PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT
FOR THE GLENDALE COMMUNITY COLLEGE 2019 FACILITIES MASTER PLAN UPDATE TO THE 2015 MASTER PLAN
GLENDALE, CA

SCH #2020070231

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January 2021

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EXECUTIVE SUMMARY

E.S.1 INTRODUCTION

The Glendale Community College District (District or GCCD) is proposing to implement the 2019 Glendale Community College District Facilities Master Plan Update to the 2015 Facilities Master Plan (Project or Proposed Project), which outlines the GCCD's long-range plan for developing facilities needed to serve GCCD's students and community.

The objective of the 2019 Facilities Master Plan Update to the 2015 Facilities Master Plan Project is to provide a long-range plan for the development of facilities to support GCCD's vision, mission, and goals. The Master Plan Update recommends site and facilities improvements for the three GCCD campuses: the historic Verdugo Campus, the Garfield Campus, and the Montrose Campus. The Master Plan Update quantifies planning data to forecast projected space needs that are aligned with GCCD's educational planning for existing and future programs.

This document is a Draft Environmental Impact Report (Draft EIR or DEIR) prepared in accordance with the California Environmental Quality Act (CEQA); and it provides an overview of the Proposed Project and considered alternatives, identifies the anticipated environmental impacts from the Proposed Project and the alternatives, and identifies mitigation measures designed to reduce the level of significance of any impact.

E.S.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The primary purpose of the CEQA process is to inform the public and decision-makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making by the Lead Agency. CEQA requires all State and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid the significant environmental impacts resulting from proposed projects, when feasible, and to identify a range of feasible alternatives to the proposed project that could reduce those environmental effects.

Under CEQA, an EIR analyzes the impacts of an individual activity or specific project and focuses primarily on changes in the environment that would result from that activity or project. The Draft EIR must include the contents required by CEQA and the CEQA Guidelines and examine all phases of the project, including planning, construction, operation, and any reasonably foreseeable future phases.

E.S.3 PROJECT BACKGROUND

Glendale Community College (GCC) was founded in 1926 and is comprised of three campuses across the City of Glendale and the greater Glendale community – the Verdugo Campus, the Garfield Campus, and the Montrose Campus. Together, the three campuses currently serve a student population of more than 25,000 students. Students are enrolled in college-credit at the Verdugo Campus, continuing education at the Garfield Campus, and community services classes are held throughout the community and at the Professional Development Center (PDC) located at the Montrose Campus.

The mission of GCCD is to serve a diverse population of students by providing the opportunities and support to achieve their educational and career goals. GCCD is committed to student learning and success through transfer preparation, certificates, associate degrees, career development, technical training,

continuing education, and basic skills instruction. The college is dedicated to the importance of higher education in the evolving urban environment of Glendale and the greater Los Angeles area.

E.S.4 PROJECT DESCRIPTION

The 2019 Facilities Master Plan Update to the 2015 Facilities Master Plan is a long-range plan for the development of facilities to support GCCD's vision, mission, and goals. It recommends site and facilities improvements for three GCCD sites: the historic Verdugo Campus, the Garfield Campus, and the Montrose Campus. It addresses the growth in enrollment anticipated over the next decade. It describes college development strategies to support the Strategic Goals of the GCCD Educational Master Plan and the 2013 Garfield Campus Master Plan and positions GCCD to maximize funding and partnership opportunities. The Facilities Master Plan is part of an integrated planning process that supports accreditation and demonstrates compliance with accreditation standards with regard to facilities planning.

A general obligation bond election (Measure "G" and "GC"/ Proposition 39) was approved in March 2002 and November 2016 respectively for both general and specific improvements at GCCD for all three campuses. The District is undertaking an extensive improvement and building program at the three campuses to meet increasing enrollment needs, evolving demands for post-secondary educational institutions, and the needs of the greater-Glendale community. The funds are authorized for the repair and rehabilitation for deteriorated educational facilities, to add classrooms and instructional support space to the three campuses. Additionally, the District will be using capital improvement funds from the State of California for renovation and new construction projects. For the PDC at the Montrose campus, funding is provided separately from the rest of GCCD. PDC applies for a grant through the California Employment Training Panel (ETP). PDC works with and markets its courses to California employers.

In 2015, the District prepared the GCCD 2015 Facilities Master Plan to reflect GCCD's projected instructional and programmatic needs. The 2015 GCCD Master Plan outlines capital improvements through 2025 and proposes construction of new buildings, renovation, modernization and additions to existing facilities, demolition of existing buildings, and landscaping enhancements. Improvements are intended to update existing technological and program services to meet increasing needs of students and faculty. The 2019 Facilities Master Plan Update plans for expansion of instructional space, acquiring land to expand the Garfield Campus, expansion of the Montrose Campus, and various other campus upgrades in addition to what was included in the 2015 GCCD Master Plan. The Proposed Project includes projects listed in both the 2015 Facilities Master Plan and the 2019 Facilities Master Plan Update that are not currently underway or have not already been analyzed.

E.S.4.1 Verdugo Campus

The 2015 GCCD Master Plan presents an overall picture of development that supports the strategic goals and priorities of the GCCD Educational Master Plan 2020. Through recommended new facilities and renovations of existing facilities, the Verdugo Campus will be updated to better focus on students' needs. GCCD is actively engaged in piloting new models of instruction, such as collaborative research-based instruction, distance education, and hybrid courses that engage students on many levels. Classrooms and labs will be shaped, configured, and equipped for the use of instructional technologies and flexible furniture that can be rapidly reconfigured for traditional lectures or breakout sessions of small teams of students. Buildings and outdoor spaces will be equipped with power outlets and wireless internet to support the use of mobile devices to teach and learn. Learning resources and tutoring space and clustered with faculty offices to allow faculty to be visible to and easily accessed by students. Learning will be put

on display near entrances and lobbies where it will inform and inspire interdisciplinary collaboration among both students and faculty.

As part of the 2019 GCCD Facilities Master Plan, the Verdugo Campus was evaluated through a space utilization and inventory analysis. The master plan space program formed the basis for developing recommendations for facilities. The Verdugo Campus had a headcount of 20,598 and a Full-time Equivalency Students (FTES) of 11,853 from 2017-2018. The space inventory analysis combined with the space needs forecast indicates the total amount of additional assignable space needed to accommodate a master plan horizon student enrollment of 230,928 weekly student contact hours (WSCH), which equates to 11,800 FTES and a 20,200 unduplicated student headcount. The Verdugo Campus currently consists of 1,113 employees, 754 total faculty, and 359 total staff and administrators. For the purposes of this document, the Proposed Project will include projects that incorporate the space and building needs identified to the year 2025. Figure ES-1 presents the GCCD 2019 Facilities Master Plan Update Verdugo Campus improvements. Table ES-1 presents the project details for each building.

Table ES-0-1: 2019 Facilities Master Plan Update Verdugo Campus Improvements

Building	Project	Scope
Aviation Art (AA)	Repurpose the former Fire Academy space in AA building to expand the welding program; create new machine technology laboratory; upgrade restrooms	Renovation – 5,757 GSF
Arroyo Seco (AS)	Existing building will be demolished and removed	Remove – 17,977 GSF
Advanced Technology Center (ATC)	Renovate spaces within the ATC building to expand the Computer-Assisted Manufacturing laboratory	Renovation (TBD)
Auditorium (AU)	Renovation will include new instructional labs; performance, audience, and backstage spaces will be upgraded	Renovation - 46,465 GSF
Camino Real (CR)	Reorganize science and math instructional and support space	Renovation – 21,890 GSF
EOPS Annex (EA)	Existing temporary facility will be demolished and removed	Demolition – 1,953 GSF
Art Gallery (G)/Library (LB)	Update library with learning resources and media center, update interior to provide collaborative studying environment	Renovation – 71,866 GSF
Instructional Building and Conference Center (IBCC)	New multi-story building to be a collaborative and cross-disciplinary environment for classrooms, laboratories, and studio space	New construction - 73,613 ASF/82,446 GSF
Santa Anita (SA)	Existing temporary facility will be demolished and removed	Demolition - 4,000 GSF
Santa Barbara (SB)	Existing building will be demolished and removed	Demolition - 5,200 GSF
Science Building (SCI)	New multi-story science building to replace outdated space in San Gabriel, Arroyo Seco, and Camino Real buildings	New construction - 95,941 ASF
San Fernando Complex (SF)	Temporary facilities will be demolished and removed	Demolition - 19,440 GSF

Building	Project	Scope
San Gabriel (SG)	Renovations to provide instructional lab space, instructional media space, and exhibition space	Renovation – 65,509 GSF
Sierra Madre (SM)	Building will be renovated with a student visitor welcome and information center and will also provide additional indoor and outdoor dining space.	Renovation – 17,366 GSF
Sierra Nevada Gym (SN)	Existing building will be demolished and removed	Demolition – 17,620 GSF
District Storage Facility (ST)	New construction to provide space for district-wide long-term document, furniture, and equipment storage.	New construction - 12,000 GSF
College-wide Energy Projects	Improving HVAC systems, provide solar shade structures in Parking Lot B, install water efficient plumbing	New construction/renovation
Parking and Circulation Upgrades	Consolidate and improve parking areas, upgrade pedestrian circulation paths, evaluate vertical stair climbs, maintain agreement for joint-use of City parking lots	Renovation
Security and Safety Upgrades	Installing security cameras and monitoring system, expand intrusion alarm system, upgrade phone system, and installing manual locking door hardware	Renovation
South Parking Structure	Provide approximately 175 stalls per level for about 650 parking stalls total. The six tennis courts will be placed on the upper decks.	New construction - (TBD)
Verdugo Gym Trailers	Existing temporary facilities will be demolished and removed	Demolition – 4,230 GSF
Signage, Wayfinding, & Visual Display Upgrades	Upgrades to campus signage, visual displays, and room identification; providing campus directories; include parking signage	New Construction

The GCCD 2019 Facilities Master Plan Verdugo Campus improvements would result in 228,853 square feet (SF) of renovation, 52,443 SF of new construction, and 170,387 SF of demolition. In addition, the Proposed Projects at the Verdugo Campus would add 650 parking spaces to the campus.

Figure ES-0-1 : 2019 Master Plan Update – Verdugo Campus Site Plan

Figure ES-1
Master Plan Update - Site Plan
Verdugo (Main) Campus

Name: 21146 PLAN Fig 2-11 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

E.S.4.2 Garfield Campus

The 2019 Facilities Master Plan Update for the Garfield Campus presents an overall picture of development that supports the strategic goals and priorities of the GCCD Educational Master Plan 2020 and the 2013 Garfield Master Plan. The recommended projects provide building space and site improvements to address the needs of the student enrollment projected for 2025.

Land acquisition of properties surrounding the Garfield Campus has taken place, and much of the area will be developed into a surface parking lot until a new building approximately 15,000 SF in size is built onsite.

As part of the 2019 Facilities Master Plan Update, the Garfield campus was evaluated through a space utilization and inventory analysis. The master plan space program formed the basis for developing recommendations for facilities. The Garfield Campus had a headcount of 7,428 and a FTES of 2,929 from 2017-2018. The space inventory analysis combined with the space needs forecast indicates the total amount of additional assignable space needed to accommodate a master plan horizon student enrollment of 77,627 WSCH, which equates to 7,500 unduplicated student headcounts. Current employees at the school include 59 employees, which include 10 faculty and 49 staff. For the purposes of this document, the Proposed Project will include projects that incorporate the space and building needs identified to the year 2025.

The planned updates to the campus include renovating the Tropico and Mariposa buildings, which results in 43,090 GSF of renovations. These renovations include campus-wide repurposing to address current needs and projected growth. In addition, a new elevator will be provided at the Garfield campus to provide additional access. Land acquisition of the areas surrounding the current Garfield campus are in progress, and these areas will be used temporarily for utility connection points, parking, and a loading zone/bus stop. Further discussion of development that would occur due to the land acquisition would need to take place to recommend long-range land uses.

The GCCD 2019 Facilities Master Plan Update Garfield Campus improvements would result in 43,090 SF of renovation.

E.S.4.3 Montrose Campus

The PDC at the Montrose Campus is an integral and visible part of Glendale Community College District and serves many functions within the District. In order to align the PDC with the GCCD brand, the exterior and interior signage will be upgraded to display the District's design for brand collateral. As maintenance and upgrades to the exterior facades of the building are needed, finish colors and materials will be selected to align with the GCCD design guidelines. The main focus for these improvements would be the Honolulu Avenue storefront, which, through modest design changes, has the potential to make an instant visual connection with the Verdugo Campus and Garfield Campus architectural style.

