, and judicial decisions concerning the Bay Delta; however in April 2010 MWD advised that replenishment supplies are available this year (but notes it may never be available again). The City has been able to make replenishment water purchases through a variety of other sources.

Water production from the Basin is through city-owned wells. Wells 1, 2, 10 and 11 are located in north Glendora and wells 5, 8, 9 and 12 are located in Azusa. The City also owns Well No. 7 (Vosburg) and wells 3 and 4 (Irwindale). From 2004-2009 the City's "Total Production Right" from the Main San Gabriel Basin has been as follows: FY2004-2005: 7,395 AF/ FY2005-2006: 11,720 AF/ FY2006-2007: 11,810 AF/ FY2007-2008: 10,015 AF/ FY2008-2009: 9,216 AF. To meet water demand within the service area, the City has had to make average water purchases of approximately 2,500 AF/YR of water during the same time period.

The proposed project will result in the construction of 124 single-family residences on roughly ½ acre lots. Expected impermeable surface areas from building footprints, private lot paved areas, and road construction would account for +/- 30 acres, leaving over 60 acres of areas that would be landscaped including private yard areas and the proposed linear park. Second units are also permitted to be constructed on the site pursuant to state law. The development of the site will create an additional demand for water that did not previously exist since water used in the operation of the nursery was not provided by the City of Glendora – demand is projected to be 194 AF/Year. While the City has been able to provide additional water through water purchases from the Metropolitan Water District in the past, future water purchases, for reasons described above, are highly unlikely. Likewise, replenishment water supplies from other local water agencies are not a reliable source of water supply. In response to the state of the city's water supply condition, the City declared a Stage 1 Drought Condition which calls for certain water use restrictions and mandatory 10 percent reduction in water use by consumers. Additional restrictions may be implemented if drought conditions persist.

Potentially significant impacts can occur if the City produces water beyond its prescriptive pumping rights and replenishment water is unavailable. The United States Geological Survey (USGS) has identified the drying up of wells, reduction of water in streams and lakes, deterioration of water quality, and land subsidence as potential negative impacts of ground-water depletion. These types of impacts will have a significant effect on the environment if they occur as a result of the project if not mitigated.

To avoid potentially significant impacts resulting from groundwater depletion and

groundwater recharge described above, the following mitigation measure is recommended:

Prior to the issuance of any permits for the site, the City shall be provided with annual rights to 194 AF of water from the Main San Gabriel Basin to serve the project area.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 Draft/ Project Specific Plan/ Progress Hydrology Report – 06/15/09 & Cover Letter – 08/27/09/ Hydrology Study for MTD 1761 – 08/08/05)

Explanation: The project site is included in a 559 acre tributary area which has historically experienced erosion issues due to the lack of proper flood control and storm drain infrastructure as well as the unimproved nature of the project site. Significant water volumes traverse the project site. For example in a pre-development condition, a total clear flow volume of 1,383 cubic feet/ second (CFS) was estimated to drain into the project site from on and off site tributary areas during a 50 year storm event. Available infrastructure only accommodates 920 CFS.

Makeshift culverts and drainage channels have been installed by the landowner over time to convey drainage through the site. Recently installed drainage improvements in neighboring Azusa have reduced the intensity and rate of storm flows around the project area and substantial amounts of runoff still traverse the site. It is believed that these improvements have helped to reduce erosion occurring in the area. However it has been observed by City of Glendora staff that the southwest portion of the project site and portions of the neighboring undeveloped property still experience flooding and erosion as a result of deficient storm drain improvements in the area. Impacts observed include the partial erosion of an earthen embankment of an existing on-site temporary detention basin (although probably due to faulty installation) and flooding over areas planned for residential development on an adjoining site in the City of Azusa in addition to the project site. It is expected that these conditions would be resolved once permanent improvements have been installed, both in Glendora and Azusa. However the timing of the installation of the improvements is unknown, potentially resulting in a temporary impact in the southwest area of the project site and possibly the neighboring Azusa project.

Certain phasing of development and infrastructure improvements within the project

site could result in substantial alteration of the drainage patterns to the extent that the alterations could cause significant impacts within the project site and to surrounding properties, especially if the lower areas of the project site are developed without the installation of appropriate storm drain and flood control improvements up stream.

In looking at the development of the entire project area as a whole, all impacts identified would be reduced below a level of significance as a result of planned storm drain improvements which include the construction of a new detention basin and storm drain extensions. The planned storm drain system will divert existing surface runoff coming from areas upstream and any new surface runoff caused by the project, into adequately sized storm drains which have the effect of reducing the volume and rate of surface runoff currently affecting the project site and downstream properties with ultimate conveyance to the 1264 Drain located below the project site. The new system would also account for any increases in water volume and rate of volume the project may result in. Due to a lack of capacity in the existing storm drain system that would receive run off from the project and properties upstream, a detention basin is needed to regulate the rate of flow into the existing system which has been sized based on hydrology studies of the area and the project site development plan. One or more on-site debris basins may also be required pending the completion of a final hydrology study.

While preliminary hydrology studies have identified storm water runoff traversing the site from the upper areas of the watershed as well as runoff generated by on-site post-project conditions of the site in its entirety, it has not addressed the potential erosion impacts on and off-site as the property develops in phases since the development phasing of the site is unknown. But phased development of the site is possible by implementing mitigation measures described below.

As the site develops, the lack of storm drain or flood control improvements on remaining undeveloped portions could result in significant erosion impacts occurring on developed areas within the project site or further exacerbate impacts to off-site areas in Azusa. For example, development of the northern area without the installation of the project detention basin (Facility G-1) could cause further erosion in the southern area on and off site, particularly in the southwest corner of the specific plan area and the adjoining development in the City of Azusa known as the Promenade area of the Rosedale Specific Plan. If the southern area is developed first and development of the north area lags, homes in the southern area would be subject to significant volumes of run-off coming from natural and developed areas higher up in the watershed.

Therefore the following mitigation is recommended to address the potential impacts from potential development scenarios :

North Area Development First

Due to the potential flood hazard immediately north of the project, no grading or construction for roads or dwelling units will be permitted in the North Area until the completion of a final hydrology study. Final hydrology is subject to the review and approval of the City of Glendora and Los Angeles County. If the final hydrology determines that no additional flood control facilities are required beyond those provided for in preliminary hydrology, development of the North Area may proceed with the installation of all of the improvements as described below:

- The developer is required to construct facility G-1 and modify the Citrus Basin to its final configuration.

- The storm drain system needed to serve the North Area, to divert new and existing surface flows into and from the North Area to facility G-1, shall be installed.

Approvals from the Cities of Azusa and Glendora are required prior to the issuance of any permits to modify the Citrus Basin. The storm drain system needed to serve the north acreage, to divert new and existing surface flows into and from the north acreage to facility G-1, shall also be installed prior to the issuance of the first occupancy. Until the completion of facility G-1 and the appurtenant storm drains, the City Engineer shall have the authority to require other design techniques deemed necessary in the field to control erosion by requiring BMPs that minimize or eliminate erosion. These techniques shall ensure that no cross drainage between the Glendora and Azusa jurisdictions shall occur. Appropriate BMPs can include, but are not limited to, those BMPs cited in the January 2003 (or as updated) California Stormwater Quality Association Stormwater Best Management Practice Handbooks for construction and new development and redevelopment or as otherwise required by the project's NPDES permit.

In the event the final hydrology study identifies that any part of the site is subject to flooding or debris flows, the developer shall install facilities required to mitigate the threat as deemed necessary by the final hydrology study as identified in Section 9J below that do not alter the master development plan.

To implement Storm Drain/ Flood Control infrastructure phasing for the South Area, the developer shall submit a phasing plan. Improvements shall be designed and built in accordance with the appropriate Los Angeles County design manuals.

The mitigation described above is in addition to other mitigation measures which may be required for the development of the North Area.

<u>South Area Development First</u>

Infrastructure phasing for the South Area has also been largely determined by the need to address the potential flood hazard north of the project. Development in the South Area has the added requirement of accounting for increases in storm water

runoff resulting from development of the site overall and its effects on adjoining development in Azusa.

No grading or construction for road or dwelling units will be permitted in the South Area until the completion of a final hydrology study. Final hydrology is subject to the review and approval of the City of Glendora and Los Angeles County. If the final hydrology determines that no additional flood control facilities are required beyond those provided for in preliminary hydrology, development of the South Area may proceed with the installation of all of the improvements as described below:

- The developer shall construct a temporary detention basin that has the effect of reducing existing peak flow storm water runoff to 25% of existing conditions in the North Area if adequate storm drain facilities have not been completed. In the alternative, permanent storm drain improvements may be constructed which convey existing and future runoff to facility G-1.

- The Citrus Basin shall be modified to its final configuration and facility G-1 shall be constructed.

- The permanent storm drain system shall be installed to intercept storm water runoff entering the South Area.

Given the temporary nature of the north detention basin, the City Engineer shall have the authority to require other design techniques deemed necessary in the field to control erosion by requiring BMPs to be provided that minimize or eliminate erosion. Appropriate BMPs can include, but are not limited to, those BMPs cited in the January 2003 (or as updated) California Stormwater Quality Association Stormwater Best Management Practice Handbooks for construction and new development and redevelopment or as otherwise required by the project's NPDES permit.

To implement Storm Drain/ Flood Control infrastructure phasing for the South Area, the developer shall submit a phasing plan. Improvements shall be designed and built in accordance with the appropriate Los Angeles County design manuals.