Figure ES-0-2 : 2019 Master Plan Update – Garfield Campus Site Plan

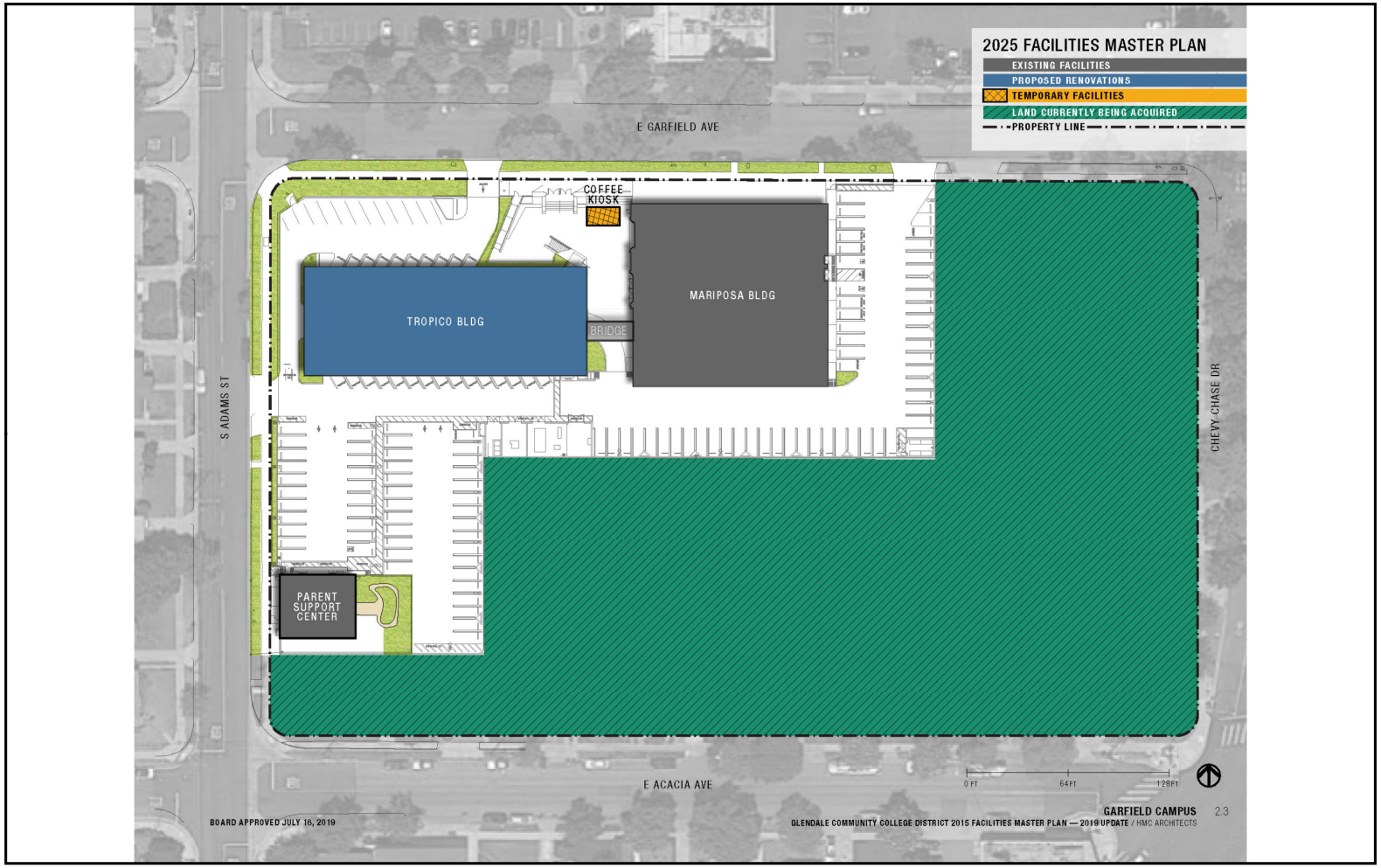


Figure ES-2
Master Plan Update - Site Plan
Garfield Campus

Name: 21146 PLAN Fig 2-12 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

Figure ES-0-3 : 2019 Master Plan Update – Montrose Campus Site Plan

Figure ES-3
Master Plan Update - Site Plan
Montrose Campus

Name: 21146 PLAN Fig 2-13 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

The Montrose Campus PDC requires minor changes to the building. The existing PDC building is approximately 10,405 SF with a portion of the lower level unexcavated. As an older, repurposed commercial facility, the PDC represents a potential for significant improvements that will reduce its operating costs and make it a healthier and more welcoming learning and working environment. The interior space of the PDC has the potential to be reorganized with regard to both intuitive internal wayfinding and increased efficiency, and increased ratio of assignable space to overall building area. The renovation will repartition the existing interior space to better align with programmatic needs that will be determined when the project moves toward implementation. Making better use of the PDC's prominent storefront location on Honolulu Avenue in Montrose is a key objective of the renovation. The glass-walled lobby will be reprogrammed and designed to support community outreach functions, which may include offices and gathering space. The building will require Americans with Disabilities Act (ADA) upgrades to all doors, and toilet rooms. Access to all levels will be required from the alley parking area. The access will require an elevator. Seismic requirements will be required for the construction of the elevator to the existing building and provide additional shear to meet current code requirements. In addition, seismic upgrades will be completed at the PDC. Overall, the renovation of the PDC building will include 10,112 SF of renovated space.

GCC is expanding the Montrose Campus to join the PDC as part of the Montrose Campus complex to expand available classroom space, provide enhanced curriculum, and provide additional parking accommodations. GCC has purchased the Citibank building located at 2350 Honolulu Avenue in Glendale and will be renovating the existing 11,437 SF building and constructing approximately 7,324 SF of additional classroom space to create, in total, 18,761 SF of classroom space with supporting Administrative services. The curriculum will accommodate Math, English as a Second Language (ESL), Sociology and Psychology classes. The existing building will need to be upgraded structurally to meet the Division of the State Architect (DSA) standards to house accredited student occupancy. The expanded Montrose Campus is expected to generate approximately 1,000 FTES. The PDC does not include college employees, as it is currently operating as an independent enterprise. At buildout, the GCC is expecting to have approximately 15 staff members to support Montrose Campus operations. For the purposes of this document, the Proposed Project will include projects that incorporate the space and building needs identified to the year 2025.

The location for the proposed parking structure will be on Broadview Drive, Lots #12, A, 1. The aforementioned utility easement needs to be relocated to the southeast edge of the Lot #1. The proposed parking structure shall have two levels of parking consisting of approximately 33,646 SF of building area. The lower level will have access on Broadview Drive and the upper level will have access from the alley. There shall be no less than a total of 94 parking stalls – including the required accessible parking stalls. Ample lighting shall be provided for all parking levels.

The GCCD 2019 Facilities Master Plan Update Montrose Campus improvements would result in 21,559 SF of renovation and 17,611 SF of new construction. In addition, the Proposed Projects at the Montrose Campus would add up to approximately 100 parking spaces to the campus.

E.S.5 TABLE OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The Table ES-2 on the following pages summarizes potential significant adverse impacts of the Proposed Project. Each resource area is summarized in Chapter 3.0. Impacts found to be significant are listed with proposed mitigation measures. The resulting impact after each mitigation is indicated, and cumulative impacts, if any, will be identified as required under CEQA.

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Aesthetics				
Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings?	The Proposed Project would change the existing visual character of the area. However, the proposed improvements would be consistent with the uses of the property. Furthermore, because the District is a separate entity and the campuses are state-owned, it would not require conforming to the City's design requirements.	Less Than Significant	None required	
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	The Garfield and Montrose Campuses would not create a new source of substantial light or glare because there is existing lighting, including parking lot lighting, at these campuses. The proposed improvements and new construction at the Verdugo Campus would introduce new and permanent source of light and glare, particularly with the addition of the SCI building. However, the design of the SCI building would be consistent with the existing design and lighting of the other campus buildings.	Less than significant	None required	
Air Quality				

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project conflict or obstruct implementation of the applicable air quality plan?	The Proposed Project would not change the existing educational uses at the campuses and no changes are proposed to the land uses. Therefore, the Proposed Project would not result in conflicting or obstructing with an applicable air quality plan.	Less Than Significant	None Required	
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	The Proposed Project would not exceed regional emission thresholds during construction and on-going operations of the proposed improvements.	Less Than Significant	None required	
Would the project expose sensitive receptors to substantial pollutant concentrations?	The Proposed Project would not exceed emission thresholds during construction or operation, nor would it not result in exposure of significant levels of pollutant concentration.	Less Than Significant	None required	
Biological Resources				
Would the project 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	The Proposed Project would result in potential impacts to nesting birds that would be using the existing landscapes as a habitat.	Potentially Significant	**MM BIO-1** If construction activities occur during nesting season (February 1 to August 31); preconstruction surveys and biological monitoring shall be conducted if an active nest is found within the work area during the preconstruction survey. The	Less Than Significant

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
of Fish and Game or U.S. Fish and Wildlife Service?			construction activities include but are not limited to staging and disturbances to native and nonnative vegetation, structures, and substates. A qualified biologist approved by the District shall conduct and submit a migratory nesting bird and raptor survey report. The survey should occur no more than three days prior to initiation of Project construction activities, and any occupied passerine and/or raptor nests occurring within or adjacent to the impact area should be delineated. Additional follow-up surveys may be required by the resource agencies. To the maximum extent practicable, a minimum buffer zone around occupied nests should be maintained during physical ground-disturbing activities. The buffer zone, to be determined by the qualified biologist, shall be sufficient in size to prevent impacts to the nest. Once nesting season has ceased (September 1 to January 31), the buffer may be removed. This shall be determined by the qualified biologist and be approved by the District.	
Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations	The Proposed Project would not impact a riparian habitat or other natural community.	Less Than Significant	None required	

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
or by the California Department of Fish and Game or US Fish and Wildlife Service?				
Would the project have a substantial adverse effect on state or federally protected wetlands?	The Proposed Project would not impact any State or federally protected wetlands.	Less Than Significant.	None required	
Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	The Proposed Project may impact large streets that could support bird nesting and could result in the spread of pests and tree diseases when removed.	Potentially Significant	**MM BIO-2** Should the Proposed Project require the removal of the mature trees; the District shall obtain the services by a qualified specialist to inspect the trees for contagious tree diseases prior to removal. If infections trees are found, an infectious tree disease management plan shall be prepared and implemented during the tree removal process by a specialist to avoid/reduce potential impacts. To avoid the spread of infectious tree diseases during tree removal, the diseased trees should not be transported from the Proposed Project site without first being treated using BMPs relevant for each tree diseases observed. To compensate the loss of trees, the District shall replace the removed trees as a result of the proposed work activities at least a 1:1 ratio with native trees, or a 3:1 ratio with a	Less Than Significant

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
			combination of native trees and/or appropriate understory and lower canopy plantings.	
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	The Proposed Project could result in the spread of pests and tree diseases when removed.	Potentially Significant	**MM BIO-2**	Less Than Significant
Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	The Proposed Project is not located inside a habitat conservation area and the proposed construction activities is not expected to enter the Disturbed Coastal Sage Scrub or Coastal Sage Scrub areas.	Less Than Significant	None Required	
Cultural Resources				
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	The Proposed Project has no listed or eligible properties.	Less Than Significant	None Required	
Would the project disturb any human remains, including those interred outside of formal cemeteries?	The Proposed Project would not disturb known archaeological sites that would disturb human remains.	Less Than Significant	None Required	
Greenhouse Gas Emissions				

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	The Proposed Project's emissions would not exceed the SCAQMD thresholds.	Less Than Significant	None Required	
Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	The Proposed Project would comply with Title 24 Building and Calgreen standards and with the SCAQMD's Greenhouse Gas Thresholds.	Less Than Significant	None Required	
Land Use and Planning				
Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	The Proposed Project at the Verdugo Campus would result in an impact to the study intersections of Chaparro Drive and Mountain Street due to the addition of the parking structure.	Potentially Significant	**MM LU-1** The Proposed Project will signalize the intersection during construction of the proposed parking garage of Chaparro Drive and Mountain Street to coordinate it with the existing intersection at the Parking Garage Entrance.	Less Than Significant
Noise				

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	The Proposed Project would not result a significant increase in noise levels that would exceed applicable noise standards.	Less Than Significant	None Required	
Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?	The Proposed Project would result in vibration impacts during construction to homes nearby the Montrose and Verdugo Campuses.	Potentially Significant	**MM NOI-1** The project applicant shall restrict all contractors from operating any off-road construction equipment that is 150 horsepower or greater within 50 feet of the homes adjacent to the Verdugo Campus and Montrose Campus in order to limit construction-related vibration levels to below the City's 0.01 inch per second rms threshold . This shall be accomplished by the contractor identifying approved equipment to be used that meets this requirement. If the required equipment cannot operate under these requirements, vibration reduction/dampening devices shall be used.	Less Than Significant

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	The Proposed Project is not located within the noise contours of the Burbank Airport.	Less Than Significant	None Required	
Transportation				
Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	would result in an impact to the study intersections of Chaparro Drive and Mountain Street due to the addition of the parking structure.	Potentially Significant	**MM LU-1**	Less Than Significant
Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	The Proposed Project would result in a potential impact to VMT at the Montrose Campus.	Potentially Significant	**MM TRA-1** The Proposed Project shall implement the menu of TDM for the Montrose Campus to reduce VMT impacts (noted in Table 3-23). The District, in concert with the selected contractor, shall design and implement the neighborhood infrastructure measurements outlined in Table 3-23 of the EIR. The TDM measures shall be implemented and monitored by the District after the completion of the proposed improvements to the Montrose Campus.	Less Than Significant

Table ES-0-2: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Tribal Cultural Resources				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or; result in a significant impact in a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	The Proposed Project would not impact native soils and the site does not contain eligible properties that could uncover potentially sensitive resources.	Less Than Significant	None Required	

ES.6 PROJECT ALTERNATIVES

The following alternatives for the Draft EIR were identified and evaluated:

- No Project Alternative – no changes in existing conditions.
- No Verdugo Parking Structure Alternative – Elimination of the construction of the parking garage at the Verdugo Campus intersection of Chaparro Drive and Mountain Street.
- No Montrose Parking Structure Alternative – Elimination of the construction of the parking garage at the Montrose campus on Broadview Drive, Lots #12, A, 1.

Chapter 4.0 discusses these alternatives and includes an analysis of potential environmental impacts associated with each.

CHAPTER 1.0 – INTRODUCTION

The Glendale Community College District (GCCD or District) proposes to implement the 2019 Glendale Community College District Facilities Master Plan Update to the 2015 Facilities Master Plan (Proposed Project), which outlines the GCCD's long-range plan for developing facilities needed to serve GCCD's students and community.

This section of the Draft Environmental Impact Report will discuss the purpose of the Draft EIR, scope, content, and environmental review process. The Proposed Project is described in further detail in Chapter 2.0, Project Description.

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

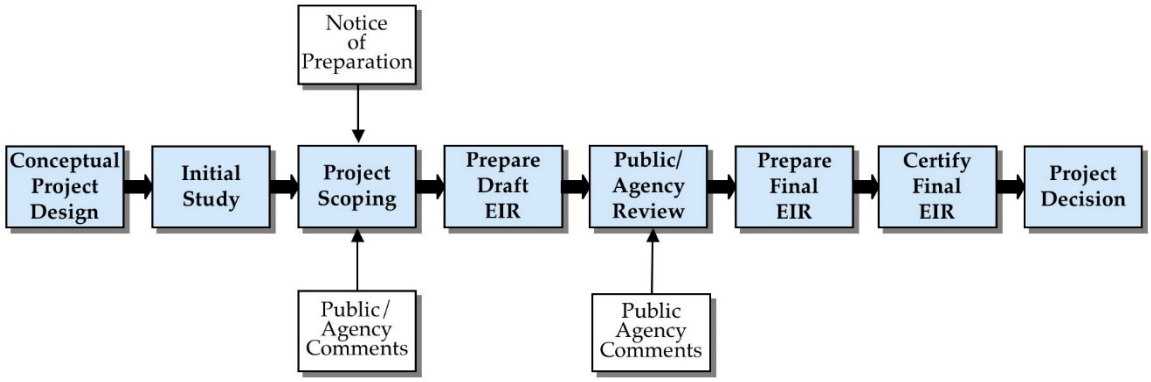
The Proposed Project requires discretionary approval of the District Board of Trustees and is subject to environmental review requirements in accordance with the California Environmental Quality Act (CEQA). All "projects" within the State of California are required to undergo environmental review to determine any potential environmental impacts associated with project implementation (CEQA Guidelines Section 15021).

CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of a proposed project and to identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California agencies at all levels, including local, regional, and State governments, as well as boards, commissions, and special districts. The Glendale Community College District, the Lead Agency for the Proposed Project, is required to conduct an environmental review to analyze any potential environmental effects associated with project implementation.

An EIR has been prepared to evaluate impacts of the Proposed Project. Section 15161 of the CEQA Guidelines states that a Project EIR, "… *examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.".* The Proposed Project meets the following conditions in preparing a draft project environmental impact report (Sections 15122 through 15131 of the CEQA Guidelines), as outlined in Table 1-1 below.

The Draft EIR is then circulated to the public and affected agencies for review and comment. One of the primary objectives of CEQA is to enhance public participation in the planning process; public involvement is an essential feature of this process. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides ample opportunity for the public to participate through scoping, public notice, and public review of CEQA documents. A diagram illustrating the CEQA process is shown in Figure 1-1 below. Additionally, a Lead Agency is required to respond to public comments in the Final EIR and consider comments from the scoping process in the preparation of the Draft EIR.