The mitigation described above is in addition to other mitigation measures which may be required for the development of the South Area.

d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐

(Source: Progress Hydrology Report – 06/15/09 & Cover Letter – 08/27/09/ Hydrology Study for MTD 1761 – 08/08/05)

Explanation: See 9c. With the application of mitigation measures described above, project impacts will be less than significant. In addition, prior to the issuance of a grading permit on the site, a final hydrology study must be submitted to the City and Los Angeles County for review and approval.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? ☐ ☒ ☐ ☐

(Source: Progress Hydrology Report – 06/15/09 & Cover Letter – 08/27/09/ Hydrology Study for MTD 1761 – 08/08/05)

Explanation: See 9a and 9c. Storm water flows could exceed the capacity of the 1264 Drain. Mitigation measures described above, which include the construction of a new storm drain system and detention basin, ensure that project impacts will be less than significant. The project must also obtain an NPDES permit to address runoff pollutants from construction activity as required by General Permit 2009-0009-DWQ adopted by the State Water Resources Control Board. The project must also prepare a WQMP and SWPPP as described in 9a.

f) Otherwise substantially degrade water quality? ☐ ☐ ☒ ☐

(Source: Community Plan 2025/ LARWQCB Order No. 182)

Explanation: The project must obtain an NPDES permit to address runoff pollutants from construction activity as required by General Permit 2009-0009-DWQ adopted by the State Water Resources Control Board. The project must also prepare a WQMP and SWPPP as described in 9a.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 and MND)

Explanation: According to Federal Guidelines from the Federal Emergency Management Agency (FEMA), the entire City is designated Flood Zone X, which is

outside of the mapped 100-year flood hazard area. No impact will occur.

h) Place within a 100-year hazard area structures which would impede or redirect flood flows? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 and MND)

Explanation: The project area is not located within a 100 year flood hazard area. No impact will occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☐ ☒

(Source: Progress Hydrology Report – 06/15/09 & Cover Letter – 08/27/09/ Hydrology Study for MTD 1761 – 08/08/05)

Explanation: Dam inundation is flooding that occurs due to structural failure of a dam. Failure of a dam may be caused by seismic activity, severe flooding that causes water to exceed the capacity of the dam or landslides that flow into a reservoir displacing the water.

Residential land in Glendora faces a potential hazard from dam inundation resulting from the failure of either of two dams that are maintained by the County: Big Dalton Dam and San Dimas Dam. The San Dimas Dam is located outside the planning area and has the potential to affect the southeastern portion of the City's planning area (areas south of Foothill Boulevard and east of Lone Hill Avenue) and is of no consequence to the project site. The Big Dalton Dam is located in the northeast quadrant of the planning area and affects the middle one-third of the City's planning area.

Modeling conducted as part of the Community Plan 2025 Safety Element update indicates that the flood threat to the site from the Big Dalton Dam is nil given the topography of the City which would result in flood waters flowing to the south and east of the project site. Exhibit SAF-5 indicates the likely path of flood waters being +/- one mile to the east of the project area where it intersects with the approximate elevation of the site.

It is considered unlikely that either dam will fail during a catastrophic event. Reservoir dam safety is governed by the California Water Code and dams are regulated by the California Department of Water Resources, Division of Safety of Dams. Division of Safety of Dams inspects sites, reviews preliminary plans, and comments on proposals for proposed dams and reservoirs. As evidence of on-going maintenance at facilities, public records indicate that over the last 10 years the County continues to undertake debris removal activities ensuring the effectiveness

of the facility. In FY03-04, over 422,000 tons of debris were removed; FY04-05 303,000 tons; FY 07-08 203,000 tons. The debris was a result of the Williams Fire coupled with 2005 storms on the still recovering watershed.

j) Inundation by seiche, tsunami, or mudflow? ☐ ☒ ☐ ☐

(Source: Community Plan 2025/ October 23, 2006 LA County Letter/ Hydrology Study for MTD 1761 – 08/08/05)

Explanation: There are no bodies of water located within the City's planning area with the potential to generate a seiche event. The City is also located approximately 40 miles inland from coastal areas and is therefore not vulnerable to tsunami hazards. A potential source of mudflow stems from wildfires within the foothills followed by a heavy rain event. An August 2005 report entitled "Hydrology Study For MTD 1761" prepared by RBF Consulting evaluates storm water runoff within the watershed area which includes the project site. The hydrology study evaluates a theoretical "burned and bulked" scenario where the watershed above the project site experiences a wildfire event and then experiences a heavy rain (50-year storm). A peak flow of the "bulked and burned" scenario (listed as Qbb50 in the Hydrology Study) identified a peak flow of 2,461 cubic feet per second (CFS) that has the potential to affect the tributary area in which the project site is located.

In 2006, for a previous project submitted on the site, Los Angeles County provided information to the City identifying a potential mud and debris hazard north of the project site with the potential to generate 15,000 cubic yards of material in a worst-case condition. The threat of mudflow onto the project site represents a potentially significant impact unless mitigated. Currently, existing flood control facilities in the foothills north of the project are not sufficient to protect any existing homes or properties in the area from potential mud flows resulting from a "burned and bulked" scenario of the watershed. The City of La Canada-Flintridge experienced this condition during the heavy rains that followed the aftermath of the Station Fire.

Additional qualitative review of the hazard conducted by City staff along with consultations with LA County identified the possibility of anywhere between very little debris to the worst-case condition of 15,000 cubic yards of material reaching the site. The amount of debris that could impact the site may be less than 15,000 cubic yards depending on variables that affect mud and debris flow such as natural topography and the presence of man-made obstacles in the path of the mud and debris flow such as fences and walls, and dwellings. For example mud and debris tends to settle as the path of the debris encounters man-made obstructions or is hindered by topography.

It's not uncommon for material to stack up behind objects such as walls, fences and

structures until the volume of material overtops the obstacles or continues to spread laterally eventually circumventing the obstacle. Eventually the mud and debris will diminish as sediment producing material in the burned watershed is depleted, it loses velocity and becomes immobile, structures in the path of the mud and debris flow "capture" a sufficient amount of material to stop the progression of the mud and debris flow, or the material is contained by a flood control structure such as a debris basin. Conversely, man-made obstructions can also have the effect of channeling debris flow as property owners protect their improvements from mud and debris by diverting the flow away from their property through the use of concrete k-rails and sand bags.

While no precise technical analysis has been completed to confirm the qualitative conclusions, it is appropriate to consider different mitigation alternatives considering the varying degree of mud and debris volume that could affect the project given the various existing improvements that exist above the project site which could impede the flow of debris and reduce the amount of material that actually reaches the project site. Precise definition of facilities, in terms of location, dimensions and capacity, will be determined upon the completion of a final hydrology study which will be required prior to the City's approval of any final map or issuance of any permits. Proposed mitigation can include:

- A linear debris retention facility across the width of the project site south of Sierra Madre Avenue to intercept and detain the volume of debris identified by the final hydrology study. In implementing this mitigation the final hydrology study must exhibit to LA County's satisfaction that the debris retention facility avoids the accumulation of sediment on the County's portion of the Sierra Madre Avenue right-of-way or diversion of debris and mudflow to downstream property owners.

- Construction of a "debris wall" on the project site south of Sierra Madre Avenue and outside of the public right-of-way and within the project site which captures the volume of debris identified by the final hydrology study. In implementing this mitigation the final hydrology study must exhibit to LA County's satisfaction that the debris wall avoids the accumulation of sediment on the County's portion of the Sierra Madre Avenue right-of-way or diversion of debris and mudflow to downstream property owners.

- One or more debris retention facilities on the project site that intercept and detain the volume of debris identified by the final hydrology study. In implementing this mitigation the final hydrology study must exhibit to LA County's satisfaction that the debris retention facility properly collects sediment and avoids the accumulation of sediment on the County's portion of the Sierra Madre Avenue right-of-way or diversion of debris and mudflow to downstream property owners.

In implementing the possible alternatives, standards and principles of the LA

County Sedimentation Manual, Hydrology Manual and Design Manual for Debris Dams and Basins shall be used. Mitigation is also subject to the review and approval of the City Engineer.

Conditions will be added to any tentative maps filed to prohibit the approval of a final map, or issuance of any permits within the project site, until a final hydrology study is completed to ensure that appropriate-sized facility(s) are provided. These measures will ensure that any flood threat to the project area is mitigated below a level of significance. It should also be noted that should LA County proceed with the construction of appropriate flood control facilities further upstream in the watershed which protect existing homes as well as the project site at some future date, no debris retention facilities would likely be needed to serve the project. But until such time, the project will be required to provide its own facilities.

10 **LAND USE AND PLANNING** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Source: Community Plan 2025 and Project Specific Plan)	☐	☐	☐	☒

Explanation: The project specific plan will integrate a +/- 95-acre project area into existing neighborhoods through the continuation of streets, infrastructure and land use patterns. No impact will occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Source: Community Plan 2025 and Project Specific Plan)	☐	☐	☐	☒

Explanation: The project area is identified as Planning Area A in the City's Land Use Element which is part of the City's General Plan (Community Plan 2025). It was determined that this area would develop at the same density as existing neighborhoods surrounding the area – low density estate residential development and lot sizes of 20,000 square feet. The proposed project specific plan implements the land use policy identified for the project area in the Land Use Element primarily by adhering to a 20,000 square foot lot size as the central component of its design

approach. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND)

Explanation: No land within the Glendora planning area is subject to an adopted habitat conservation plan or natural community conservation plan. No impact will occur.

11 MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND)

Explanation: There are no known mineral resources within the City. No impact will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND)

Explanation: See 11a. No impact will occur.

12 NOISE

Would the project result in:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

(Source: Community Plan 2025/ January 31, 2007 Traffic Impact Analysis - LLG/ May 16, 2007 Acoustical Site Assessment – ISE, 2004

Gold Line Draft EIR, 2005 Arboreta Specific Plan EIR)

Explanation: Noise impacts from the project stem from short-term noise impacts due to construction and long-term, permanent noise from the use of land for single-family residential purposes. Future residential development would also be exposed to elevated noise levels from the eventual operation of the Gold Line on the adjoining rail line as well as on-going use of the line for freight delivery.

Construction Noise

Construction equipment expected to be on site during construction such as air compressors, back hoes, bulldozers, graders, concrete pumps, saws, etc., typically generate noise levels from 80-89 dBA at 50 feet from the source point (dBA is the measurement of sound across a broad brand of frequencies differing in sound level. The intensity of each frequency adds to generate the sound heard. The method commonly used to quantify sound consists of determining all of the frequencies of a sound according to a weighting system – this is called "A" weighting and the decibel level measured is commonly referred to as dBA). Since several pieces of equipment are likely to be operating concurrently, there is the potential for higher levels to occur since sound levels increase as the number of sources increase. In a likely scenario, a grader and bulldozer (which both have a dBA rating below 89) working in the same area can generate noise levels around 90dBA. Given the size of the project, it is not expected that the entire site would be affected by the construction all at the same time. Instead it is anticipated that limited areas would be affected as various construction activities occur, are completed, and then move on to another area of the site. Noise data on various types of construction equipment suggests that construction occurring within 400 feet of sensitive receptors such as schools and residential uses would result in exterior noise levels that exceed recommended ambient noise levels for outside areas of 65 dBA during construction.

To ensure noise impacts from construction are minimized to the greatest extent practicable, implementation of a phasing program will be required which identifies where construction occurs on the site. The phasing program would require the developer to submit a phasing plan to the City for review and approval as development progresses. The City would review the proposed phasing plan to ensure development is applying construction noise mitigation in a manner most beneficial to the surrounding community.