Figure 1-1
The Environmental Review Process



1.2 SCOPE OF THE EIR

This section provides a summary of the issues addressed in the Draft EIR. This Draft EIR was prepared following input from the public, responsible agencies, and affected agencies through the EIR scoping process, which included the following:

- In accordance with the State CEQA Guidelines, a Notice of Preparation (NOP) and Initial Study (IS) were prepared and distributed to responsible agencies, affected agencies, and other interested parties.
- The NOP was posted with the Los Angeles County Clerk and was made available for a 30-day public comment period. The NOP was submitted to the State Clearinghouse to officially solicit participation in determining the scope of the Draft EIR.
- Information requested, and input provided during the 30-day public review period, regarding the contents of the NOP/IS and the scope of the EIR, were incorporated in this Draft EIR.

Under the CEQA Guidelines, and based on the topics discussed in the Initial Study Checklist, the analysis in the Draft EIR is centered on the following issues:

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Cultural Resources
5. Greenhouse Gas Emissions
6. Land Use & Planning
7. Noise
8. Transportation
9. Tribal Cultural Resources

Mitigation measures to reduce impacts to a less than significant level are proposed whenever feasible. Table 1-1 contains this list of sections required under CEQA Guidelines, along with reference to the chapter where these items can be found.

Table 1-1: Required EIR Contents

Chapter Title (CEQA Guidelines)	Location
Table of Contents (Section 15122)	Table of Contents
Summary (Section 15123)	Executive Summary
Introduction (Section 15122)	Chapter 1
Project Description (Section 15124) and Environmental Setting	Chapter 2
Significant Environmental Impacts (Section 15126.2)	Chapter 3
Unavoidable Significant Environmental Impacts (Section 15126.2)	Chapter 5
Mitigation Measures (Section 15126.4)	Chapter 3
Cumulative Impacts (Section 15130)	Chapter 3
Alternatives to the Proposed Project (Section 15126.6)	Chapter 4
Growth-inducing Impacts (Section 15126.2)	Chapter 5
Effects Found Not to Be Significant (Section 15128)	Chapter 5
Organizations and Persons Consulted (Section 15129)	Chapter 6 and 7
List of Preparers	Chapter 7
Acronyms/Abbreviations	Chapter 8

1.3 DRAFT EIR ORGANIZATION

The Draft EIR is organized into the following chapters so the reader can easily obtain information about the Proposed Project and related environmental issues:

- Executive Summary – Presents a summary of the Proposed Project and alternatives, potential impacts and mitigation measures, and impact conclusions regarding growth inducement and cumulative impacts.

- Chapter 1: Introduction – Describes the purpose and use of the Draft EIR, provides a brief overview of the Proposed Project, and outlines the organization of the Draft EIR.

- Chapter 2: Project Description and Environmental Setting – Describes the project location, project details, baseline environmental setting and existing physical conditions, and the City's overall objectives for the Proposed Project.

- Chapter 3: Environmental Analysis – Describes the existing conditions, or setting, before project implementation; methods and assumptions used in impact analysis; thresholds of significance; impacts that would result from the Proposed Project; and applicable mitigation measures that would eliminate or reduce significant impacts for each environmental issue.

- Chapter 4: Alternatives Analysis – Evaluates the environmental effects of project alternatives, including the No-Project Alternative and Environmentally Superior Project Alternative.

- Chapter 5: Other CEQA Considerations – Includes a discussion of issues required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, and growth-inducing impacts.

- Chapter 6: References – Identifies the documents and individuals consulted in preparing the Draft EIR.

- Chapter 7: Report Preparation – Lists the individuals involved in preparing the Draft EIR and organizations and persons consulted.

- Chapter 8: Acronyms/Abbreviations – Presents a list of the acronyms and abbreviations.

Appendices – Present data supporting the analysis or contents of this Draft EIR. The Appendices include the following:

- APPENDIX A Initial Study and Comment Letters
- APPENDIX B Air Quality Study and Greenhouse Gas Emissions Report
- APPENDIX C Biological Reconnaissance Assessment
- APPENDIX D Historic Resources Assessment
- APPENDIX E Noise Impact Analysis
- APPENDIX F Traffic Impact Study

1.4 AVAILABILITY OF THE DRAFT EIR

The Draft EIR for the Proposed Project is being distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the formal review period. The Draft EIR is also available for review at the following locations in the District service area:

- Glendale Community College Verdugo Campus Administration Building

In addition, the document is available online at http://www.glendale.edu/boardoftrustees.

1.5 AGENCY COMMENTS

If this document includes information necessary for an agency to meet any statutory responsibilities that are related to the Proposed Project, the District needs to know the views of that agency regarding the scope and content of the environmental information included in this Draft EIR. Responsible and trustee agencies for the purposes of CEQA and other entities that may use this Draft EIR in their decision-making process or for informational purposes include but may not be limited to the following:

- California Department of General Services Division of the State Architect
- City of Glendale Department of Public Works
- California Department of Transportation (Caltrans)
- California Environmental Protection Agency (Cal EPA)
- Department of Fish and Wildlife (CDFW)
- Department of Toxic Substances Control (DTSC)
- Integrated Waste Management Board (IWMB)
- Regional Water Quality Control Board (RWQCB)
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District
- City of Glendale Planning/Transportation Department
- City of Glendale Fire Department

The Project description, location, and the environmental issues addressed in this Draft EIR are contained in the attached materials. Due to the time limits mandated by State law [CEQA Guidelines Section

15205(d)], comments must be sent to the City at the earliest possible date, but not later than March 1, 2021, which is 45 days after publication of this notice.

Comments may be mailed to: Susan Courtey, Director, Business Services, 1500 N Verdugo Road, Glendale CA 91208, or by email to susan@glendale.edu and should include "2019 Facilities Master Plan Update" in the subject line. Agency responses to the Draft EIR should include the name of a contact person within the commenting agency.

CHAPTER 2.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

2.1 PROJECT BACKGROUND AND OBJECTIVES

Glendale Community College (GCC) was founded in 1926 and is comprised of three campuses across the City of Glendale and the greater-Glendale community – the Verdugo Campus, the Garfield Campus, and the Montrose Campus. Together, the three campuses currently serve a student population of more than 25,000 students. Students are enrolled in college-credit at the Verdugo Campus, continuing education at the Garfield Campus, community services classes held throughout the community, and the Professional Development Center (PDC) located on the Montrose Campus.

The mission of the Glendale Community College District (GCCD, District) is to serve a diverse population of students by providing the opportunities and support to achieve their educational and career goals. GCCD is committed to student learning and success through transfer preparation, certificates, associate degrees, career development, technical training, continuing education, and basic skills instruction. The college is dedicated to the importance of higher education in the evolving urban environment of Glendale and the greater Los Angeles area.

The objective of the 2019 Facilities Master Plan Update to the 2015 Facilities Master Plan Project is to provide a long-range plan for the development of facilities to support GCCD's vision, mission, and goals. The Master Plan Update recommends site and facilities improvements for the three GCCD campuses: the historic Verdugo Campus, the Garfield Campus, and the Montrose Campus. The Master Plan Update quantifies planning data to forecast projected space needs that are aligned with GCCD's educational planning for existing and future programs.

2.2 PROJECT LOCATION AND SITE CHARACTERISTICS

2.2.1 Location

The three GCCD campuses are located in the greater-Glendale community, as shown in Figure 2-1 Regional and Local Settings. All three campuses are near regional transportation routes including State Route 2 (SR 2), which connects to Interstate Highways 5 and 210 and State Route 134 (SR 134). The GCCD service area encompasses urban and suburban zones, including long established areas that are rich in historically significant architecture and rapidly evolving, vibrant commercial centers. The three campuses are located in very distinct neighborhoods, as outlined below.

Verdugo Campus

The historic Verdugo Campus is located at 1500 North Verdugo Road in the City of Glendale, California, 91208. The Verdugo Campus is built on the terraced hillside of the San Rafael Hills in Verdugo Canyon. The campus boundaries are defined to the east by SR 2, the Glendale Freeway, East Mountain Street to the south, and Verdugo Road to the west. The campus consists of 100 acres and is surrounded by residential land uses, small businesses, schools, parks, and churches.

Garfield Campus

The Garfield Campus is located at 1122 Garfield Avenue, Glendale, California 91205, and sits in an urban neighborhood not far from Glendale's bustling commercial center. The Garfield Campus is situated on a fairly level site within a dense, low-rise urban neighborhood consisting of mixed land uses, including

single- and multi-family residences, retail and office commercial buildings, churches, and schools. The surrounding streets tend to be busy with vehicular and pedestrian traffic. The boundaries of the Garfield campus are South Adams Street on the west, East Garfield Avenue on the north, and the boundaries of the parking lot to the east and south.

Montrose Campus

The Montrose Campus is located at 2340 Honolulu Avenue, Montrose, California 91020, in the town center of Montrose and in close proximity to SR 2, the Glendale Freeway and Interstate Highway 210. The Montrose Campus sits on the main street of Montrose's walkable town center, among neighborhood shops and restaurants. The Montrose campus includes the building at 2340 Honolulu Avenue, also known as the Professional Development Center (PDC), as well as the parking lot behind the building.

2.2.2 Adjacent Land Uses

The Verdugo Campus site is located along North Verdugo Road in the City of Glendale. The Verdugo Campus is within the eastern portion of the City and is zoned Public/Semi-Public. As shown in Figure 2-5, existing land use surrounding the Verdugo Campus are Low Density Residential, Medium Density Residential, Community Services, and Recreation/Open Space. Nearby uses include College View School, the Glendale Civic Auditorium, and various residential and commercial uses.

The Garfield Campus site is located along Garfield Avenue in the City of Glendale. The Garfield Campus is located in the South Glendale Community Plan area, which designates the site as a "Campus District," and is zoned Medium Density Residential. As shown in Figure 2-6, existing land uses surrounding the Garfield Campus are Moderate Density Residential, Medium Density Residential, and Medium High Density Residential.

The Montrose Campus is located at 2340 Honolulu Avenue in the community of Montrose, within the boundaries of the City of Glendale. The Montrose Campus is in the northern portion of Glendale, in an area zoned Regional Commercial. As shown in Figure 2-7, existing land uses are Regional Commercial uses including a bowling alley, small shops, restaurants, banks, and other commercial uses.