All these mitigation measures will reduce potentially significant impacts below a level of significance during construction and are described more in detail as follows:

- The delivery of materials and equipment and the outdoor use of equipment, hammers, and power tools shall be limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, with no work allowed on Saturdays,

Sundays, or Federal holidays with the exception of interior work. Outdoor yard work is permitted as long as it does not involve heavy equipment or noise producing equipment.

- Before construction, the construction contractor shall send written notifications of the construction schedule to residences within 500 feet of the construction areas. The construction contractor will designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and will ensure that reasonable measures are implemented to correct the problem. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the written notification of the construction schedule sent to nearby residents and staff.

- During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.

- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors.

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest to the project site.

Traffic Noise

While single–family homes are not sources of significant noise levels, operational noise impacts could be significant if traffic levels would result in higher ambient noise levels from vehicles operating with roadways. Construction standards require an interior noise level of no less than 45dBA and the City's Noise Ordinance requires exterior noise levels to be no higher than 55 dBA. A 2007 Acoustical Site Assessment identified possible noise impacts in the area as a result of increased traffic from the project from the construction of 129 single-family residences (the current project proposes 124 units). Using ITE (Institute of Traffic Engineers) trip generation data an additional up to 1,314 daily vehicle trips are expected on the roadways and intersections surrounding the project area. Upon distribution of project trips to the roadway network only very slight increases in current noise levels were predicted.

In evaluating additional noise from vehicle traffic in residential areas, studies determine distances between the roadway and acceptable noise levels for residential development (65 dBA for exterior and 45dBA for interior). Residences within the identified 65 dBA noise contour may be significantly affected by vehicle noise emanating from nearby roadways. In evaluating existing conditions with added

project traffic, existing conditions were virtually unchanged. The 65 dBA contour expanded between 1 to 4 feet and additional sound increases predicted on local streets were far below levels that have been determined to be discernible by the human ear (3 dBA). Noise impacts from vehicle traffic are not significant.

Project Noise Exposure to the Gold Line & Freight Line Operation

Operation of the rail line for freight and the Gold Line extension was also evaluated for noise impacts on the proposed project. Up to two trains per day currently use the line in serving the MillerCoors brewery in nearby Irwindale. Construction of the line is expected to be completed by 2014 to the City of Azusa near the Glendora border with operation of the line beginning thereafter. Although the line is presently not funded to extend further eastward, the Gold Line Authority is preparing a Supplemental EIR for the next phase (June 2010 Gold Line Newsletter). When the line becomes fully operational into San Bernardino County, trains are expected to run every 20 minutes in off-peak periods and every 10 minutes during peak times (6:00 AM - 9:00 AM and 3:00 PM - 6:00 PM). The average number of cars per train would be three cars during peak hours and two cars during base service and evening service according to the Gold Line.

Noise modeling conducted by the Gold Line for its 2004 EIR indicates that the operation of the line is projected to result in a noise level increase of up to 8.5 decibels for existing homes located within 60 feet of track when train speed is 55 mph. For homes that are within 144 feet of track, which is similar to the distance between planned residences and the line, the expected noise increase was 5.3 decibels. Existing noise levels at the project site were recorded at 55 (dBA). Therefore during peak operating periods of the line in 2035, an increase to 60.3 dBA is anticipated assuming train speed is 55 mph. Lower speeds would result in lower noise level increases. The Gold Line EIR identified that noise impacts would occur if residential uses occurred within 140 feet of the tracks. The analysis included train whistles and crossing bells by applying an additional penalty of 5dBA in accordance with federal guidance.

Advanced Conceptual Engineering diagrams from 2005 for the Gold Line indicate the nearest Gold Line track centerline is 50 feet from the northerly edge of the Authority's right-of-way. The project site plan provides at least a 100 foot separation between the Authority right-of-way and the project's Street A right-of-way providing a minimum 150 foot separation between the Gold Line noise source and residential receptors. Since the Gold Line EIR indicates that residences within 140 feet of the line would be significantly impacted by noise generated from the Gold Line, no significant impacts are anticipated assuming the construction and operation of the Gold Line proceeds as analyzed in the Gold Line EIR.

Residents would also be exposed to noise and vibration from the use of the rail line by freight train traffic. The line handles one or two freight trains per day. Noise from operation of the freight line would come from the engine, wheel/ rail

interaction, and train signal horn. The loudest noise event from the freight train will be the horn. Interior noise mitigation may be required to reduce freight train noise impacts. According to the Federal Railway Administration, a locomotive horn can generate noise levels that exceed 95 dBA and can reach over 110 dBA at 100 feet. While residential structures will be at least 150 feet away from tracks, expected noise level exposure to homes may still be above recommended interior noise levels of 45 dBA. Therefore an interior noise level analysis compliant with the applicable California Building Code at the time of project construction must be completed. The analysis must demonstrate that the proposed architectural designs (which are unknown at this time) would limit interior noise to 45 dBA CNEL or less.

Due the limited number of trains and duration of the noise event associated with the train, the exposure of future residents to noise is not expected to be significant with the recommended mitigation.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☐ ☒

(Source: Community Plan 2025)

Explanation: A potentially significant source of ground vibration and noise may come from the operation of the future Gold Line railroad which traverses the planning area in an east-west direction and the use of the line for freight purposes. The Federal Transportation Administration has established a threshold of 72VdB as the annoyance threshold for vibration impacts caused by the operation of trains. Ground vibration predictions presented in the Gold Line noise study indicate that ground vibration levels are predicted to exceed 80 VdB at 60 feet from the track. Data presented in the Gold Line analysis indicated that residential structures would need to be at least 150 feet from the closest track. A subsequent evaluation of site specific environmental conditions at the project site that could reduce vibration was conducted in May 2007. Results indicated that impacts from vibration diminish at 90 feet from the track. The nearest residences in the proposed site plan are anticipated at more than 150 feet from the edge of track. Therefore no impacts are anticipated. To ensure any impacts are avoided, no residences will be allowed to be located within 150 feet of any Gold Line Track

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ☐ ☐ ☒ ☐

(Source: Community Plan 2025/ January 31, 2007 Traffic Impact Analysis - LLG/ May 16, 2007 Acoustical Site Assessment - ISE)

Explanation: See 12a. No significant impacts will occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

(Source: 2007 Acoustical Site Assessment – ISE/ Arboreta Specific Plan DEIR)

Explanation: See 12a. Potentially significant impacts could occur as a result of temporary construction activity. Recommended mitigation measures will reduce impacts below a level of significance and include the following:

Noise impacts from construction can be mitigated through the implementation of a construction phasing plan, limitations on the hours of construction, restrictions on the placement of on-site equipment away from existing residences, notification of residents concerning construction scheduling, and the implementation of a noise complaint/ response tracking program as identified in Section 12a.

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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

(Source: Community Plan 2025)

Explanation: No airports are located within two miles of the planning area. No impact will occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

(Source: Community Plan 2025)

Explanation: See 12e. No impact will occur.

13 POPULATION AND HOUSING

Would the project:

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

(Source: Community Plan 2025 and MND)

Explanation: The project area is identified as Planning Area A in the City's Land Use Element which is part of the City's General Plan (Community Plan 2025). It was determined that this area would develop at the same density as existing neighborhoods surrounding the area – low density estate residential development and lot sizes of roughly 20,000 square feet. The proposed project specific plan implements the land use policy identified for the project area in the Land Use Element primarily by adhering to a 20,000 square foot lot size as the central component of its design approach. The plan will result in the development of 124 dwelling units which would add +/- 360 new residents to the planning area given the City's average household size. This represents a 0.69 percent increase in the City's existing population. This growth has been anticipated in the City's general plan and consequently in the region's growth estimates. No significant impacts will occur.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND)

Explanation: No housing exists on the site. No impact will occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND)

Explanation: See 13b.

14 PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered				

governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection? ☐ ☐ ☒ ☐

(Source: Community Plan 2025 and MND)

Explanation: New residential development could increase the risk of fire to future residents and visitors by adding new dwelling units within the area. The number of calls for service for medical emergencies will also increase, based on a higher resident population. The Los Angeles County Fire Department provides fire protection and emergency service to the City of Glendora. Three fire stations located within the City serve the City of Glendora. The Community Plan 2025 MND found that these existing fire stations are adequate to serve the City's anticipated growth through the planning period and that impacts from future development will be less than significant. As the project does not exceed development anticipated in the Community Plan, the project will not impact fire protection services in the City.

ii) Police protection? ☐ ☐ ☒ ☐

(Source: Community Plan 2025 and MND)

Explanation: New residential development could result in an incremental increase in the number of calls for police protection service. The numbers of calls for service are assumed to increase, commensurate with the rate of population increase. Police protection is provided by Glendora Police Department. The Community Plan 2025 MND found that existing police protection facilities are adequate to serve the City's anticipated growth through the planning period and that impacts from future development under the Community Plan will be less than significant. As the project does not exceed development anticipated in the Community Plan, the project will not impact police protection services in the City. Additional contact with the Glendora Police Department confirmed that the project would not significantly affect police services.

iii) Schools? ☐ ☐ ☒ ☐

(Source: Community Plan 2025 and MND)

Explanation: New residential development has the potential to increase the number of school-aged children in the community with related potential for impacts to local schools. The Community Plan 2025 MND found that existing or proposed education facilities are adequate to serve the City's anticipated growth through the planning period and that impacts from future development under the Community Plan will be less than significant. Developers of new residential units must comply with Government Code Section 65996, which requires that new developments may be assessed a fee by school districts to offset demands for service, with limits on the assessment set by State law. Payment of school fees has been "deemed to provide full and complete school facilities mitigation" per Government Code Section 65996(b).

iv) Parks? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 and MND)

Explanation: As indicated in the Community Plan 2025 MND, multiple park and recreation facilities are located throughout Glendora to serve existing and proposed future development in accordance with existing land use densities. The Community Plan Open Space and Recreation Element contains a number of goals and policies to further enhance recreational opportunities for Glendora residents. The City charges a park in-lieu fee for any new dwelling units to provide improvements to the parks and recreation system. The project also includes the continuation of a linear park that begins at the intersection of Grand Avenue & Foothill Boulevard. This passive park is oriented toward pedestrians and bicyclists and also provides a link to the future Gold Line station in Azusa. However it does not meet the needs for active park

v) Other public facilities? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 and MND)

Explanation: Implementation of the project will result in the relocation of an existing water line historically referred to as the Covina Canal described in Section 5. The line delivers surface water from the San Gabriel River to water customers served by the Covina Irrigating Company (CICO). Without adequate planning and consultation with CICO, the timing of the removal and reconstruction of the line could cause significant service impacts to CICO customers that rely on on-demand water delivery. Although CICO is a private, non-profit water agency it provides the same service and function as a publicly owned water utility. Water service interruption could have significant impacts on fire protection as well as public health and safety for the duration that water service is interrupted. Therefore the developer will be required to obtain CICO's approval to implement a demolition and construction plan prior to the issuance

of any permits or recordation of a final map to ensure that interruption to water service is avoided or minimized to the greatest extent practicable.