Figure 2-1: Regional and Local Settings

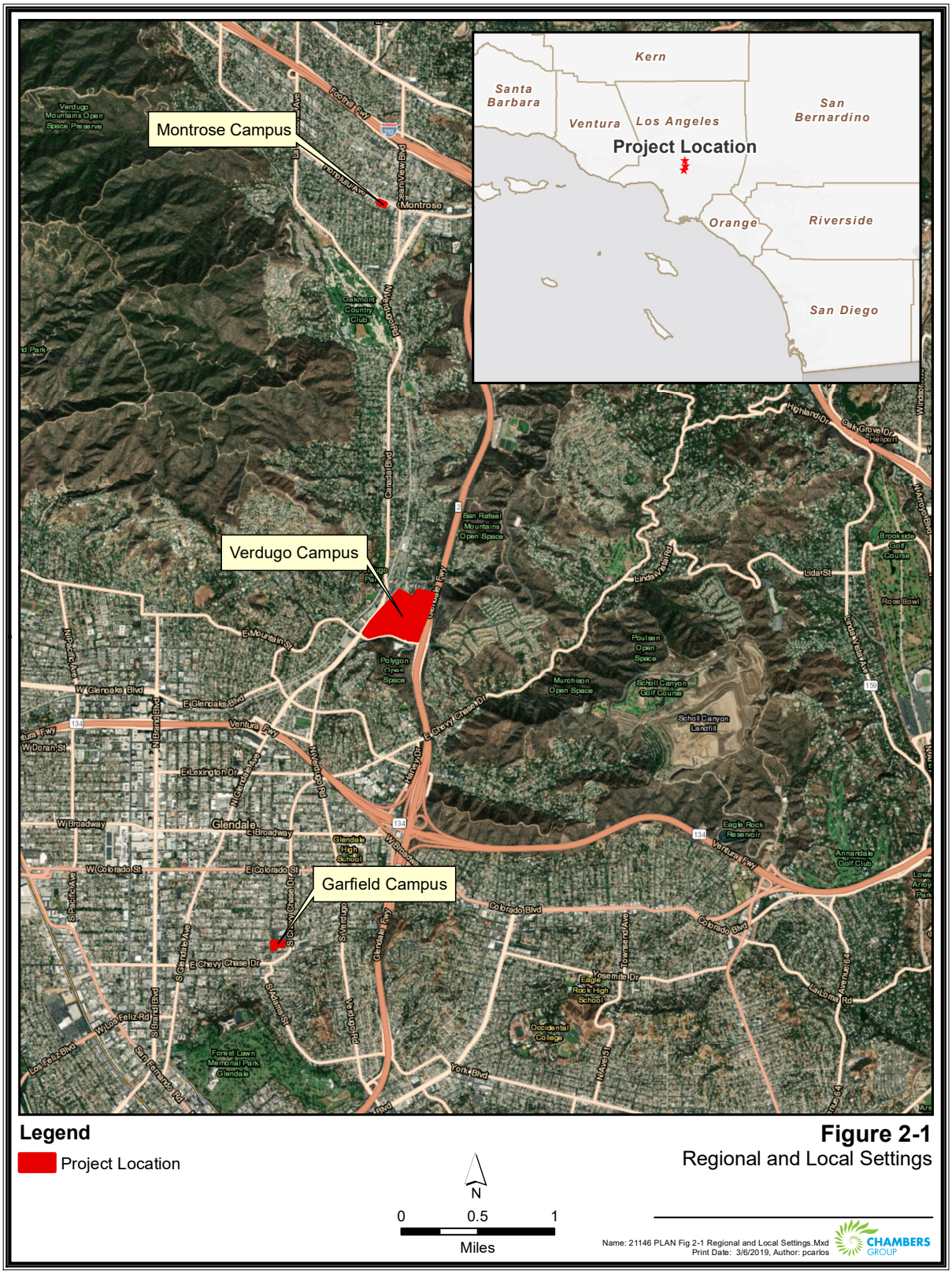


Figure 2-2: Topographic Map -Verdugo Campus

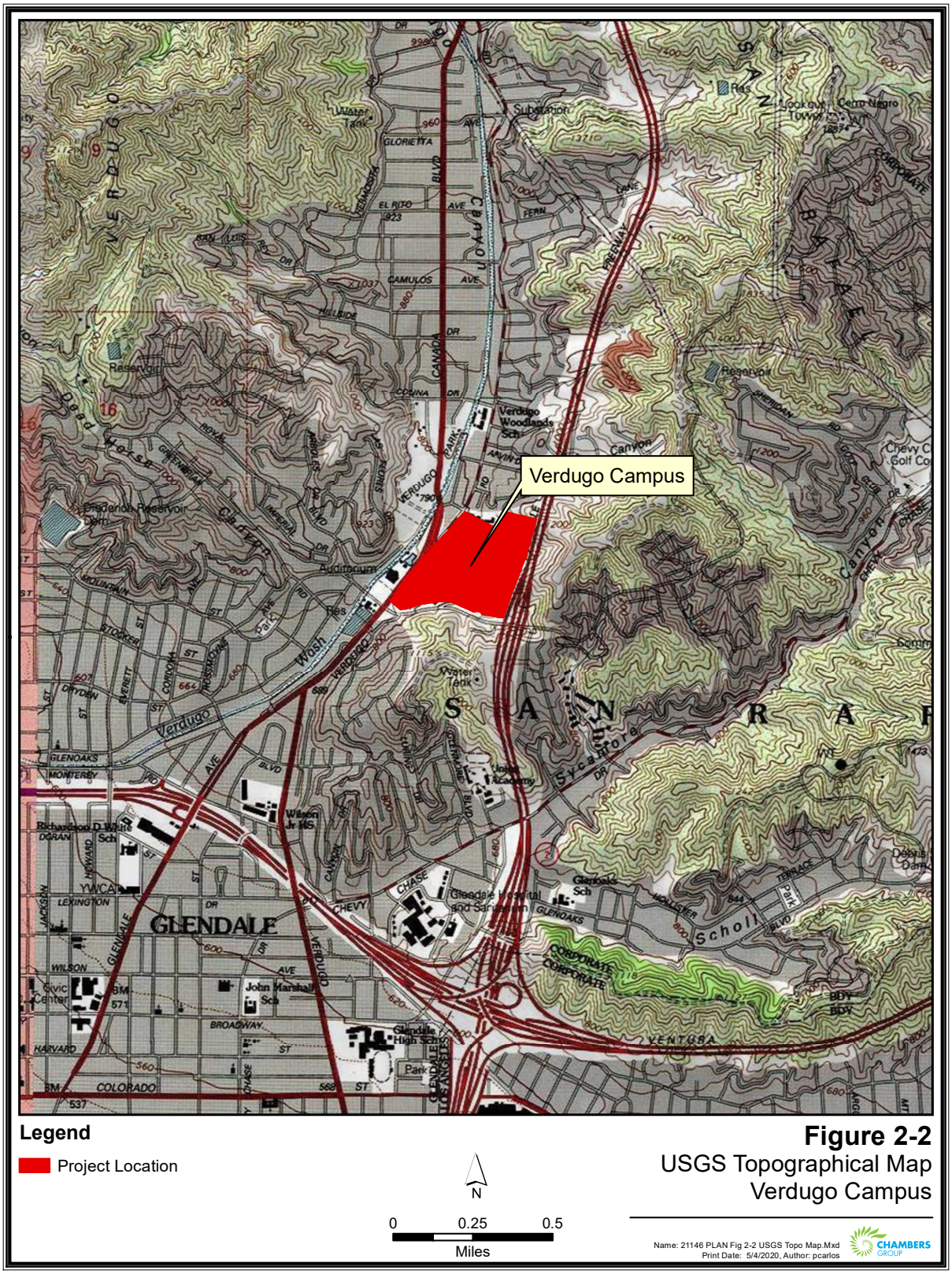


Figure 2-3: Topographic Map - Garfield Campus

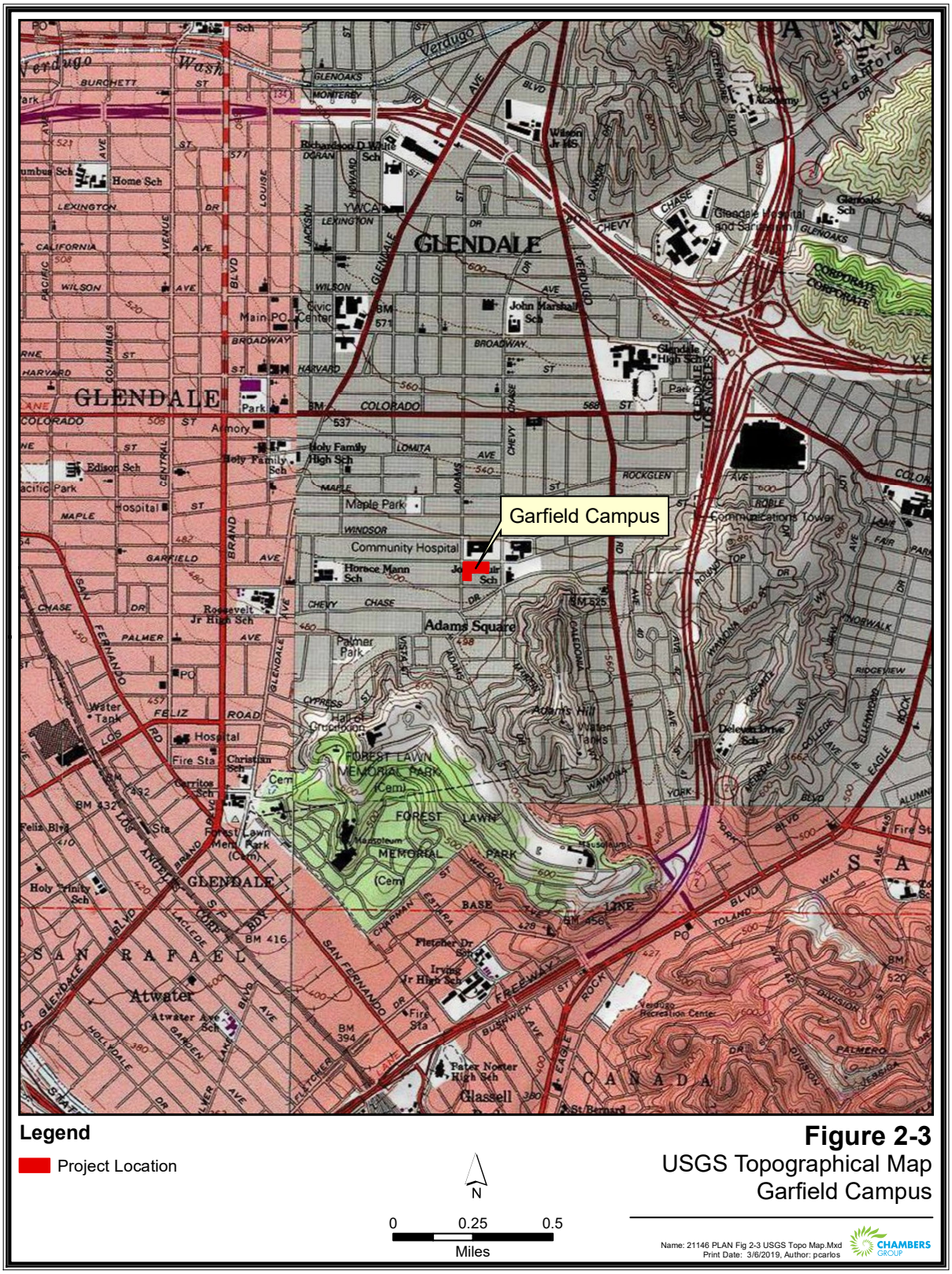


Figure 2-4: Topographic Map - Montrose Campus

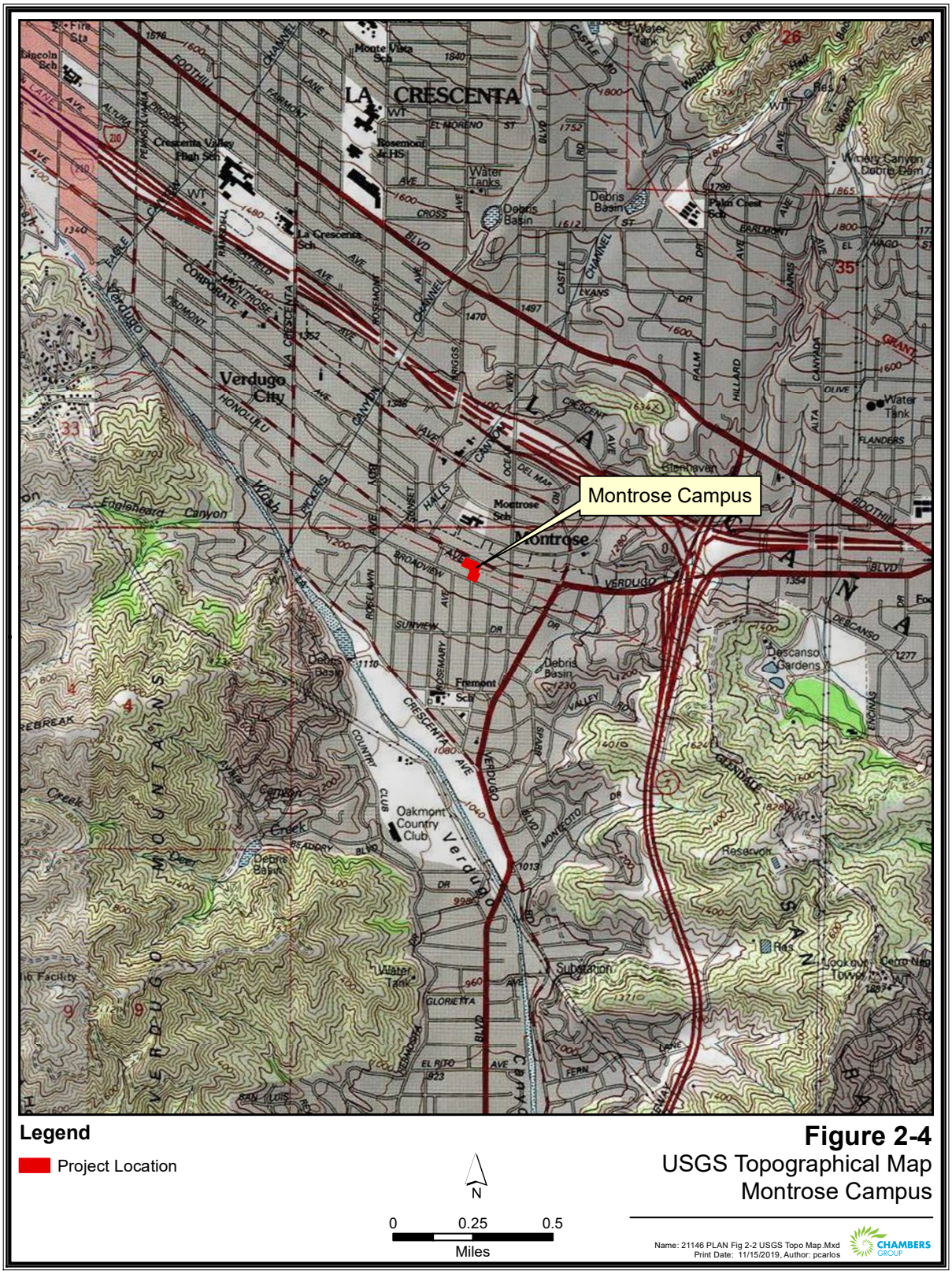


Figure 2-5: Existing Campus and Adjacent Land - Verdugo Campus

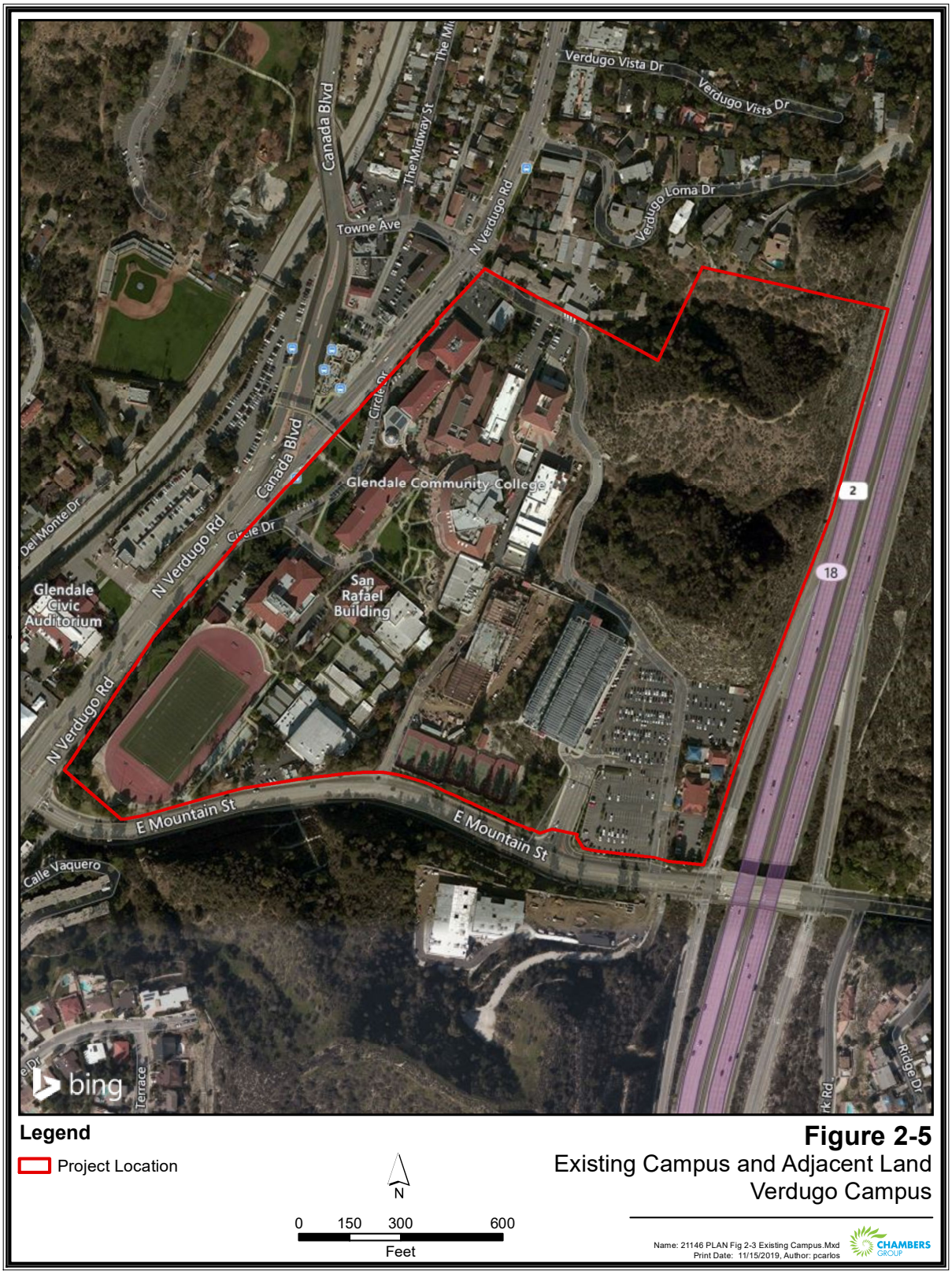


Figure 2-6: Existing Campus and Adjacent Land - Garfield Campus

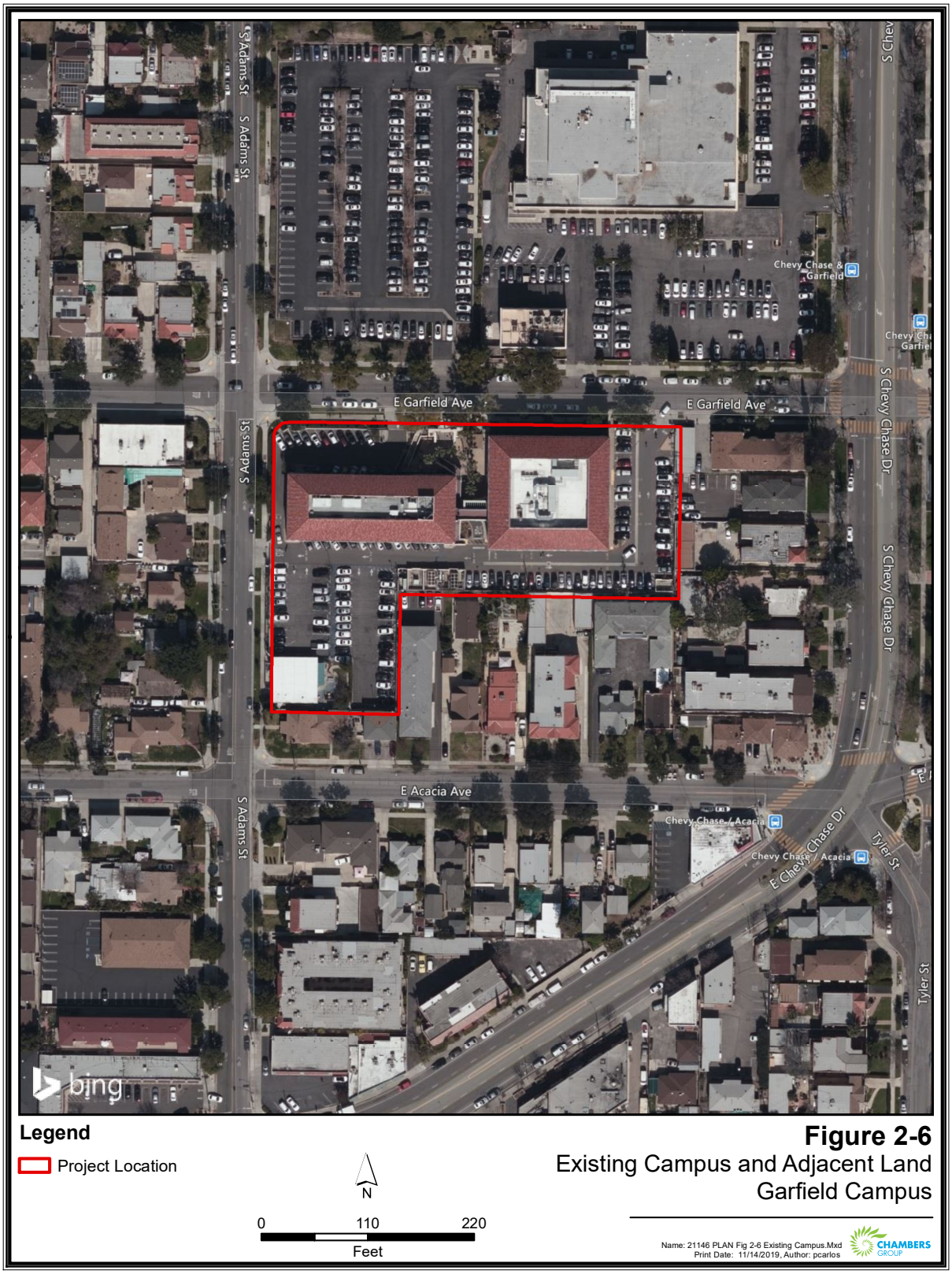


Figure 2-7: Existing Campus and Adjacent Land – Montrose Campus

2.2.3 General Plan Designation/Zoning

The Verdugo Campus site is located along North Verdugo Road in the City of Glendale. The Verdugo Campus is within the eastern portion of the City and is designated for Public/Semi-Public land uses. The Zoning of the site is R1R or Restricted Residential.

The Garfield Campus site is located along Garfield Avenue in the City of Glendale. The Garfield Campus is located in the South Glendale Community Plan area, which designates the site as a Medium Density Residential land use and is zoned Medium Density Residential (R2250).

The Montrose Campus site is located at 2340 Honolulu Avenue in the community of Montrose, within the boundaries of the City of Glendale. The PDC is in the northern portion of Glendale, in an area designated for Commercial land uses and zoned under Neighborhood Commercial (C1).

2.2.4 Glendale Community College Land Uses

Verdugo Campus

The Verdugo Campus is approximately 100 acres and consists of 15 permanent buildings constructed between 1936 and 2009. The Verdugo Campus contains approximately 960,000 gross square feet (GSF) of building area, and 405,713 SF of assignable area. The Verdugo Campus also includes landscaped areas, asphalt-paved parking lots, a parking structure, athletic fields, and pedestrian walkways. The Verdugo Campus contains 1,918 District-owned parking spaces which includes both disability accessible and electric vehicle parking; and contains 1,177 parking spaces at municipal lots that are available for permitted student, faculty, and staff parking. Bicycle racks are also provided on campus. Table 2-1 provides a building inventory including the age of construction, use, and square footage of each building. Figure 2-4 presents the existing site plan for the Verdugo Campus.

Table 2-1 Verdugo Campus Existing Building Inventory

Building/Department Name	Building Number	Gross Square Feet	Year Built
Aviation Art	AA	29,643	1998
Davitt Administration	AD	43,652	1936
Arroyo Seco	AS	17,977	1962
Advanced Technology Center	ATC	16,926	1942
Auditorium	AU	46,465	1947
Child Development Center	CDC	5,428	1990
Camino Real	CR	21,890	1937
Central Plant 1	CP1	3,600	2007
Central Plant 2	CP2	2,300	1976
Cimmarusti Science Center	CS	15,192	2003
EOPS Annex	EA	1,953	1987
Gardening	GD	1,200	1999
Parikh Health Sciences & Technology/O&M	HS	41,952	2007
Library/Art Gallery	LB/G	71,866	1997
Life Skills	LS	1,650	1997
Santa Anita	SA	4,000	2004
Santa Barbara	SB	5,200	2003
J.W. Smith Student Center/Bookstore	SC/BK	16,750	2000

Building/Department Name	Building Number	Gross Square Feet	Year Built
San Fernando Complex	SF	19,440	1998
San Gabriel	SG	64,509	1997
Sierra Madre	SM	17,366	1978
Sierra Nevada Gym	SN	17,620	1937
San Rafael	SR	34,659	1989
Sierra Vista	SV	88,889	2016
Verdugo Gym	VG	37,102	1937
Verdugo Gym Trailers	VGT	4,230	1994

Garfield Campus

The Garfield Campus is approximately 1.4 acres and contains three permanent buildings that total 69,311 GSF of space and 43,090 SF of assignable area. In addition to the buildings, the campus has been developed with parking, a central plaza, and a central cooling tower. A temporary kiosk has been constructed by a vendor who provides coffee and snacks at the main plaza. The Garfield Campus currently contains 172 parking spaces, which includes disability accessible parking. The Garfield Campus opened in 1990 with temporary facilities, and the Tropico Building was constructed in 1994, followed by the Parent Support Center in 2009, and the Mariposa Building in 2011.

Montrose Campus