There are no significant impacts identified from the removal of the line as described in other sections of this document, and no significant impacts from the construction of the new line.

The project also involves the extension of a new sewer line under the existing BNSF railroad right-of-way which serves an existing freight line and will serve the future Gold Line extension. Consultation with the Gold Line Construction Authority indicated that extension of the line under the right-of-way was feasible as a "jack and bore" process where a space large enough to accommodate the sewer line and protective sleeve is bored under the rail right-of-way. The developer will be required to obtain the necessary agreement with the Southern California Regional Rail Authority (SCRRA), which has oversight of the line. No impacts are anticipated given the SCRRA's authority and oversight of how the line is placed under the right-of-way.

15 **RECREATION**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Will 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 accomplished?	☐	☐	☒	☐

(Source: Community Plan 2025 and MND)

Explanation: See 13a(iv). The project is expected to result in an increase in population of +/- 360 to 700 new residents. New residents will be able to access local parks and recreational facilities. In 2001 the City completed a Parks Master Plan to document demand for existing recreational facilities and programs and anticipate future need to 2020 and beyond. Results of the plan indicated the need for a variety of facilities as city population continued to grow. Since the plan's completion the City has taken a number of steps to implement the recommendations including renovations to a number of facilities. The continued implementation of the Parks Master Plan and the contribution of park in-lieu fees will offset potential impacts. New households also enhance the City's revenue base for the City to maintain city facilities, such as parks, as a result of increased property taxes and sales tax revenue from household expenditures. Therefore the project will have a less than significant impact on existing facilities.

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?

(Source: Community Plan 2025 and MND)

Explanation: The project includes a linear park that provides pedestrian and bicycling opportunities adjacent to the existing railroad line. The types of recreational activities the park supports do not generate significant impacts. Lighting of the park is limited to pedestrian scale lighting. The park does not include athletic fields which have the potential to generate traffic, noise and light and glare. Based on the use of the park the impacts expected are less than significant.

16 **TRANSPORTATION/ TRAFFIC** Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

(Source: Community Plan 2025/ 2007 Traffic Impact Analysis Report – LLG/ 2008 RICK Engineering SYNCHRO Analysis)

Explanation: The proposed project will result in the construction of 124 single-family dwelling units which is classified by ITE as Land Use Code 210: Single-Family Detached Housing. Trip Ends Per Unit are listed at 10.1 for this use. Total daily trips anticipated are 1,252 trips per day. Expected AM Peak Hour trip generation is 96 trips while expected PM Peak Hour trip generation is 112 trips. Figures 5-6 and 5-7 of a Traffic Impact Analysis prepared to analyze impacts from the development identify anticipated peak hour trips at 23 intersections analyzed.

Of the 23 intersections evaluated for project impacts, 3 existing intersections were determined to be operating above an acceptable Level of Service (Barranca - Route 66/ Grand Avenue - Route 66/ and Grand Avenue - Baseline Road (the Institute of Traffic Engineer's description of Level of Service is incorporated herein by

reference) analysis anticipates additional vehicle trips at these intersections of 20, 23 and 26 vehicles respectively for the PM Peak hour conditions. Existing counts for these intersections during the PM Peak hour indicated 3,390 trips, 4,727 trips, and 4,542 trips respectively. Trip increases generally represent less than a one-half percent increase in traffic over existing conditions. Other projects located on the road network were also added and ambient growth was accounted for to determine the project's cumulative impacts.

The project would have a significant impact on the environment if it resulted in substantial amounts of traffic in relation to existing traffic load and capacity of the system. As described above, out of 23 intersections analyzed additional traffic would be added to 3 intersections which are already operating beyond acceptable levels of service. Additional analysis for cumulative impacts identified the intersection of Citrus and Alosta Avenues in the City of Azusa as exceeding the City of Azusa's LOS threshold. However the four intersections identified will operate at LOS E with or without the project. Therefore the project's traffic impacts are not considered to be significant.

The project will also contribute additional peak hour traffic to the intersection of Barranca and Sierra Madre Avenue which already meets warrants for a traffic signal and is presently a one-way stop. Due to the volume of vehicles already at the intersection, the intersection operates at an LOS of F. The project will add 10 AM Peak trips and 19 PM Peak trips to the intersection and several hundred vehicle trips to the intersection throughout the day. The project therefore contributes to an existing significant cumulative impact. However the LOS at the intersection does not change with or without the project.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways ☐ ☐ ☒ ☐

(Source: Community Plan 2025/ 2007 Traffic Impact Analysis Report – LLG/ 2008 RICK Engineering SYNCHRO Analysis)

Explanation: See 16a. In addition, an analysis prepared for the project evaluated the project's impact on the CMP including freeways, CMP intersections and transit service. Thresholds for evaluation include the addition of 150 or more trips during peak hour periods for freeways, and 50 or more peak hour period trips for streets part of the CMP network. The analysis indicated that neither of the stated thresholds would be exceeded. A potential of 8 trips were added to freeway on/ off ramps during peak hours and 33 trips were added to a nearby CMP network

intersection (Foothill and Azusa/ San Gabriel). A review of impacts to transit was also conducted in the 2007 analysis. It was determined that existing transit systems are sufficient to accommodate expected transit trips associated with the project which was estimated at 64 daily weekday transits.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ☐ ☐ ☐ ☒

(Source: Community Plan 2025)

Explanation: There are no airports in proximity to the City's planning area. Commercial airline traffic is handled at Ontario International Airport and Los Angeles International Airport. These facilities are 20 and 40 miles from the planning area respectively. No impact will occur.

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

(Source: Project Specific Plan)

Explanation: Community Plan 2025 Circulation Element and Chapter 20.08 of the Municipal Code establishes standards for build out of the transportation network to accommodate land uses of the general plan. Individual projects must be evaluated on a case-by-case basis to ensure that roads are appropriately designed. Existing Safety Element policies require adequate emergency access. The City also uses the CalTrans and AASHTO manuals, which contain generally accepted traffic engineering principles for street designs.

One aspect of the project's access has the potential to result in unsafe turning movements into the project's Barranca Avenue Access. The potential hazard is generated from vehicles making left turns into the project from northbound Barranca Avenue, a turning movement that was determined to be potentially unsafe due to the proximity of the railroad at-grade crossing occurring just south of the project's Barranca Avenue access in the south acreage. To mitigate the unsafe left turn, a median will be installed to prohibit left turns into the south area and a new signal will be placed north of the south project entry at the Bennett Avenue/ Barranca intersection. Placing a signal at the intersection will allow a dedicated u-turn movement to allow drivers to make a right turn in to the project site from south bound Barranca Avenue. With mitigation impacts are expected to be eliminated.

Another potential unsafe condition may result from LA County's proposed project to widen Sierra Madre Avenue at the intersection of Barranca Avenue and Sierra

Madre Avenue. Since the timing of the County's improvement project, as well as the development of the site, is unknown, it will be imperative for the subdivider of the North Area to coordinate the proposed improvement of Sierra Madre Avenue related to the project with County plans to improve the Sierra Madre Avenue/ Barranca Avenue intersection to avoid any potentially unsafe lane configurations where inappropriate lane transitions or lane striping occurs. Therefore, prior to the recordation of a final map for the north side, the subdivider shall obtain approval of a striping plan from LA County to ensure appropriate lane transitions and striping are provided for new street improvements associated with the development. Approved striping shall be installed prior to the issuance of the first project occupancy in the North Area or a cash deposit may be paid to the City in lieu of the completion of the improvement in the event the County project is not ready to proceed. In such an event the City and County shall collaborate on an interim striping plan to provide adequate lane transitions and configurations to eliminate the potential for any unsafe conditions.

With the proposed mitigation impacts will be less than significant.

e) Result in inadequate emergency access? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 and MND)

Explanation: As a result of early consultations with the Los Angeles County Fire Department by the City concerning project access, the Fire Department has indicated that the project will meet the department's requirements for access. However until a tentative subdivision map is filed, official conditions for access will not be set. As a matter of course, the City provides the Fire Department with the opportunity to review and place conditions on proposed tentative maps for access. The specific plan also contains standards that require appropriate emergency access be provided.

As development of the site progresses, an existing residence located at 1326 East Sierra Madre Avenue may experience a temporal loss in access which is presently provided through the project area's north acreage. Permanent access has been planned through the south acreage for the residence but due to the uncertainty as to when the permanent access would be provided and the potential for the current access to be eliminated as a result of site development over the current point of access, a significant impact may occur. Therefore mitigation requiring temporary access to be maintained at all times to the residence until the planned permanent access is constructed is necessary to reduce potentially significant impacts. No impacts will occur.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or ☐ ☐ ☐ ☒

pedestrian facilities, or otherwise decrease the performance of safety of such facilities.

(Source: Project Specific Plan)

Explanation: The proposed project includes a linear park that supports alternative forms of transportation such as walking and bicycling. The linear park also provides a link to the future Gold Line Station in Azusa. No impacts are anticipated.

17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

(Source: Community Plan 2025 and MND/ May 2006 Correspondence - County Sanitation/ October 2006 Correspondence - County Sanitation/ March 2010 Correspondence County Sanitation)

Explanation: Sewer and wastewater service are provided by District No. 22 of the County Sanitation Districts of Los Angeles County (COSANLA), which is regulated by the Regional Water Quality Control Board. Wastewater from the project is treated at the San Jose Creek Water Reclamation Plant adjacent to the City of Industry. According to COSANLA, the facility has a capacity of 100 million gallons per day. In 2006 District indicated the facility is operating well below the design capacity at +/- 88.7 million gallons per day. The project is expected to generate 71,500 gallons per day.

The design capacities and proposed expansions of the COSANLA wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association Governments (SCAG) which is based on the general plans of individual jurisdictions which includes the City of Glendora. Since the proposed project is consistent with the City's general plan designation over the area, the available capacity of COSANLA's treatment facilities should be adequate to serve the project since the anticipated number of dwelling units is consistent with growth in the city identified by SCAG. The SCAG growth projections are based on Community Plan 2025 land uses, even for unincorporated areas. Since the project falls within regional growth as determined by SCAG, COSANLA wastewater

treatment facilities have adequate capacity to serve planned residential growth in Glendora. No impact will occur.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 and MND)

Explanation: As described in Section 17a above, design capacities and proposed expansions of wastewater treatment facilities are based on regional growth forecast adopted by the Southern California Association Governments (SCAG). The City has obtained a will serve letter from L.A. County Sanitation District which stated they have the additional capacity to serve this development.

The City of Glendora provides water service to the area. In estimating future facility needs and water demand, the City commissioned the "2004 Water Master Plan" to evaluate supply sources, production, storage, transmission and distribution systems needed. A projected ultimate water demand of 14,000 acre feet/year (AF/YR) was identified (the average demand for the past five years has been 13,473 AF/YR). The plan identified that expanded facilities will be necessary to attain the objectives described above and also identified the locations of such facilities. The Community Plan 2025 Conservation Element includes policies to maintain existing water facilities and lower demand for water throughout the City which would also reduce impacts on water filtration and delivery facilities.

The project will result in the need to extend the domestic water system that serves the area to ensure service is water service is provided to the site. The size of water lines common for domestic service in the City is an 8-inch line which will be installed within existing and future public rights-of-way to serve the project.

The project will also result in the relocation of an existing waterline known as the "Covina Canal". The line is an existing concrete pipe which transverses the south area of the project site near existing residences near the terminus of Baldy Vista Avenue, along Danton Drive, and the terminus of Oakbank Drive out to Barranca Avenue. The line even runs under a portion of an existing occupied structure located at 253 North Barranca Avenue. During demolition and construction of the new line, temporary noise impacts may occur as a result of the proximity of residences to the line. Noise impacts from construction will be mitigated through limitations on the hours of construction, restrictions on the placement of on-site equipment away from existing residences, notification of residents concerning construction scheduling, and the implementation of a noise complaint/ response tracking program as described in Section 12a. With the mitigation measures,

impacts will be reduced to a level below significance.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 and MND)

Explanation: The project area is presently underserved by flood control facilities and will require the modification of an existing detention basin (the "Citrus Basin") and the construction of a new basin. The location of the new basin will take place on an area of the project site which was previously used as a commercial nursery growing of ornamental plants. There are no unique environmental conditions present on the site which would result in significant impacts on the environment as a result of the construction of the new basin. Neither will planned modifications of an existing basin result in impacts since maintenance activities that have occurred in the basin since its construction involved grubbing and clearing and silt removal. No impacts as a result of the detention basin modification are anticipated.

Storm drains proposed around the site will result in modification to drainage courses which may be under the jurisdiction of regulatory agencies described in Section 4. However mitigation described such as the replacement of lost jurisdictional areas, would offset potential impacts below a level of significance.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ☐ ☒ ☐ ☐

(Source: Community Plan 2025 and MND; 2004 Water Master Plan/ 2005 Urban Water Management Plan/ Metropolitan Water District)

Explanation: To estimate future facilities needs and water demand, the City commissioned the "2004 Water Master Plan" to evaluate supply sources, production, storage, transmission and distribution systems needed. A projected ultimate water demand of 14,000 acre feet/ year (AF/YR) was identified (the average demand for the past five years has been 13,473 AF/YR). Based on supply sources, production, storage, transmission and distribution requirements, the following needs were identified:

- Acquire additional ground water pumping rights by 2,000 AF/YR and pursue additional rights as pumping and storage capacity allow;

- Increase groundwater pumping capacity from 12,940 gallons per minute (GPM) to 17,300 GPM;
- Increase water storage to approximately 2.7 million gallons;
- Increase fire flow capacity;
- Extensive replacement of the aging distribution system.

The City pumps groundwater from active wells located in what is known as the "Main San Gabriel Basin". Active wells are located at the mouth of Azusa Canyon (also known as the Upper San Gabriel Basin) and in north Glendora (also referred to as the Glendora Basin). The City has prescriptive right to pump groundwater as determined by the San Gabriel Basin Watermaster. The City can pump above its prescriptive right by purchasing replenishment water, if available. As replenishment water may be limited, the City purchases imported water through the MWD for the balance of its needs. Wells 1, 2, 10 and 11 are located in north Glendora and wells 5, 8, 9 and 12 are located in Azusa. The City also owns Well No. 7 (Vosburg) and wells 3 and 4 (Irwindale). From 2004-2009 the City's "Total Production Right" from the Main San Gabriel Basin has been as follows: FY2004-2005: 7,395 AF/ FY2005-2006: 11,720 AF/ FY2006-2007: 11,810 AF/ FY2007-2008: 10,015 AF/ FY2008-2009: 9,216 AF.

The City can pump above its prescriptive right by purchasing replenishment water, if available. As replenishment water may be limited, the City purchases imported water through the MWD for the balance of its needs.

The proposed project will result in the construction of 124 single-family residences (in addition to any second-kitchen units constructed) on roughly ½ acre lots. The development of the site will create an additional demand for water that did not previously exist since water used in the operation of the nursery was not provided by the City of Glendora – demand is projected to be 194 AF/Year. While the City has been able to provide additional water through water purchases from the Metropolitan Water District as described above, worsening environmental conditions in the Sacramento-San Joaquin Delta now challenge Metropolitan's ability to replenish its water reserves and prolonged dry conditions in California have reduced available water supplies. Likewise, replenishment water supplies from other local water agencies are not a reliable source of water supply. In response to the state of the city's water supply condition, the City declared a Stage 1 Drought Condition which calls for certain water use restrictions and mandatory 10 percent reduction in water use by consumers. Additional restrictions may be implemented if drought conditions persist.

Potentially significant impacts can occur if the City produces water beyond its prescriptive pumping rights and replenishment water and/ or additional water purchases from MWD are unavailable. The United States Geological Survey (USGS) has identified the drying up of wells, reduction of water in streams and lakes, deterioration of water quality, and land subsidence as potential negative impacts of ground-water depletion. MWD has been significantly restricted from transferring water from the Delta to Southern California due to impacts to the Delta Smelt. Therefore a reliable

replacement water source needs to be available if the project is to avoid potentially significant impacts to the environment related to water.

Appropriate mitigation to ensure water availability is limited to the procurement of additional water rights to serve the project to ensure long-term availability of water supplies since it's unclear to what extent, if any, water conservation measures may have on the availability of the City's water supplies. Therefore the project developer will be required to provide a minimum of 194 acre-feet of water rights to the City prior to development in order to avoid impacts described above resulting from over-drafting the water basin to serve the project. The City estimates that 194 Acre Feet is suitable to serve the project based on an analysis of water use over a three year period for similar development.

e) 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?	☐	☐	☒	☐

(Source: Community Plan 2025 and MND)

Explanation: See 17b. In addition, COSANLA District 22 informed the City in October 2006 that the sewer trunk line that would serve the project site was operating at capacity. To ensure capacity was available to serve the project, the District indicated that the size of the project and the timing of project connection to the sewer would determine if the sewer system had adequate capacity to serve the project. The District was advised of a potential project size by the property owner's representative in September 2007. No project build out schedule has been provided.

In 2009 the District notified the City that a planned sewer relief project had been completed that could provide the sewer system with the additional capacity needed to serve the project. The District's ability to serve the project site was based on the size and timing of the project's connection - several years have lapsed since the District's evaluation of the system.

In March of 2010, the District notified the City that the project could be served by the District, indicating that the sewer trunk line that would serve the project had a design capacity of 7.7 million gallons per day (mgd). The conveyed peak flow when last measured in 2005 was 6.2 mgd. The expected average flow from the project is 32,240 gallons per day. No significant impacts are expected.

f) Be served by a landfill with sufficient permitted capacity to accommodate the	☐	☐	☒	☐

project's solid waste disposal needs?

(Source: Community Plan 2025 and MND)

Explanation: Athens Services provides solid waste collection and recycling services to the City of Glendora. The refuse is collected and hauled to Athens Material Recovery Facility (MRF) in the City of Industry. Prior to being transported to the landfill, the waste is processed to separate recyclables from the waste stream.

The City of Glendora has adopted a Source Reduction and Recycling Element (SRRE) in response to Assembly Bill 939; the California Integrated Waste Management Act (AB 939). AB 939 required all California cities to divert 25 percent of their waste stream from landfills by 1995 and 50 percent by the year 2000. The SRRE identifies how the City of Glendora intends on achieving these goals. As of 2005, the waste diversion rate for the City of Glendora was 51 percent.

To assist the City in achieving the 50 percent waste diversion goal, a construction and demolition waste ordinance was adopted in 2005. The ordinance requires development projects over a certain threshold to submit solid waste management plans to the City as part of their permit process. Waste management plans are required to indicate how the developer will recycle a minimum of 50 percent of all waste materials generated by the project. The developer must provide evidence of compliance with the approved waste management plan at project completion.

Municipal solid waste services in the planning area would be disposed of at the Puente Hills Landfill, located at 2800 S Workman Mill Road, in Los Angeles County. The Puente Hills Landfill has been operated by the Los Angeles County Sanitation District since 1970 and is scheduled to close in 2013. The Puente Hills Landfill is a Class III Landfill, and is located on approximately 1,365 total acres with about 622 acres historically permitted for refuse disposal. The current disposal area consists of approximately 330 acres, and upon closure an additional 200–300 feet of fill would cover the site.

The landfill accepts only non-hazardous municipal solid waste, and has a separate diversion area for asphalt, dirt, tires, green waste, metal appliances, and wood waste from construction. The Puente Hills Landfill is authorized to receive waste under the current land use permit (CUP 92-250(4), which permits a daily disposal rate of 13,200 tons and 72,000 tons per week. The landfill is open from 6 a.m. to 5 p.m. daily, and the site regularly reaches its maximum daily disposal tonnage and closes early (Sanitation Districts of Los Angeles County, 2001).

The Puente Hills Landfill operates in full compliance with all federal, state, and local codes, ordinances, and regulations. The landfill operators maintain a network of proactive environmental programs and control systems to prevent potential impacts on the areas surrounding the landfill, including landfill gas monitoring, recovery, and control systems; a hazardous waste control program; groundwater monitoring; an

extraction and treatment system; stormwater monitoring; and sediment control.