Although the PDC at the Montrose Campus has been in operation since 1985, the PDC moved to its current location in 1995, and contains five instructional spaces, office areas, and service areas. The PDC is an existing two-story structure with 10,405 SF of classrooms and offices. The adjacent Citibank building was purchased and is planned for the expansion of the Montrose Campus, with renovation of the former Citibank building. The remainder of the site is developed with a parking lot, which currently contains 90 parking spaces. Currently, the PDC is not certified as a school facility by the Division of the State Architect, which limited that kind of instruction that can be offered at this site. PDC is utilized each evening with over 100 students attending professional training or development courses. Each PDC course is held once per week, and class durations could be from 6 to 25 weeks depending on the training. PDC does not subscribe to a semester or summer system, and courses are conducted continually year-round.

2.2.5 GCCD History

Glendale Community College was founded in 1927 as Glendale Junior College and was originally part of the Glendale Union High School District. From 1927 to 1929, classes were conducted within the buildings of Glendale Union High School at Broadway and Verdugo. After 1929, the junior college moved to the Harvard School plant of Glendale Union High School District, where it remained until 1937. In 1936, the Glendale Junior College District was dissolved and became part of the new Glendale Unified School District. In 1944, the school was changed to Glendale College. Glendale College became a part of the Glendale Junior College District on July 1, 1970. The Board of Education adopted a resolution changing the District's name to Glendale Community College District the following year on April 20, 1971.

In 1936, twenty-five acres were acquired for the present site of the college. The Verdugo Campus opened its doors in 1937 with the completion of the Administration building, the Camino Real building, portions of the Verdugo and Sierra Nevada gymnasiums, and the Student Center. Campus development was adjacent to and oriented towards North Verdugo Road in the beginning, and the Administration,

Auditorium and Camino Real buildings set a stylistic precedent for subsequent buildings. As the campus grew, the campus was extended towards the east, where the hillside was filled to create terraced building sites. The Verdugo Campus presents a cohesive Spanish architecture. The campus now consists of 100 acres and 15 permanent buildings. It is located on the slopes of the San Rafael Mountains overlooking the valleys in the Glendale area. The Glendale Community College has a college-credit enrollment of about 15,000 day and evening students, and approximately 10,000 others through the adult education program, specialized job training programs, and contract instruction administered through the PDC.

The Verdugo Campus was developed on three main terraces. Hillside arroyos were filled to provide level building sites. The San Gabriel, Bhupesh Parikh Health Science, and Sierra Vista buildings are built into their sloping sites and employ shoring and retaining walls to transition between lower and upper ground levels while other buildings in the campus contain less than three stories. Accessible vertical transitions, exterior ramps, stairs, and elevators are provided.

The Garfield Campus is situated on a level site in the broad Los Angeles River Valley. The campus has been developed with parking, a central plaza with a temporary kiosk to provide coffee and snacks, and a central cooling tower. The existing low-rise urban neighborhood surrounding the campus includes single- and multi-family residences, retail and office commercial buildings, churches, and schools. The neighborhood consists of several mature trees along the streets and the streets are usually busy with vehicular and pedestrian traffic.

GCC has enjoyed a long relationship and presence in Glendale's Montrose community with the development of the GCC PDC. The PDC has enriched the surrounding community by offering evening courses for working adults, particularly in the realm of Professional Development.

The Montrose was moved to its present location in 1995. The two-story 11,000 square foot former bank structure was remodeled to house classrooms and offices. The Project site is mainly developed with parking. The Project site slopes down from Honolulu Avenue to the alley. The Montrose Campus currently contains five instructional spaces, office areas, and service areas. Two classes are currently conducted in the computer lab and the current space does not allow for an increase in the number of classes offered. Organizations frequently rent spaces in the Montrose Campus for seminars and meetings.

Figure 2-8: Existing Site Plan – Verdugo Campus Site Plan

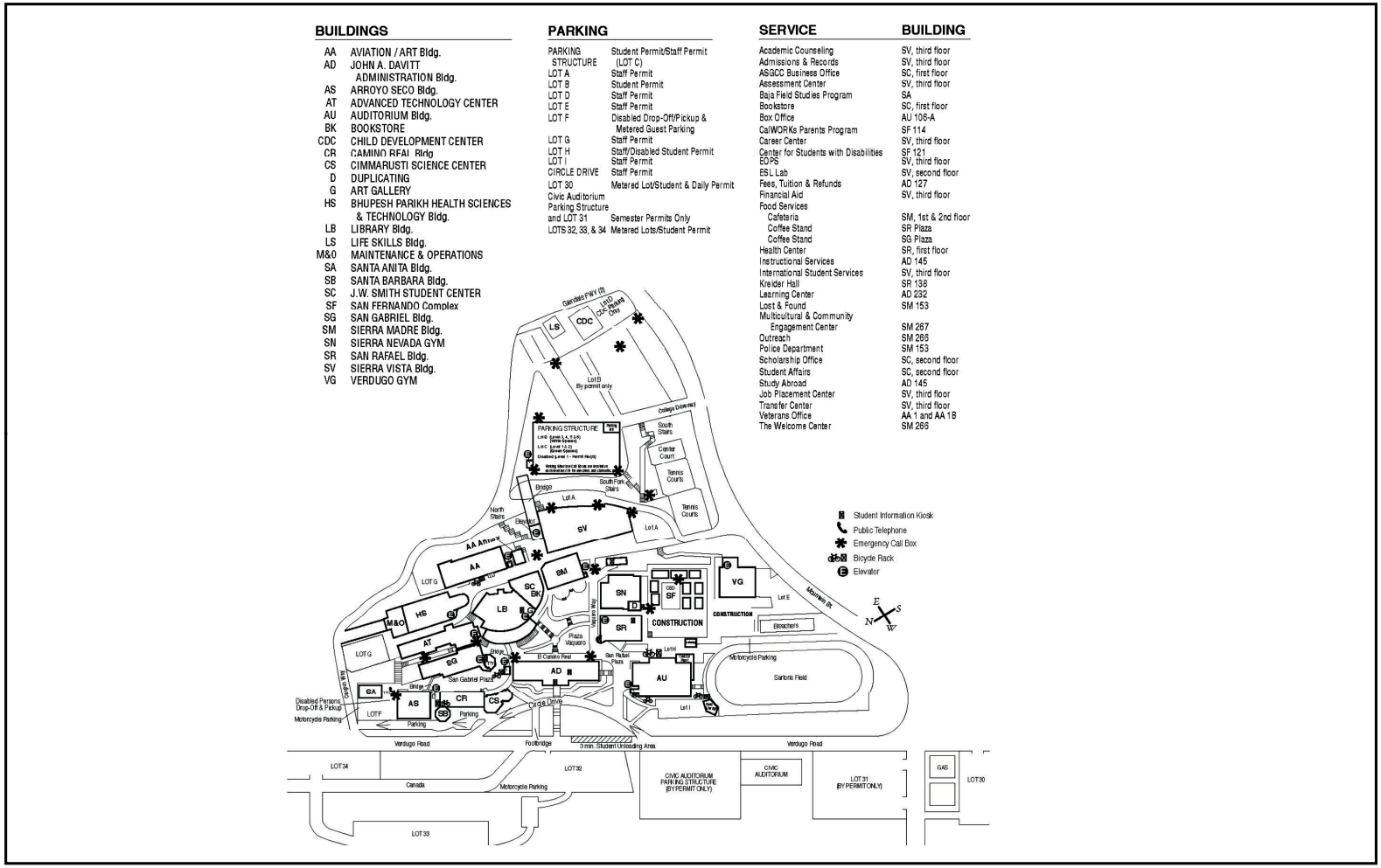


Figure 2-8
Existing Site Plan
Verdugo (Main) Campus

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Print Date: 11/15/2019, Author: pcarlos