To replace the landfill capacity lost by the anticipated closing of Puente Hills and other regional landfills, COSANLA is implementing a waste by rail program to dispose of solid waste from L.A. County. Two sites are planned for landfill activities - the Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. In August 2000, COSANLA entered into purchase agreements for both of these sites. Both sites are located approximately 200 miles east of Los Angeles along the Union Pacific Railroad.

The Mesquite Regional Landfill is located on 4,250 acres of land in Imperial County. The Mesquite Regional Landfill is fully permitted to accept residual solid waste transported from Southern California communities by rail. The approved landfill footprint of 2,290 acres will provide capacity for approximately 600 million tons of solid waste and 100 years of operation at a maximum of 20,000 tons per day (tpd).

The Eagle Mountain Landfill is located on 4,643 acres of land in Riverside County. The Eagle Mountain Landfill has a total capacity of 708 million tons allowing the facility to operate for over 100 years at a maximum of 20,000 tpd. The landfill footprint will eventually encompass 2,164 acres of the property. The Eagle Mountain Landfill is fully permitted to receive residual solid waste by rail from Southern California. However, the purchase of Eagle Mountain Landfill by COSANLA and its eventual operation are contingent upon successful resolution of pending federal litigation.

Although COSANLA has identified facilities needed to provide sanitation services to the City of Glendora, the Conservation Element incorporates the following goals and policies as mitigation into the community plan update to promote continued compliance with State requirements for the diversion of solid waste.

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

Given the availability of landfill space and the City's continued waste stream reduction efforts, no significant impacts are anticipated.

g) Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

(Source: Community Plan 2025 and MND)

Explanation: See 17f. No impact will occur.

18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

(Source: Community Plan 2025 and MND)

Explanation: A biological assessment prepared did not identify the presence of any rare, threatened or endangered species or critical habitat on the site. Potential drainage and other impacts to a historic cemetery were mitigated by requiring appropriate drainage devices around the cemetery and appropriate improvements to protect the cemetery, ensure continued access to the cemetery for maintenance and ceremonial purposes, and provide appropriate improvements to minimize vandalism to the cemetery as a result of additional development around the historic site. With the mitigation measures described to avoid and reduce impacts as described in Sections 4 and 5, no significant impacts are anticipated.

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)?	☐	☒	☐	☐

(Source: Community Plan 2025 and MND)

Explanation: The project will result in incremental increases in traffic, air, noise, population, and add incremental demands to the City's public service and utility systems. Except for impacts related to water supply which are driven by water supply issues, the increases are consistent with planned growth for the City as described by the City's Land Use Element of the city's general plan. According to population projections provided by the Southern California Association of Governments (SCAG) the City is expected to have a projected population in 2035 of 59,402. As of January 1, 2009 the California Department of Finance estimates Glendora's population at 52,474. SCAG's projected increase for Glendora to 2035 represents 6,928 people over a 26 year period, or approximately a one-half percent annual increase. The proposed development would account for nearly 100 acres of a remaining 259 acres identified in the Land Use Element for single-family development which is included in SCAG's projections for the 2008 Regional Transportation Plan. Despite the cumulative increases in population, traffic and air quality that will result from the project, and the impacts associated with those increases, the additional cumulative impacts from the proposed development were anticipated by SCAG in its 2008 Regional Transportation Plan for which an EIR was prepared and certified by SCAG as described elsewhere in this document. Since the proposed project is consistent with the City's land use plan as described above, anticipated impacts on a regional level would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations).

Locally, increased noise and demands on public services and utilities will not be significant since appropriate mitigation proposed as described in the checklist will avoid potentially significant impacts. Similar to the regional impacts described above, cumulative growth impacts on air quality, population, and traffic on the local level were evaluated when the City updated its general plan in 2005. No significant impacts were identified. Since the project is consistent with the City's general plan and the environmental analysis conducted for the general plan, no significant impacts result from a cumulative perspective with the incorporation of mitigation measures described herein. Water impacts have been addressed by requiring additional water supplies to be provided.

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

(Source: Community Plan 2025 and MND)

Explanation: Impacts on people result from temporary or permanent changes in the environment that result in effects on their physical or mental well-being. Issues identified in the checklist that could affect people directly or indirectly related to changes in the environment by virtue of property development, proximity of the development to existing or planned facilities, or contribution to a cumulative impact that may result in adverse impacts include air quality, hazardous conditions inherent to land such as

flooding or unstable geologic conditions, the presence of hazardous materials on or near the site which have the potential to cause health problems and noise and vibration issues.

All of the issues associated with the impacts listed above have been sufficiently mitigated. Applicable federal, state, county, local regulation, or "best management practices" were used to establish minimum or maximum tolerances for possible impacts.

Air Quality

Potential impacts were evaluated resulting from short-term construction activity and long term operational impacts. As described in Section 3 of the Initial Study. When compared to adopted SCAQMD impact thresholds, neither construction nor operational air emissions were identified as being significant. The project's cumulative contributions to regional levels of greenhouse gases (GHG), PM2.5 and PM10 were also described. The project relies on SCAG's analysis of GHG in the 2008 RTP since the project is consistent with the growth anticipated by the City's general plan, and consequently, GHG forecasts associated with the 2008 RTP. Therefore impacts related to increases in GHG from this project are not considered significant. The 2008 RTP also evaluated increases in PM10 and PM2.5 which resulted from increase in VMT. Since the proposed project is consistent with the City's land use plan as described above, anticipated impacts would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations). Applicable mitigations related from the 2008 RTP EIR will also be applied to the development project to address cumulative issues from construction activity (see MM-AQ.3 – AQ.14 of the RTP EIR incorporated herein by reference) to ensure consistency with the analysis and impacts contained in the 2008 RTP.

Geology/ Soils/ Hydrology

The project area is subject to certain hydrologic and geologic conditions which may result in substantial adverse impacts on people since the impacts could affect habitable structures (residences) unless mitigated. The hazards identified relate to potential flood hazard and soil conditions (soils prone to liquefaction and expansion) that are such that they result in an unsuitable condition for the placement of structures. However mitigation measures developed based on a civil engineering approach have been required to ensure that the hazardous site conditions identified are eliminated prior to the development of the site. For example certain flood control improvements required will eliminate an identified flood hazard in the project area and remediation is required to address the liquefaction and expansive properties of soils on certain areas of the site which have the potential to cause structural damage to future homes built on the site if not mitigated. The implementation of the mitigation measures in Section 6 will ensure that the project will not have substantial adverse affects on the environment or on people from issues related to geology, soils and hydrology.

Noise & Vibration

Potential noise impacts from the operation of a future light rail line and existing freight line adjacent to the project were evaluated. Based on the analysis, it was determined that noise and vibration impacts caused by the operation of the light rail line would not have a significant impact on the project area since the location of residences would be sufficiently distanced from the rail line to avoid any significant impacts. Residences would be at least 150 feet away from the Gold Line which avoid noise impacts. Vibration impacts are anticipated when structures are within 90 feet of the Gold Line, however no

structures will be located within 150 feet of the line. Mitigation also requires the extent of potential noise impacts on homes from freight line operation to be more precisely identified and reduced below a level of significance to ensure interior noise levels are at acceptable levels.

Hazardous Materials

Potential impacts from soil contamination of arsenic will be mitigated by ensuring that arsenic levels in soil will not exceed 12 mg/ kg.

Proposed Findings

A biological assessment prepared did not identify the presence of any rare, threatened or endangered species or critical habitat on the site. Potential drainage and other impacts to a historic cemetery were mitigated by requiring appropriate drainage devices around the cemetery and appropriate improvements to protect the cemetery, ensure continued access to the cemetery for maintenance and ceremonial purposes, and provide appropriate improvements to minimize vandalism to the cemetery as a result of additional development around the historic site. With the mitigation measures described to avoid and reduce impacts as described in Sections 4 and 5 of the Initial Study, no significant impacts are anticipated.

The project will also result in incremental increases in traffic, air, noise, population, and add incremental demands to the City's public service and utility systems. Except for impacts related to water supply which are driven by the current state of water supply issues, the increases are consistent with planned growth for the City as described by the City's Land Use Element of the city's general plan. According to population projections provided by the Southern California Association of Governments (SCAG) the City is expected to have a projected population in 2035 of 59,402. As of January 1, 2009 the California Department of Finance estimates Glendora's population at 52,474. SCAG's projected increase for Glendora to 2035 represents 6,928 people over a 26 year period, or approximately a one-half percent annual increase. The proposed development would account for nearly 100 acres of a remaining 259 acres identified in the Land Use Element for single-family development which is included in SCAG's projections for the 2008 Regional Transportation Plan. Despite the cumulative increases in population, traffic and air quality that will result from the project, and the impacts associated with those increases, the additional cumulative impacts from the proposed development were anticipated by SCAG in its 2008 Regional Transportation Plan for which an EIR was prepared and certified by SCAG as described elsewhere in this document. Since the proposed project is consistent with the City's land use plan as described above, anticipated impacts on a regional level would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations).

Locally, increased noise and demands on public services and utilities will not be significant since appropriate mitigation proposed as described in the checklist will avoid potentially significant impacts. Similar to the regional impacts described above, cumulative growth impacts on air quality, population, and traffic on the local level were evaluated when the City updated its general plan in 2005. No significant impacts were identified. Since the project is consistent with the City's general plan and the environmental analysis conducted for the general plan, no significant impacts result from a cumulative perspective with the incorporation of mitigation measures described herein. Water impacts have been addressed by requiring additional water supplies to be provided.

Impacts on people as a result of the project's implementation result from temporary or permanent changes in the environment that result in effects on their physical or mental well-being. Issues identified in the checklist that could affect people directly or indirectly related to changes in the environment by virtue of property development, proximity of the development to existing or planned facilities, or contribution to a cumulative impact that may result in adverse impacts include air quality, hazardous conditions inherent to land such as flooding or unstable geologic conditions, the presence of hazardous

materials on or near the site which have the potential to cause health problems and noise and vibration issues.

All of the issues associated with the impacts identified have been sufficiently mitigated. Applicable federal, state, county, local regulation or "best management practices" were used to establish minimum or maximum tolerances for possible impacts.