Figure 2-9: Existing Site Plan – Garfield Campus Site Plan

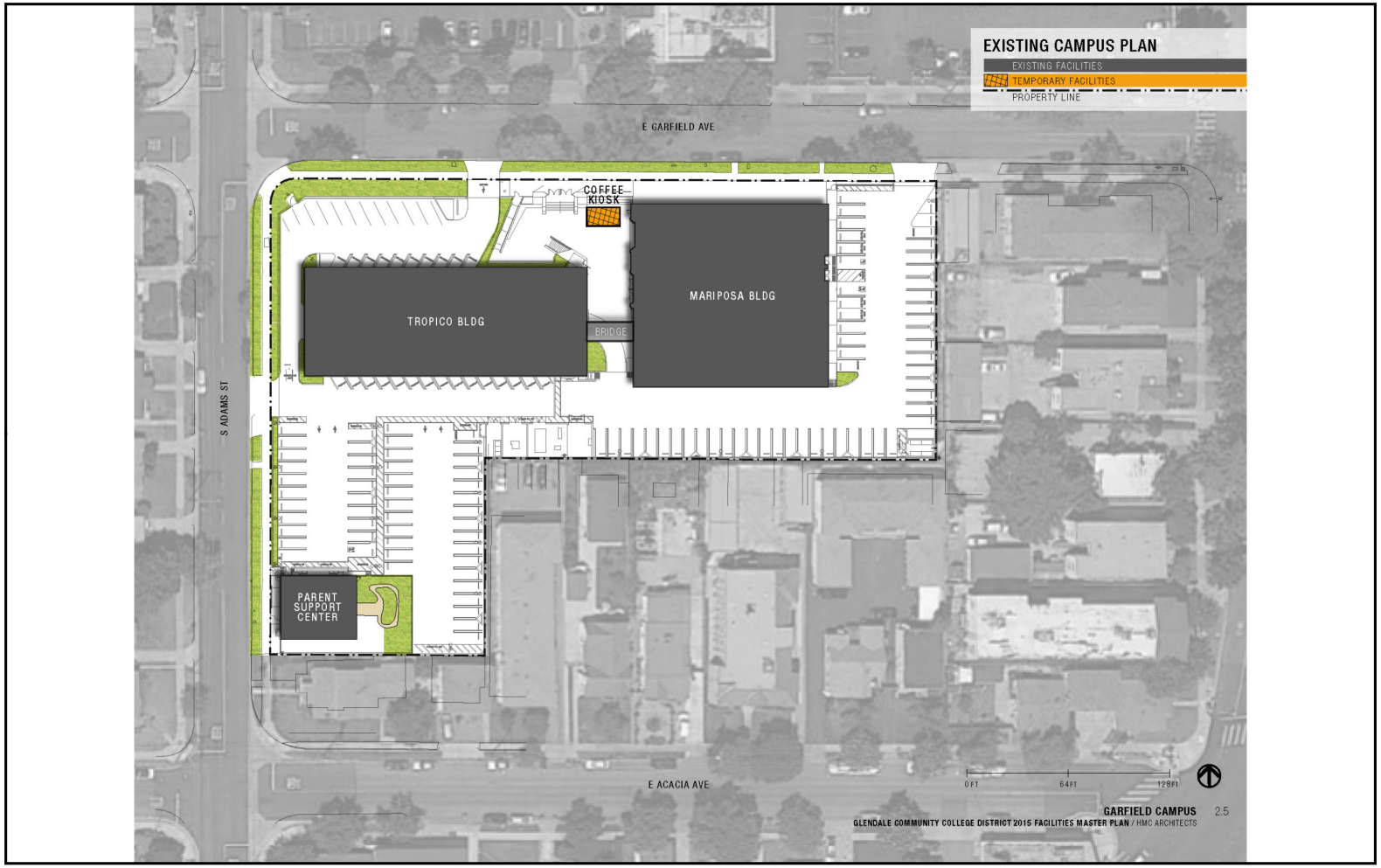

Figure 2-9
Existing Site Plan
Garfield Campus

Name: 21146 PLAN Fig 2-9 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

Figure 2-10: Existing Site Plan – Montrose Campus Site Plan

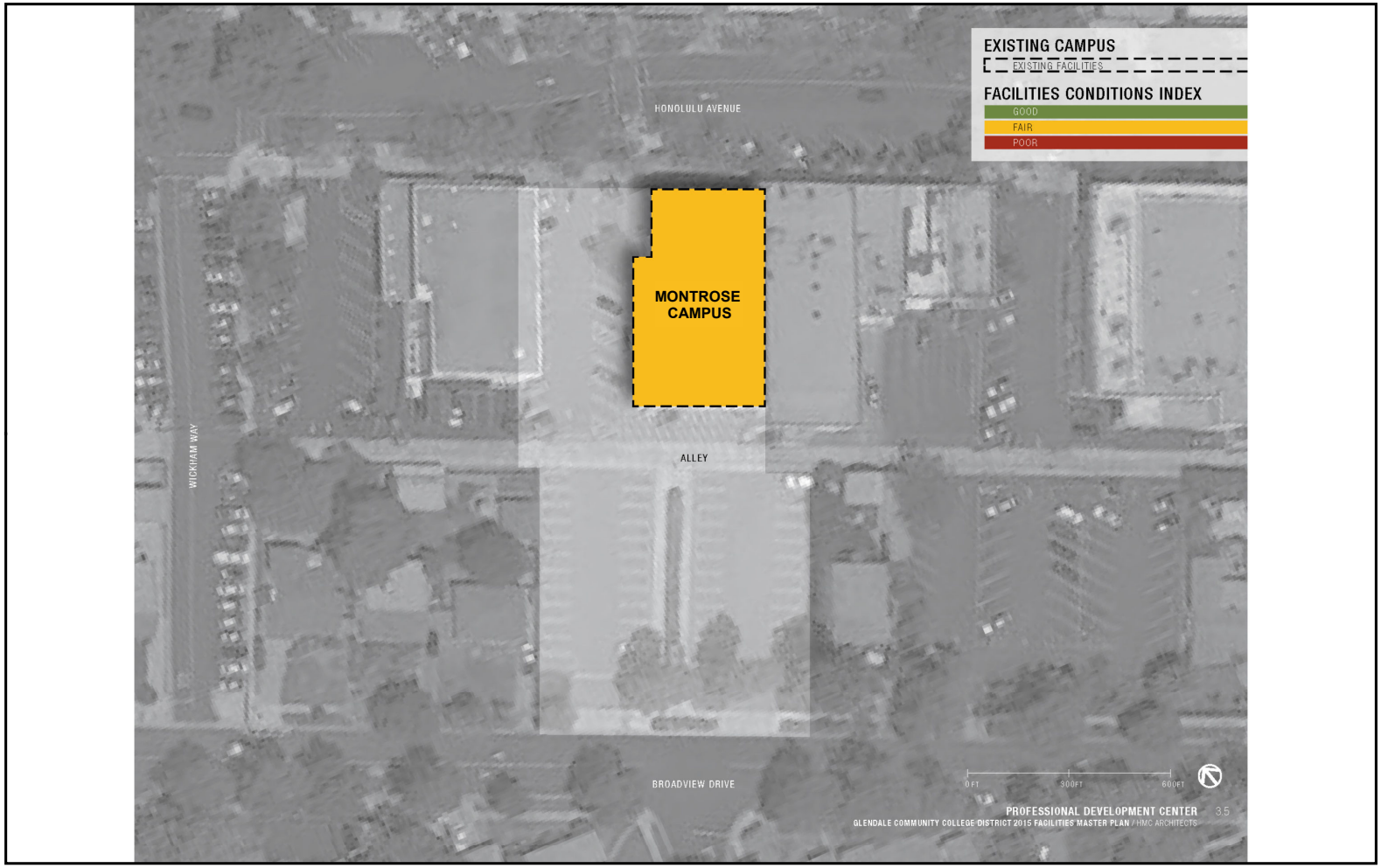

Figure 2-10
Existing Site Plan
Montrose Campus

Name: 21146 PLAN Fig 2-10 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

2.3 PROJECT DESCRIPTION

The 2019 Facilities Master Plan Update to the 2015 Facilities Master Plan Project is a long-range plan for the development of facilities to support GCCD's vision, mission, and goals. It recommends site and facilities improvements for three GCCD sites: the historic Verdugo Campus, the Garfield Campus, and the Montrose Campus. It addresses the growth in enrollment anticipated over the next decade. It describes college development strategies to support the Strategic Goals of the GCCD Educational Master Plan and the 2013 Garfield Campus Master Plan and positions GCCD to maximize funding and partnership opportunities. The Facilities Master Plan is part of an integrated planning process that supports accreditation and demonstrates compliance with accreditation standards with regard to facilities planning.

A general obligation bond election (Measure "G" and "GC"/ Proposition 39) was approved in March 2002 and November 2016 respectively for both general and specific improvements at GCCD for all three campuses. The District is undertaking an extensive improvement and building program at the three campuses to meet increasing enrollment needs, evolving demands for post-secondary educational institutions, and the needs of the greater-Glendale community. The funds are authorized for the repair and rehabilitation for deteriorated educational facilities, to add classrooms and instructional support space to the three campuses. Additionally, the District will be using capital improvement funds from the State of California for renovation and new construction projects. For the PDC at Montrose, funding is provided separately from the rest of GCCD. PDC applies for a grant through the California ETP. PDC works with and markets its courses to California employers.

In 2015, the District prepared the GCCD 2015 Facilities Master Plan to reflect GCCD's projected instructional and programmatic needs. The 2015 GCCD Master Plan outlines capital improvements through 2025 and proposes construction of new buildings, renovation, modernization and additions to existing facilities, demolition of existing buildings, and landscaping enhancements. Improvements are intended to update existing technological and program services to meet increasing needs of students and faculty. The 2019 Facilities Master Plan Update plans for expansion of instructional space, acquiring land to expand the Garfield Campus, expansion of the Montrose Campus, and various other campus upgrades in addition to what was included in the 2015 GCCD Master Plan. The Proposed Project includes projects listed in both the 2015 Facilities Master Plan and the 2019 Facilities Master Plan Update that are not currently underway or have not already been completed.

2.3.1 Verdugo Campus

The 2015 GCCD Master Plan presents an overall picture of development that supports the strategic goals and priorities of the GCCD Educational Master Plan 2020. Through recommended new facilities and renovations of existing facilities, the Verdugo Campus will be updated to better focus on students' needs. GCCD is actively engaged in piloting new models of instruction, such as collaborative research-based instruction, distance education, and hybrid courses that engage students on many levels. Classrooms and labs will be shaped, configured, and equipped for the use of instructional technologies and flexible furniture that can be rapidly reconfigured for traditional lectures or breakout sessions of small teams of students. Buildings and outdoor spaces will be equipped with power outlets and wireless internet to support the use of mobile devices to teach and learn. Learning resources and tutoring space and clustered with faculty offices to allow faculty to be visible to and easily accessed by students. Learning will be put on display near entrances and lobbies where it will inform and inspire interdisciplinary collaboration among both students and faculty.

As part of the 2019 GCCD Facilities Master Plan, the Verdugo Campus was evaluated through a space utilization and inventory analysis. The master plan space program formed the basis for developing recommendations for facilities. The Verdugo Campus had a headcount of 20,598 and a FTEs of 11,853 from 2017-2018. The space inventory analysis combined with the space needs forecast indicates the total amount of additional assignable space needed to accommodate a master plan horizon student enrollment of 230,928 weekly student contact hours (WSCH), which equates to 11,800 FTEs and a 20,200 unduplicated student headcount. The Verdugo Campus currently consists of 1,113 employees, 754 total faculty, and 359 total staff and administrators. For the purposes of this document, the Proposed Project will include projects that incorporate the space and building needs identified to the year 2025. Figure 2-11 presents the GCCD 2019 Facilities Master Plan Update Verdugo Campus improvements. Table 2-2 presents the Project details for each building.

Table 2-2 : 2019 Facilities Master Plan Update Verdugo Campus Improvements

Building	Project	Scope
Aviation Art (AA)	Repurpose the former Fire Academy space in AA building to expand the welding program; create new machine technology laboratory; upgrade restrooms	Renovation – 5,757 GSF
Arroyo Seco (AS)	Existing building will be demolished and removed	Remove – 17,977 GSF
Advanced Technology Center (ATC)	Renovate spaces within the ATC building to expand the Computer-Assisted Manufacturing laboratory	Renovation (TBD)
Auditorium (AU)	Renovation will include new instructional labs; performance, audience, and backstage spaces will be upgraded	Renovation - 46,465 GSF
Camino Real (CR)	Reorganize science and math instructional and support space	Renovation – 21,890 GSF
EOPS Annex (EA)	Existing temporary facility will be demolished and removed	Demolition – 1,953 GSF
Art Gallery (G)/Library (LB)	Update library with learning resources and media center, update interior to provide collaborative studying environment	Renovation – 71,866 GSF
Instructional Building and Conference Center (IBCC)	New multi-story building to be a collaborative and cross-disciplinary environment for classrooms, laboratories, and studio space	New construction - 73,613 ASF/82,446 GSF
Santa Anita (SA)	Existing temporary facility will be demolished and removed	Demolition - 4,000 GSF
Santa Barbara (SB)	Existing building will be demolished and removed	Demolition - 5,200 GSF
Science Building (SCI)	New multi-story science building to replace outdated space in San Gabriel, Arroyo Seco, and Camino Real buildings	New construction - 95,941 ASF
San Fernando Complex (SF)	Temporary facilities will be demolished and removed	Demolition - 19,440 GSF
San Gabriel (SG)	Renovations to provide instructional lab space, instructional media space, and exhibition space	Renovation – 65,509 GSF

Building	Project	Scope
Sierra Madre (SM)	Building will be renovated with a student visitor welcome and information center and will also provide additional indoor and outdoor dining space.	Renovation – 17,366 GSF
Sierra Nevada Gym (SN)	Existing building will be demolished and removed	Demolition – 17,620 GSF
District Storage Facility (ST)	New construction to provide space for district-wide long-term document, furniture, and equipment storage.	New construction - 12,000 GSF
College-wide Energy Projects	Improving HVAC systems, provide solar shade structures in Parking Lot B, install water efficient plumbing	New construction/renovation
Parking and Circulation Upgrades	Consolidate and improve parking areas, upgrade pedestrian circulation paths, evaluate vertical stair climbs, maintain agreement for joint-use of City parking lots	Renovation
Security and Safety Upgrades	Installing security cameras and monitoring system, expand intrusion alarm system, upgrade phone system, and installing manual locking door hardware	Renovation
South Parking Structure	Provide approximately 175 stalls per level for about 650 parking stalls total. The six tennis courts will be placed on the upper decks.	New construction - (TBD)
Verdugo Gym Trailers	Existing temporary facilities will be demolished and removed	Demolition – 4,230 GSF
Signage, Wayfinding, & Visual Display Upgrades	Upgrades to campus signage, visual displays, and room identification; providing campus directories; include parking signage	New Construction

The GCCD 2019 Facilities Master Plan Verdugo Campus improvements would result in 228,853 SF of renovation, 52,443 SF of new construction, and 170,387 SF of demolition. In addition, the Proposed Projects at the Verdugo Campus would add 650 parking spaces to the campus.

Figure 2-11 : 2019 Master Plan Update – Verdugo Campus Site Plan

Figure 2-11
Master Plan Update - Site Plan
Verdugo (Main) Campus

Name: 21146 PLAN Fig 2-11 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

2.3.2 Garfield Campus

The 2019 Facilities Master Plan Update for the Garfield Campus presents an overall picture of development that supports the strategic goals and priorities of the GCCD Educational Master Plan 2020 and the 2013 Garfield Master Plan. The recommended projects provide building space and site improvements to address the needs of the student enrollment projected for 2025.

Land acquisition of properties surrounding the Garfield Campus has taken place, and much of the area will be developed into a surface parking lot until a new building approximately 15,000 SF in size is built onsite.