Potential air quality impacts were evaluated resulting from short-term construction activity and long term operational impacts. As described in Section 3 of the Initial Study. When compared to adopted SCAQMD impact thresholds, neither construction nor operational air emissions were identified as being significant. The project's cumulative contributions to regional levels of greenhouse gases (GHG), PM2.5 and PM10 were also described. The project relies on SCAG's analysis of GHG in the 2008 RTP since the project is consistent with the growth anticipated by the City's general plan, and consequently, GHG forecasts associated with the 2008 RTP. Therefore impacts related to increases in GHG from this project are not considered significant. The 2008 RTP also evaluated increases in PM10 and PM2.5 which resulted from increase in VMT. Since the proposed project is consistent with the City's land use plan as described above, anticipated impacts would be consistent with the analysis contained in the 2008 RTP EIR and no further analysis is necessary (Section 15152(f)(1) of Title 14, Chapter 3 of the California Code of Regulations). Applicable mitigations related from the 2008 RTP EIR will also be applied to the development project to address cumulative issues from construction activity (see MM-AQ.3 – AQ.14) of the RTP EIR (incorporated herein by reference) to ensure consistency with the analysis and impacts contained in the 2008 RTP.

Certain hydrologic and geologic conditions could result in substantial adverse impacts on people since the impacts could affect habitable structures (residences) unless mitigated. The hazards identified relate to potential flood hazard and soil conditions (soils prone to liquefaction and expansion) that are such that they result in an unsuitable condition for the placement of structures. However mitigation measures developed based on a civil engineering approach have been required to ensure that the hazardous site conditions identified are eliminated prior to the development of the site. For example certain flood control improvements required will eliminate an identified flood hazard in the project area and remediation is required to address the liquefaction and expansive properties of soils on certain areas of the site which have the potential to cause structural damage to future homes built on the site if not mitigated. The implementation of the mitigation measures in Section 6 will ensure that the project will not have substantial adverse affects on the environment or on people from issues related to geology, soils and hydrology.

Concerning noise and vibration impacts, operation of a future light rail line and existing freight line adjacent to the project were evaluated was evaluated for impacts on the project. Based on the analysis, it was determined that noise and vibration impacts caused by the operation of the light rail line would not have a significant impact on the project area since the location of residences would be sufficiently distanced from the rail line to avoid any significant impacts. Residences would be at least 150 feet away from the Gold Line which avoid noise impacts. Vibration impacts are anticipated when structures are within 90 feet of the Gold Line, however no structures will be located within 150 feet of the line. Mitigation also requires the extent of potential noise impacts on homes from freight line operation to be

more precisely identified and reduced below a level of significance to ensure interior noise levels are at acceptable levels.

Finally potential impacts from soil contamination regarding arsenic will be mitigated by ensuring that arsenic levels in soil will not exceed 12 mg/ kg, which is the State recognized background concentration level for naturally occurring arsenic. The developer will be required to conduction additional testing to identify the extent of the contamination and enter into an agreement with DTSC or Los Angeles County that provides for the remediation of contaminated soil.

Based on the project initial study, which identifies all of the potentially significant impacts and mitigation measures to reduce potentially significant impacts below a level of significance, the City determines that the project will not have a significant impact on the environment.

Proposed Mitigation Measures

Aesthetics

1. The proposed grading approach for the project minimizes potential impacts by raising, maintaining, or lowering grades as appropriate in the context of existing topography, to avoid impacting neighborhood character.
2. The project includes design guidelines to address elements such as building bulk and mass, architectural style and building detailing that allows updated development practices to be incorporated into the specific plan area while maintaining compatibility with the existing neighborhood.
3. Building pads adjacent to Donnington will be designed to be nearly identical to the grades of homes along Donnington Street.
4. New homes adjacent to Sierra Madre Avenue are typically 20 feet below the grade of the street
5. landscape screening to soften the additional increase in height manufactured slopes would be required to achieve in order to construct building pads on those lots.
6. Lots on proposed Street D and lots situated to the east are at least 5 feet to 10 feet or more below existing home grades.

Air Quality

1. Applicable mitigation measures from the RTP will be applied to the project (See MM-AQ.3-AQ.14 of the RTP EIR and AQ1-AQ4 from the 2007 AQMP EIR which are incorporated herein by reference) to ensure project consistency with RTP emissions forecasts and avoidance of significant impacts.

Biological Resources

1. The loss of 58 existing trees would be off-set by public landscape area planting and private landscape area planting. Inch for inch replacement will be required consistent with the City's Heritage Tree Resolution. Trees identified on open space Lot J will be required to be maintained. To implement the mitigation the applicant will submit a tree inventory plan to identify the number of tree inches to be removed. Tree replacement is expected at development. An in-lieu fee may also be provided to the City or the Glendora Conservancy to provide off-site replacement trees.

2. To offset the impacts during initial construction the following mitigation measures are required to ensure nesting raptors and songbirds: Removal of vegetation will be limited to time periods outside of the nesting season (February 15-August 15); or, a qualified biologist will be required to be on-site if vegetation is disturbed during nesting season to avoid disturbance to active nests. If any active nests are detected a buffer of 100-300 feet will be required as determined by the monitoring biologist.

3. Prior to development, the developer shall notify the resource agencies of the alterations to the site to determine if the activity must be reviewed by the resource agencies (Section 404, 401, and 1602 authorizations from the Corps, RWQCB, and CDFG).

4. Impacts to wetlands and waters under the jurisdiction of CDFG and USACOE will need to be identified consistent with protocols for those agencies along with any mitigation required as a result of identified impacts. Mitigation can include replacement of the lost habitat through on-site mitigation, off-site mitigation (such as habitat restoration or enhancement) or payment of an in-lieu fee to be applied to the restoration of habitat. In the past, replacement ratios of 1:1 have been required to offset impacts. Higher replacement ratios could be required (up to 4:1) by the resource agencies to account for the quality of the habitat and to offset the temporal loss of quality habitat.

5. City "standard conditions" require heritage trees (trees in excess of 6 inches in diameter) to be maintained or relocated if possible. The City also accepts replacement on an inch-for-inch basis to offset the loss of heritage trees and reduce significant impacts. The loss of existing trees on the project site will be offset by the planting of new trees in the project site and/or the payment of in-lieu fees if necessary.

<u>Cultural Resources</u>

1. To offset potential drainage impacts appropriate temporary and permanent drainage devices will need to be installed around the cemetery grounds to divert water around it in a manner that will not contribute to any further erosion, or result in an increase in water run-off on the site. The size of improvements required would be consistent with a 50-year storm event. Prior to construction, a Drainage Mitigation Plan will be required to be submitted to the City for review and approval with implementation prior to grubbing and clearing, demolition, grading or excavation activities. Appropriate mitigation could include installation of a variety of temporary sediment and erosion control facilities such as drainage swales, earth dikes, slope drains, silt fencing, sediment basins, sediment traps, check dams, use of fiber rolls, gravel bag berms, or other temporary facilities, in accordance with recommended techniques and construction methods identified in the latest edition of California Stormwater Quality Association's Stormwater Best Management Practice Handbook for construction. These mitigation measures will also be required to be part of the project's Storm Water Pollution Prevention Plan (SWPPP) which are reviewed and approved by the City and the Los Angeles Regional Water Quality Control Board prior to the issuance of grading permits. Improvements will be required to be installed within 30 days of the commencement of grading and utilized on the site until permanent facilities could be provided.

2. Permanent facilities would include permanent drainage swales, detention facilities, storm drains, retaining or perimeter walls and other appropriate improvements that divert water runoff around the cemetery grounds and protect the cemetery from increased drainage runoff. These types of improvements would be shown on a site grading plan for individual lots or a mass grading plan for the site. New lots anticipated to be developed above and adjacent to the cemetery would not be permitted to direct water onto the cemetery grounds resulting in an increase in water runoff. As part of the issuance of zoning entitlements, grading and/ or building permit for lots adjacent to the cemetery, the City Engineer will review and approve drainage and/ or grading plans to ensure the proper drainage improvements are installed to divert water away from the cemetery grounds and that grading and drainage plans do not direct run-off onto the grounds. The project will also include a dedicated buffer area around the existing cemetery grounds of between 10 and 50 feet as depicted on the specific plan in which appropriate drainage improvements can be constructed to prevent further erosion.

3. The project includes a new public access point to the cemetery grounds which has street frontage on a new public street to be built (Street B) as well as an off-street parking area. The on and off-street parking area will provide a source of parking for the cemetery's ceremonial and maintenance events. An access easement for maintenance over a proposed Private Street also ensures adequate access to the upper portion of the cemetery for maintenance purposes. Also, no temporal loss of cemetery access will be permitted to ensure adequate access for maintenance, site monitoring and Cemetery's annual Memorial Day community gathering.

4. A 6' to 8' high fencing shall be provided in a manner consistent with the Secretary of the Interior's Standards for historic landscapes.

5. A 10' to 50' buffer area shall be provided around the cemetery to provide for the installation of the improvements to ensure construction of the improvements does not encroach into the cemetery proper.

6. Archeological monitoring of all ground- disturbing activities.

7. Archeological monitoring of all ground- disturbing activities within 100 feet of the Fairmount Cemetery.

8. Native American monitoring of all ground-disturbing activities within 100 feet of the Fairmount Cemetery by a local Gabrieleno or a rotation of local Gabrelienos.

9. Monitoring of all ground disturbing activity within 100 feet of the Covina Canal alignment; recordation of canal features and/ or construction methods upon exposure of canal sections during ground disturbing activities.

10. Documentation of the results of any of these implementation measures in a technical report.

<u>Geology/Soils</u>

1. Prior to the issuance of any permits, an addendum or update to the Geotechnical Reviews will be required to ensure that the requirements of the most current edition of the CBC are followed.

2. Additional fieldwork and evaluation of liquefaction at the grading plan review stage to better define limits and depths of removal;

3. Provision of specific foundation design criteria made at the completion of grading, based on "as-graded" soil conditions that call for additional reinforcing steel, deepening of foundation elements and/or additional stiffening elements, and provision of additional geotechnical design parameters for building slab design based on soils conditions in the project area.

4. Slab and foundation design will be required to comply with the California Building Code and accepted engineering practices of the American Society of Civil Engineers to ensure building slab/ foundation design does not exceed maximum deflection allowed.

5. All design recommendations of the Geotechnical Reviews are incorporated herein by reference as mitigation with the exception that recommendations made will be required to adhere to the California Building Code or other applicable codes as required by the Public Works Department and Building Official.