As part of the 2019 Facilities Master Plan Update, the Garfield campus was evaluated through a space utilization and inventory analysis. The master plan space program formed the basis for developing recommendations for facilities. The Garfield Campus had a headcount of 7,428 and a FTEs of 2,929 from 2017-2018. The space inventory analysis combined with the space needs forecast indicates the total amount of additional assignable space needed to accommodate a master plan horizon student enrollment of 77,627 WSCH, which equates to 7,500 unduplicated student headcounts. Current employees at the school include 59 employees, which include 10 faculty and 49 staff. For the purposes of this document, the Proposed Project will include projects that incorporate the space and building needs identified to the year 2025.

The planned updates to the campus include renovating the Tropico and Mariposa buildings, which results in 43,090 GSF of renovations. These renovations include campus-wide repurposing to address current needs and projected growth. In addition, a new elevator will be provided at the Garfield campus to provide additional access. Land acquisition of the areas surrounding the current Garfield campus are in progress, and these areas will be used temporarily for utility connection points, parking, and a loading zone/bus stop. Further discussion of development that would occur due to the land acquisition would need to take place to recommend long-range land uses.

The GCCD 2019 Facilities Master Plan Update Garfield Campus improvements would result in 43,090 SF of renovation.

2.3.3 Montrose Campus

The PDC at the Montrose Campus is an integral and visible part of Glendale Community College District and serves many functions within the District. In order to align the PDC with the GCCD brand, the exterior and interior signage will be upgraded to display the District's design for brand collateral. As maintenance and upgrades to the exterior facades of the building are needed, finish colors and materials will be selected to align with the GCCD design guidelines. The main focus for these improvements would be the Honolulu Avenue storefront, which, through modest design changes, has the potential to make an instant visual connection with the Verdugo Campus and Garfield Campus architectural style.

Figure 2-12 : 2019 Master Plan Update – Garfield Campus Site Plan

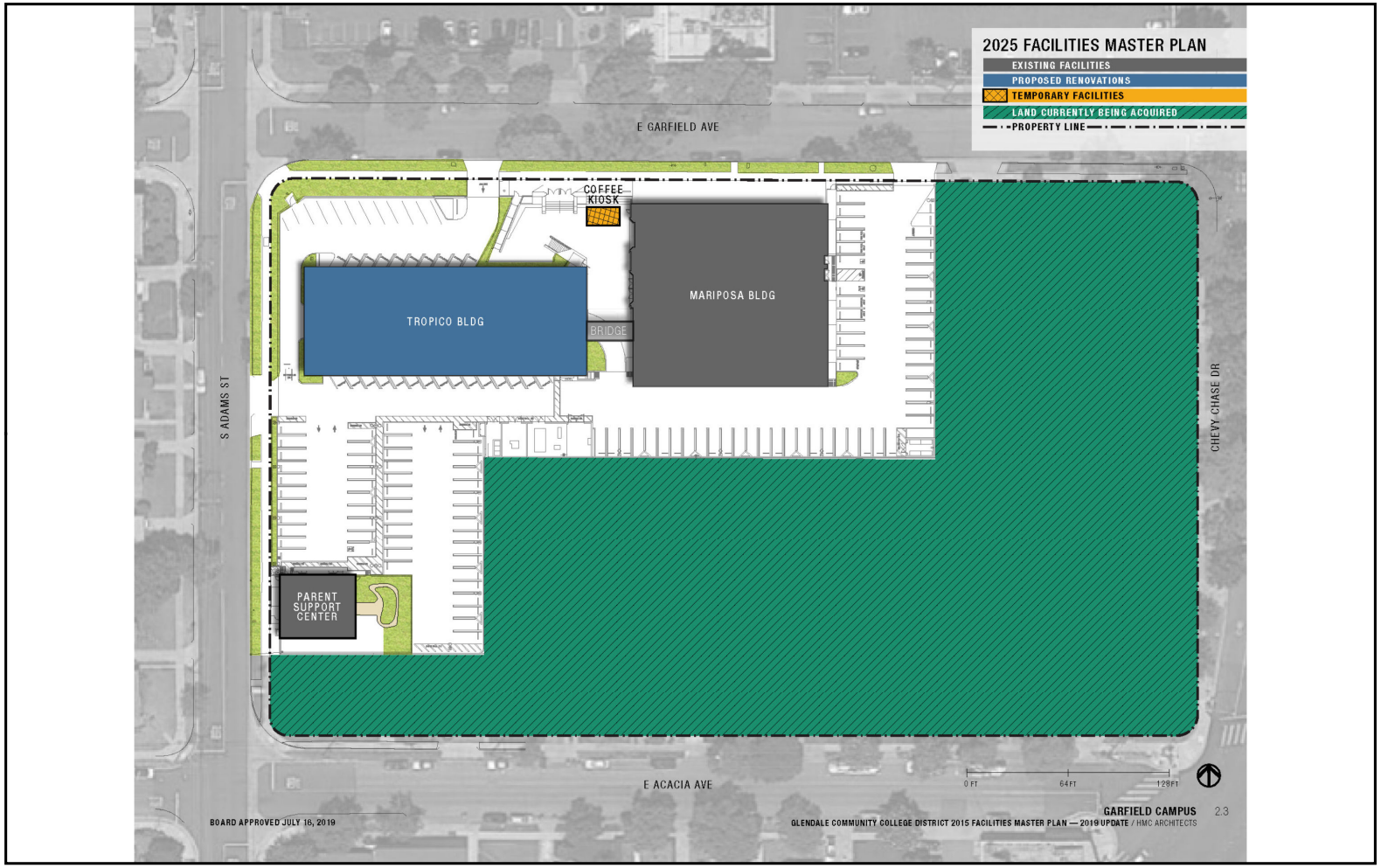

Figure 2-12
Master Plan Update - Site Plan
Garfield Campus

Name: 21146 PLAN Fig 2-12 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

Figure 2-13 : 2019 Master Plan Update – Montrose Campus Site Plan

Figure 2-13
Master Plan Update - Site Plan
Montrose Campus

Name: 21146 PLAN Fig 2-13 Site Plan.Mxd
Print Date: 11/15/2019, Author: pcarlos

The Montrose Campus PDC requires minor changes to the building. The existing PDC building is approximately 10,405 SF with a portion of the lower level unexcavated. As an older, repurposed commercial facility, the PDC represents a potential for significant improvements that will reduce its operating costs and make it a healthier and more welcoming learning and working environment. The interior space of the PDC has the potential to be reorganized for increased efficiency, with regard to both intuitive internal wayfinding and increased efficiency, and increased ratio of assignable space to overall building area. The renovation will repartition the existing interior space to better align with programmatic needs that will be determined when the project moves toward implementation. Making better use of the PDC's prominent storefront location on Honolulu Avenue in Montrose is a key objective of the renovation. The glass-walled lobby will be reprogrammed and designed to support community outreach functions, which may include offices and gathering space. The building will require ADA upgrades to all doors, and toilet rooms. Access to all levels will be required from the alley parking area. The access will require an elevator. Seismic requirements will be required for the construction of the elevator to the existing building and provide additional shear to meet current code requirements. In addition, seismic upgrades will be completed at the PDC. Overall, the renovation of the PDC building will include 10,112 SF of renovated space.

GCC is expanding the Montrose Campus to join the PDC as part of the Montrose Campus complex to expand available classroom space, provide enhanced curriculum, and provide additional parking accommodations. GCC has purchased the Citibank building located at 2350 Honolulu Avenue in Glendale and will be renovating the existing 11,437 SF building and constructing approximately 7,324 SF of additional classroom space to create, in total, 18,761 SF of classroom space with supporting Administrative services. The curriculum will accommodate Math, ESL, Sociology and Psychology classes. The existing building will need to be upgraded structurally to meet the DSA standards to house accredited student occupancy. The expanded Montrose Campus is expected to generate approximately 1,000 FTEs. The PDC does not include college employees, as it is currently operating as an independent enterprise. At buildout, the GCC is expecting to have approximately 15 staff members to support Montrose Campus operations. For the purposes of this document, the Proposed Project will include projects that incorporate the space and building needs identified to the year 2025.

The location for the proposed parking structure will be on Broadview Drive, Lots #12, A, 1. The aforementioned utility easement needs to be relocated to the southeast edge of the Lot #1. The proposed parking structure shall have two levels of parking consisting of approximately 33,646 SF of building area. The lower level will have access on Broadview Drive and the upper level will have access from the alley. There shall be no less than a total of 94 parking stalls – including the required accessible parking stalls. Ample lighting shall be provided for all parking levels.

The GCCD 2019 Facilities Master Plan Update Montrose Campus improvements would result in 21,559 SF of renovation and 17,611 SF of new construction. In addition, the Proposed Projects at the Montrose Campus would add up to approximately 100 parking spaces to the campus.

2.4 MASTER PLAN SCHEDULE

The 2019 Facilities Master Plan Update provides an approximate schedule sequence that identifies timelines for construction and project scope. Table 2-3 summarizes the scope of the 2019 Facilities Master Plan Update Improvements including building renovation, expansion, and/or new construction. To determine the projects and sequencing in the 2019 Facilities Master Plan Update (to the 2015 Facilities Master Plan), the Board of Trustees of the Glendale Community College District evaluated the GCCD's urgent and critical capital needs, including school and student safety issues, enrollment trends, class size reduction, overcrowding, energy efficiency and computer technology, seismic safety requirements, and aging, outdated or deteriorating school buildings in developing the scope of projects to be funded. In developing the scope of projects, the GCCD has prioritized the key health and safety and sustainability needs so that the most critical school site needs are addressed.

The timing of certain projects will be dependent on the completion of other projects and will ultimately occur over the different phases. For example, the Science building will occur once the Physical Education (PE) structure construction is completed. However, these improvements will be completed in portions following building construction or renovation. Other projects like this include the security systems installation, technology replacement, energy and water conservation projects, and surface parking improvements.

The Master Plan projects called out the projects identified with the 2019 Facilities Master Plan Update and the timeframe that is most likely to occur during these time periods. However, the timeframe in which a project is planned may change if the priority characteristics change for an individual project due to program needs or state funding allocation. The 2019 Facilities Master Plan Update individual projects are shown below in Table 2-3.

Table 2-3: 2019 Facilities Master Plan Construction by Planned Construction Years

Construction Start Year	Projects Planned
Ongoing	PE Increment I and II, Classroom/Lab Renovation Projects, Safety and Security, Energy Conservation
2021	Instructional Building and Campus Center
2021/2022	Instructional Building and Campus Center, New Science Building
2022/2023	San Gabriel First Floor, Welding LAB Alterations, Admin building Human Resources, San Rafael renovations, Minor Capital Projects, Garfield Campus Mariposa Renovation, Cafeteria/Dining renovations, Minor Capital Projects, Montrose Campus Expansion Civic Auditorium, 2nd floor San Gabriel renovations, Centralized Storage Building, and Advanced Technology Center, New Science Building
2023/2024	Auditorium Renovations
2024/25	Garfield New Building

2.5 STATEMENT OF PROJECT GOALS AND OBJECTIVES

Glendale Community College is a public community college granting certificates and associate degrees. The college serves people from a variety of geographical areas but primarily serves a diverse population of the Greater Los Angeles region that is capable of benefiting from instruction in credit, noncredit, and community education programs. Glendale Community College serves a diverse population of students by

providing the opportunities and support to achieve their educational and career goals. The college is dedicated to the importance of higher education in the evolving urban environment of Glendale.

The GCCD's goal as part of the California Community College system is to offer academic and vocational education to students at the lower college division level. In addition, the District's goal is to advance California's economic growth and global competitiveness through education, training, and services that contribute to continuous workforce improvement.

The Glendale Community College District 2019 Facilities Master Plan Update (to the 2015 Facilities Master Plan) represents an integrated planning approach and includes recommendations for facilities. The objective of the 2019 Facilities Master Plan Update is to provide plans to implement proposed necessary construction, renovation, and general capital improvements at the campus in order to meet the District's goals. The improvements are intended to update and improve existing technological and program services in order to meet the increasing needs of students and faculty.

2.6 REQUIRED PERMITS AND APPROVALS

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the District, a list of permits and approvals to implement the Proposed Project and list of agencies that will review this Draft EIR and be used in their decision-making process.

The Final EIR must be certified by the GCCD Board of Trustees (Board) as to its adequacy in complying with the requirements of CEQA before taking any action on the Proposed Project. The Board will consider the information contained in the EIR in making a decision to approve or deny the 2019 Facilities Master Plan Update to the 2015 Facilities Master Plan (Proposed Project). The analysis in the EIR is intended to provide environmental review for the whole of the Proposed Project, including the project planning, site acquisition, demolition of existing structures, site clearance, site excavation, and construction of school buildings and appurtenant facilities in accordance with CEQA requirements.

2.6.1 OTHER REQUIRED PERMITS AND APPROVALS

Other required permits and approvals may be necessary in order to approve and implement the Proposed Project as the District finds appropriate. Approvals include, but are not limited to architectural plan and design, landscaping, lighting, transportation permits and approvals for driveways and routes, grading, hauling, and public utilities. Potential responsible and trustee agencies may include:

- Division of the State Architect (Approval of architectural plans)
- Department of Public Works (Approval of on- and off-site drainage infrastructure and roadway improvements)

2.6.2 REVIEWING AGENCIES

Reviewing Agencies include those agencies that do not have discretionary powers, but that may review the Draft EIR for adequacy and accuracy. Potential Reviewing Agencies include the following:

State Agencies

- California Department of Transportation (Caltrans)

- Environmental Protection Agency (Cal EPA)
- Department of Fish and Wildlife (CDFW)
- Department of Toxic Substances Control (DTSC)
- Integrated Waste Management Board (IWMB)
- Regional Water Quality Control Board (RWQCB)

Regional Agencies

- Southern California Association of Governments
- South Coast Air Quality Management District
- City of Glendale Planning/Transportation Department
- City of Glendale Fire Department

2.7 CUMULATIVE SCENARIO

Cumulative impacts refer to the combined effect of Proposed Project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, "a project may have a significant effect on the environment if the possible effects of a project are individually limited, but cumulatively considerable (CEQA Guidelines 15130)."

According to the CEQA Guidelines 15355:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.

- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time.

In addition, as stated in the CEQA Guidelines 15604, it should be noted that:

> "The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the Proposed Project's incremental effects are cumulatively considerable."

Cumulative impact discussions for each issue area are provided in the technical analyses contained within Chapter 3.0 (Environmental Analysis).