6. An update to the Geotechnical Reviews will be required to ensure compliance with the CBC.

Hazards and Hazardous Materials

1. Prior to the commencement of any grading, grubbing and clearing, or site demolition work, an update to the environmental site assessment shall be provided to the City to identify areas of the site which exceed 12 mg/kg for arsenic. Subsequent developers shall also enter into agreements necessary with Los Angeles County or the Department of Toxic Substances Control to implement a clean-up program of the site to remove contaminated soils which exceed the 12 mg/kg background concentration level. No permits shall be issued until required remediation activities have been completed and a closure letter (or its equivalent) is issued from the agency with oversight.

2. The applicant shall obtain a Construction Activities Storm Water General Permit (2009-0009-DWQ Permit).

3. Consistent with the 1994 Federal Occupational Exposure to Asbestos Standards, a Licensed Asbestos Inspector shall be retained to determine the presence of asbestos and asbestos containing materials (ACMs) within structures to be demolished on the project site. If asbestos is discovered, a Licensed Asbestos Abatement Contractor shall be retained to safely remove all asbestos from the site prior to demolition activities.

4. For existing structures to be demolished on the project site, lead-based paint testing shall be conducted due to the deteriorating condition of many painted surfaces. All materials identified as containing lead shall be removed by a licensed lead-based paint/materials abatement contractor.

5. For demolition of structures and improvements containing asbestos, activities must be consistent with SCAQMD Rule 1403 to limit asbestos emissions from demolition activities.

Hydrology/Water Quality

1. Stormwater Pollution Prevention Plan (SWPPP) and Monitoring Program Plan must be completed prior to the commencement of construction.

2. The developer will have to implement a remediation program which results in the lowering of site arsenic concentration levels down to background concentration levels recommended for arsenic by the DTSC.

3. Prior to the issuance of any permits for the site, the City shall be provided with annual rights to 194 AF of water from the Main San Gabriel Basin to serve the project area.

4. To address potential impacts which may result if a certain portion or portions of the site are developed the following mitigation is required:

North Area Development First

Due to the potential flood hazard immediately north of the project, no grading or construction for roads or dwelling units will be permitted in the North Area until the completion of a final hydrology study. Final hydrology is subject to the review and approval of the City of Glendora and Los Angeles County. If the final hydrology determines that no additional flood control facilities are required beyond those provided for in preliminary hydrology, development of the North Area may proceed with the installation of all of the improvements as described below:

- The developer is required to construct facility G-1 and modify the Citrus Basin to its final configuration.

- The storm drain system needed to serve the North Area, to divert new and existing surface flows into and from the North Area to facility G-1, shall be installed.

Approvals from the Cities of Azusa and Glendora are required prior to the issuance of any permits to modify the Citrus Basin. The storm drain system needed to serve the north acreage, to divert new and existing surface flows into and from the north acreage to facility G-1, shall also be installed prior to the issuance of the first occupancy. Until the completion of facility G-1 and the appurtenant storm drains, the City Engineer shall have the authority to require other design techniques deemed necessary in the field to control erosion by requiring BMPs that minimize or eliminate erosion. These techniques shall ensure that no cross drainage between the Glendora and Azusa jurisdictions shall occur. Appropriate BMPs can include, but are not limited to, those BMPs cited in the January 2003 (or as updated) California Stormwater Quality Association Stormwater Best Management Practice Handbooks for construction and new development and redevelopment or as otherwise required by the project's NPDES permit.

In the event the final hydrology study identifies that any part of the site is subject to flooding or debris flows, the developer shall install facilities required to mitigate the threat as deemed necessary by the final hydrology study as identified in Section 9J below that do not alter the master development plan.

To implement Storm Drain/ Flood Control infrastructure phasing for the South Area, the developer shall submit a phasing plan. Improvements shall be designed and built in accordance with the appropriate Los Angeles County Flood Control District design manuals.

The mitigation described above is in addition to other mitigation measures which may be required for the development of the North Area.

South Area Development First

Infrastructure phasing for the South Area has also been largely determined by the need to address the potential flood hazard north of the project. Development in the South Area has the added requirement of accounting for increases in storm water runoff resulting from development of the site overall and its effects on adjoining development in Azusa.

No grading or construction for road or dwelling units will be permitted in the South Area until the completion of a final hydrology study. Final hydrology is subject to the review and approval of the City of Glendora and Los Angeles County. If the final hydrology determines that no additional flood control facilities are required beyond those provided for in preliminary hydrology, development of the South Area may proceed with the installation of all of the improvements as described below:

- The developer shall construct a temporary detention basin that has the effect of reducing existing peak flow storm water runoff to 25% of existing conditions in the North Area if adequate storm drain facilities have not been completed. In the alternative, permanent storm drain improvements may be constructed which convey existing and future runoff to facility G-1.

- The Citrus Basin shall be modified to its final configuration and facility G-1 shall be constructed.

- The permanent storm drain system shall be installed to intercept storm water runoff entering the South Area.

Given the temporary nature of the north detention basin, the City Engineer shall have the authority to require other design techniques deemed necessary in the field to control erosion by requiring BMPs to be provided that minimize or eliminate erosion. Appropriate BMPs can include, but are not limited to, those BMPs cited in the January 2003 (or as updated) California Stormwater Quality Association Stormwater Best Management Practice Handbooks for construction and new development and redevelopment or as otherwise required by the project's NPDES permit.

To implement Storm Drain/ Flood Control infrastructure phasing for the South Area, the developer shall submit a phasing plan. Improvements shall be designed and built in accordance with the appropriate Los Angeles County design manuals.

The mitigation described above is in addition to other mitigation measures which may be required for the development of the South Area.

5. Prior to the issuance of a grading permit on the site, a final hydrology study must be submitted to the City and Los Angeles County for review and approval.

6. To address potential mudflow from a "burned and bulked" scenario one or more of the following mitigation measures may apply pending the completion of a final hydrology study:

   - A linear debris retention facility across the width of the project site south of Sierra Madre Avenue to intercept and detain the volume of debris identified by the final hydrology study. In implementing this mitigation the final hydrology study must exhibit to LA County's satisfaction that the debris retention facility avoids the accumulation of sediment on the

County's portion of the Sierra Madre Avenue right-of-way or diversion of debris and mudflow to downstream property owners.

- Construction of a "debris wall" on the project site south of Sierra Madre Avenue and outside of the public right-of-way and within the project site which captures the volume of debris identified by the final hydrology study. In implementing this mitigation the final hydrology study must exhibit to LA County's satisfaction that the debris wall avoids the accumulation of sediment on the County's portion of the Sierra Madre Avenue right-of-way or diversion of debris and mudflow to downstream property owners.

- One or more debris retention facilities on the project site that intercept and detain the volume of debris identified by the final hydrology study. In implementing this mitigation the final hydrology study must exhibit to LA County's satisfaction that the debris retention facility properly collects sediment and avoids the accumulation of sediment on the County's portion of the Sierra Madre Avenue right-of-way or diversion of debris and mudflow to downstream property owners.

7. In implementing the possible alternatives, standards and principles of the LA County Sedimentation Manual, Hydrology Manual and Design Manual for Debris Dams and Basins shall be used. Mitigation is also subject to the review and approval of the City Engineer.

<u>Noise</u>

1. To ensure noise impacts from construction are minimized to the greatest extent practicable, implementation of a phasing program will be required which identifies where construction occurs on the site. The phasing program would require the developer to submit a phasing plan to the City for review and approval as development progresses.

2. The delivery of materials and equipment and the outdoor use of equipment, hammers, and power tools shall be limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday, with no work allowed on Saturdays, Sundays, or Federal holidays with the exception of interior work. Outdoor yard work is permitted as long as it does not involve heavy equipment or noise producing equipment.

3. Before construction, the construction contractor shall send written notifications of the construction schedule to residences within 500 feet of the construction areas. The construction contractor will designate a noise disturbance coordinator who will be responsible for responding to complaints regarding construction noise. The coordinator will determine the cause of the complaint and will ensure that reasonable measures are implemented to correct the problem. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the written notification of the construction schedule sent to nearby residents and staff.

4. During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.

5. The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors.

6. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors nearest to the project site.

7. An interior noise level analysis, compliant with the applicable California Building Code at the time of project construction, must be completed. The analysis must demonstrate that the proposed architectural designs would limit interior noise to 45 dBA CNEL or less.

8. To ensure any impacts are avoided, no residences will be allowed to be located within 150 feet of any Gold Line Track

9. Noise impacts from construction can be mitigated through the implementation of a construction phasing plan, limitations on the hours of construction, restrictions on the placement of on-site equipment away from existing residences, notification of residents concerning construction scheduling, and the implementation of a noise complaint/ response tracking program as identified in Section 12a.

Public Services

1. The developer will be required to obtain CICO's approval to implement a demolition and construction plan prior to the issuance of any permits or recordation of a final map to ensure that interruption to water service is avoided or minimized to the greatest extent practicable.

Transportation/Traffic

1. To mitigate an unsafe left turn at Barranca Avenue/Project Drive, a median will be installed to prohibit left turns into the south area and a new signal will be placed north of the south project entry at the Bennett Avenue/ Barranca intersection.

2. Prior to the recordation of a final map for the north side, the subdivider shall obtain approval of a striping plan from LA County to ensure appropriate lane transitions and striping are provided for new street improvements associated with the development. Approved striping shall be installed prior to the issuance of the first project occupancy in the North Area or a cash deposit may be paid to the City in lieu of the completion of the improvement in the event the County project is not ready to proceed. In such an event the City and County shall collaborate on an interim striping plan to provide adequate lane transitions and configurations to eliminate the potential for any unsafe conditions.

3. Temporary access shall be maintained at all times to 1326 Sierra Madre Avenue until permanent access is constructed.

4. Noise impacts from construction will be mitigated through limitations on the hours of construction, restrictions on the placement of on-site equipment away from existing residences, notification of

residents concerning construction scheduling, and the implementation of a noise complaint/ response tracking program as described in Section 12a.

Utilities/Service Systems

1. Storm drains proposed around the site will result in modification to drainage courses which may be under the jurisdiction of regulatory agencies. The replacement of lost jurisdictional areas offset potential impacts.

2. Noise impacts from construction will be mitigated through limitations on the hours of construction, restrictions on the placement of on-site equipment away from existing residences, notification of residents concerning construction scheduling, and the implementation of a noise complaint/ response tracking program.

3. Storm drains proposed around the site will result in modification to drainage courses which may be under the jurisdiction of regulatory agencies. Replacement of lost jurisdictional areas is required to offset potential impacts below a level of significance.

4. The project developer is required to provide a minimum of 194 acre-feet of water rights to the City prior to development in order to avoid impacts described above resulting from over-drafting the water basin which serves the project.