As previously stated, and as set forth in the CEQA Guidelines, related projects consist of, "closely related, past, present, and reasonably foreseeable probable future projects that would likely result in similar

impacts and are located in the same geographic area." An area of influence, defined by an approximate 1.5-mile radius from the Proposed Project site, was utilized in order to capture specific locations of other approved and pending projects. Based on coordination with the City of Glendale, an area projects list was created. Responses that were received from the City were incorporated in the analysis. A majority of the study area is located in a highly urbanized area. A total of 26 pending/approved developments were identified within the study area, which are separated by campus areas below:

Verdugo Campus Vicinity

- 7 unit-condominium at 1735 Holly Drive
- Hotel with 857 hotel rooms and approximately 7,500 SF of restaurant/retail at 611 N Brand Boulevard (Blvd)
- Multifamily residential building (20-story) with 240 residential units at 610 N Brand Blvd
- Multifamily residential complex with 604 units at 601 N Brand Blvd
- Installation of additional panel antennas and ancillary equipment boxes at existing Wireless Telecommunication Facility at 425 E Colorado Street
- 28-unit density bonus housing project with an affordable housing component 400 N Maryland Ave
- 5-story Office/Retail building with on-site parking 517 E Broadway
- Construction of 23 vertical parking lifts in an existing medical office parking garage at 221 E Glenoaks Blvd
- Future mixed-use building project 'The Campus' at 401 N Brand Blvd

Garfield Campus Vicinity

- Construction of 23 vertical parking lifts in an existing medical office parking garage at 221 E Glenoaks Blvd
- 7 unit-condominium at 1735 Holly Drive
- Hotel with 857 hotel rooms and approximately 7,500 SF of restaurant/retail at 611 N Brand Blvd
- Multifamily residential building (20-story) with 240 residential units at 610 N Brand Blvd
- Multifamily residential complex with 604 units at 601 N Brand Blvd
- Future mixed-use building project 'The Campus' at 401 N Brand Blvd
- 5-story Office/Retail building with on-site parking 517 E Broadway
- 28-unit density bonus housing project with an affordable housing component 400 N Maryland Ave
- 7-story hotel with 140 rooms at 523 N Central Ave
- 2,000 SF expansion of existing full-service restaurant at 343 N Central Ave
- 3 unit - townhouse style residential project at 421 Salem Street
- 15-unit (very low) affordable housing project at 452 W Milford Street
- New 3-story 14,229 SF office building with street-level and subterranean parking at 340 N Central Ave
- 2,000 SF 2nd-story addition to existing outdoor dining area at 343 N Central Ave
- 13-unit affordable residential development with density bonus at 238 Concord Street
- 28 unit commercial condominium at 610 W Broadway
- 25-unit Multi Family Housing at 401 Hawthorne Street
- Construction of two new buildings for existing high school at 400 E Lomita Ave
- 5-story (34,228 SF) parking structure for car dealership at 901 S Brand Blvd
- 9,950 SF addition to existing car dealership at 1260 S Brand Blvd

- Detached four-car garage (871 SF) for an existing multi-family dwelling at 804 E Palmer Ave

Montrose Campus Vicinity

- 3-story 79-bed residential congregate living and medical facility (33,334 SF) at 1809 Verdugo Blvd
- 3-story 18-unit affordable residential housing project (18,493 SF) at 2941 Honolulu Ave
- 38-unit multifamily affordable housing project at 2817 Montrose Ave
- 34-unit density bonus housing project with an affordable housing component at 3950 Foothill Blvd

CHAPTER 3.0 – ENVIRONMENTAL ANALYSIS

3.1 ENVIRONMENTAL ISSUES ADDRESSED

An IS was prepared for the Proposed Project in July 2020. Based on the findings of the IS, it has been determined that a Draft EIR is required for the Proposed Project. Environmental issue areas are listed by the level of significance of their impacts in the table below, as determined by the analysis provided in the IS and results of the consultation during the public review period.

Table 3-1: Environmental Issue Areas

No Impact	Less Than Significant Impact	Potentially Significant Impact
Agricultural & Forestry Resources	Energy	Aesthetics
Mineral Resources	Geology & Soils (with mitigation)	Air Quality
	Hazards & Hazardous Materials (with mitigation)	Biological Resources
Population & Housing	Hydrology & Water Quality	Cultural Resources
Recreation	Public Services	Greenhouse Gas Emissions
Wildfire	Utilities & Service Systems	Land Use & Planning
		Noise
		Transportation
		Tribal Cultural Resources

The GCCD used the IS as well as agency and public input received during the public comment period from July 13, 2020 to August 17, 2020 to determine the scope for this Draft EIR. Sections 3.3 to 3.11 provide a discussion of the environmental setting, applicable project design features, impacts associated with the Proposed Project, cumulative impacts, and mitigation measures designed to reduce significant impacts. Where impacts cannot be reduced to a less than significant level, the GCCD may consider adopting a Statement of Overriding Considerations.

3.2 TERMINOLOGY USED IN THIS ANALYSIS

For each CEQA checklist question listed in the Draft EIR, a determination of the level of significance of the impact is provided (CEQA Guidelines Appendix G). Impacts are determined in the following categories:

- **No Impact.** A designation of *no impact* is given when no adverse changes in the environment are expected.
- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.
- **Less Than Significant with Mitigation.** A *potentially significant (but mitigable) impact* would have a substantial adverse impact on the environment but could be reduced to a less-than-significant level with incorporation of mitigation measure(s).

- **Potentially Significant.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

3.3 AESTHETICS

3.3.1 Existing Environmental Setting

As discussed in Section 2.2 Project Location and Site Characteristics, the three GCCD campuses are located in the greater-Glendale community, further shown in Figure 2-1 Regional and Local Settings. The visual character of the surroundings of all three campuses is that of a fully developed urban corridor with a mix of institutional, commercial, and residential spaces. The Verdugo Campus is situated on the hillside of San Rafael Hills in Verdugo Canyon and is located west of open space areas. All three campuses are near regional transportation routes including SR 2, which connects to Interstate Highways 5 and 210 and SR 134.

Implementation of the Proposed Project would involve redevelopment, renovation, demolition, and/or new construction within the three campuses. The goal of the Master Plan Update is to recommend site and facility improvements to the campuses that are aligned with GCCD's existing and future programs given the potential growth in enrollment over the next decade. The proposed improvements would repair and rehabilitate deteriorated facilities, provide additional instructional spaces, and provide new construction and facilities to replace insufficient and outdated spaces to address student and faculty needs.

3.3.2 Impacts and Mitigation

As outlined in the Initial Study (Appendix A), the Proposed Project would not have a substantial adverse impact on a scenic vista or damage scenic resources within a state scenic highway. The analysis below analyzes impacts to the visual character, public views, and from light and glare from the Proposed Project.

Impact 3.3-1: *Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The visual character, key viewpoints, and potential visual impacts at each of the three campuses are provided below.

Verdugo Campus

The Verdugo Campus is located within an urbanized area with a majority of the area fully built with residential and commercial buildings in the area surrounding the campus. The only undeveloped area is located east of the Verdugo Campus that borders SR 2 which are the San Rafael Hills within Verdugo Canyon. The proposed improvements within the Verdugo Campus would include various renovations within existing buildings, demolition of existing facilities, and new construction of buildings as outlined in Section 2.3 Project Description.

Key viewpoints that would most clearly display the Proposed Project's potential impacts to visual effects are located along North Verdugo Road, intersection of North Verdugo Road and Campus Way, and Mountain Street. Key viewers identified for the Proposed Project are pedestrians, commuters, students, business patrons, faculty, visitors to the campus, and residents located along Campus Way (Google Maps 2020).

Views from Mountain Street

Mountain Street is bordered by the campus to the north, and by sloped hills to the south. There is no pedestrian walkway at the east end of Mountain Street between Chaparro Drive and College Drive. This section of the campus is bordered with a chain link fence and trees that provides a partial view of the tennis courts from pedestrians and drivers along Mountain Street. This section of Mountain Street has one sidewalk which is alongside the campus property so pedestrians are limited to walking along the campus boundary. College View School is situated along the east of Mountain Street at the intersection of College Drive and extends westward along the sloped hills. College View School is located at a higher elevation of the Verdugo Campus and has a direct view to the campus property.

Views from Chaparro Drive and Mountain View Intersection

Chaparro Drive bisects the campus and intersects Mountain Street to the south until Campus Way to the north. The existing tennis courts and the parking lot of the Admissions and Records Building are located east of Chaparro Drive. The tennis courts are lined by fences along Chaparro Drive. Drivers and pedestrians that utilize Chaparro Drive have a clear view of the existing tennis courts to the east and have a partial view of the campus to the west as it is obstructed by trees (Google Maps 2020).

Views from North Verdugo Road and Campus Way

Multi-family housing units border the area north of Campus Way at 1550 North Verdugo Road. The housing units are located between an unnamed access road to the north, and Campus Way to the south east of North Verdugo Road. The housing units consist of two- to three-story buildings and parking garages.

Residents of the housing units have direct views of North Verdugo Road and Campus Way. The residents also have a direct view of the campus' existing parking lot and Arroyo Seco building. East along the unnamed access road are trees that act as a partial blockade between the housing units and campus property. The campus property is partially visible from the residents on this section, but the trees providing visual screening. The unnamed access road terminates at the parking garages designated for the existing residents.

Two crosswalks connect the east and west end of North Verdugo Road and north and south of North Verdugo Road across Campus Way. A bus stop is located along North Verdugo Road approximately 330 feet north of the intersection of North Verdugo Road and Campus Way (Verdugo & Verdugo Loma stop) (Google Maps 2020).

View from North Verdugo Road and Towne Street

Commercial buildings at the northwest and southwest intersection of Towne Street and North Verdugo Road, such as the buildings located at 1545 and 1555 North Verdugo Road, and various restaurants further south towards the GCCD bridge, have a direct view of the campus property. The commercial buildings are two-stories in height with surface parking. Restaurants along North Verdugo Road are one-story in height. Facing east from North Verdugo Road and Towne Street, viewers have a direct view of the Arroyo Seco building, Santa Barbara building, and a partial view of the hills located behind the campus (Google Maps 2020).

Views from North Verdugo Road between College Circle Drive and Campus Way

Viewers along North Verdugo Road between Campus Way and College Circle Drive have a direct view of the campus property to the east, restaurants to the west, and parking lots that services the Glendale Civic Auditorium and Verdugo Campus to the south. Pedestrians, business patrons, and commuters along this road have a direct view of the Arroyo Seco and Santa Barbara buildings. In addition, viewers along North Verdugo Road have direct views of the Camino Real buildings which are proposed to be demolished to make way for the new multi-story science building.

Garfield and Montrose Campuses

The Garfield and Montrose Campuses are located within a fully urbanized and developed areas. The proposed improvements to these campuses are summarized below with complete details provided in Section 2.3 Project Description.

Garfield Campus:

- Newly acquired property to become a surface parking lot
- Tropico and Mariposa building renovations

Montrose Campus:

- Exterior and interior signage upgrades
- Reorganizing interior spaces
- Expansion of services utilizing the acquired Citibank building
- Construction of a two-level parking structure on Broadview Drive

The majority of these renovations would occur within the interior and exterior of the buildings and campus existing and future properties. The renovations would not degrade the existing visual character or quality of public views of both campuses and their surroundings because the proposed improvements would not require major exterior changes. Rather, the proposed improvements would enhance the current quality of the building structures and facilities.

The only new construction proposed at the Montrose Campus is the construction of the two-level parking structure. The new parking structure would not substantially degrade the existing visual character or public views because the height of the parking lot would not exceed the heights of the existing commercial structures in the area. The proposed parking structure would replace the current parking lot along Broadview Drive. Furthermore, as discussed in the IS, neither the Garfield Campus nor the Montrose Campus are located in proximity to ridgelines or hillsides where new construction would obstruct views of these features.

Summary of Impacts

Verdugo Campus – Storage Facility

The proposed improvements on the Verdugo Campus would affect the visual character and public views within the campus and surrounding areas. Construction of the District storage facility would not result in impacting the visual character of the campus or affect public views. This is due to the proposed location of the storage facility being located in the east end of the campus within an existing parking lot. This

section of the campus does not have any significant viewpoints where its presence would affect public views. Therefore, impacts would be less than significant.

Verdugo Campus – Instructional Building and Conference Center

The visual character of the center of campus is currently fully developed with operational campus buildings. The demolition of the existing buildings (Sierra Nevada gym and San Fernando complex) to make way for the IBCC would create a temporary impact to the visual character during construction, and a permanent visual change to the area. Implementation of typical construction practices, such as providing shielding of construction equipment, utilizing screening to soften the views and allowing screening to blend the surrounding environment, incorporating walls, fencing, and adding lighting orientation to contain activities within the construction areas would result in a less than significant impact during construction. Once developed, the IBCC would be constructed and designed to match the existing character and styles of the campus buildings and would provide students and faculty expanded and updated uses for a cross-disciplinary environment for laboratories and studio spaces. Impacts would be less than significant.

Verdugo Campus – Parking Structure on Mountain Street

The proposed three-level parking structure would be located along Mountain Street between Chaparro Drive and the entrance to the campus along College Drive. Chaparro Drive terminates at the parking lot north of the existing tennis courts. The proposed parking structure would replace the existing tennis courts. The tennis courts would be relocated to the upper deck of the proposed parking structure.

The construction of the new parking garage along Mountain Street would create a temporary impact during construction and would result in a permanent change of the visual character once developed. While the new parking structure would be a new feature to the area, and would be taller than the surrounding buildings, the structure would not block any significant views of the area.

There are no designated viewpoints along Mountain Street and the presence of a parking structure would not result in impacting any scenic views of the area. The property located across the tennis court is College View School and is situated on a hillside along Mountain Street. The proposed parking structure is not anticipated to be of a height that would extend above the height of the hillside on which College View School is located. Thus, the new parking structure is not anticipated to impact the College View School's view of the City and campus. Therefore, impacts would be less than significant.

Verdugo Campus – Science Building

The Science (SCI) building would meet the demand for biological and physical science instruction. The SCI building is urgently needed to replace the size and outdated spaces of the San Gabriel, Arroyo Seco and Camino Real buildings. The SCI building would be a signature building for the Verdugo Campus focusing on science, technology, engineering, and math (STEM).

The SCI building will be a five-story building which will be integrated with the sloped topography of the campus. The new SCI building would promote pedestrian accessibility by providing entrances at the upper and lower ground floor levels. The building would be constructed using natural grey concrete, aluminum and metal composites, plaster and metal panels, steel, glass fibers, and tempered glass. Finishes would consist of gloss or semi-gloss coatings with acrylic paint. The building would include floor-to-ceiling

windows facing north of Campus Way with partial views of North Verdugo Road as well as floor-to-ceiling windows facing south toward the campus property. Smaller windows would be incorporated throughout all the other floors and sides of the building.

The demolition of the existing campus buildings to allow for the development of the new SCI building would result in temporary impacts during construction, and permanent impacts to the visual character and public views of the area once developed. During construction, the residences along Campus Drive and businesses located along North Verdugo Road would have a direct view of the demolition and construction for the new SCI building.

Construction of the SCI building would comply with typical construction guidelines on providing temporary shielding of construction equipment, utilization of landscape screening to soften views of the development, and incorporation of screenings to blend with the surrounding environment. Implementation of construction guidelines and compliance with the City's construction and maintenance standards would result in a less than significant impact.

Once constructed, the SCI building would be five-stories in height and would extend beyond the heights of the existing residential and office buildings within the area. Residents, pedestrians, and business patrons could have a view of the interior of the SCI building through the floor to ceiling windows. The SCI building would block views of the hills located east of the campus by pedestrians, commuters, and businesses patrons at the intersection of North Verdugo Road, Campus Way, and Towne Street. The SCI building would block the resident's views of the more interior areas of the campus property, and open views of the City and mountain ridgelines in the distance facing south of Campus Way.

The SCI building would introduce a building structure that would extend above the height of the surrounding buildings and would cause a permanent obstruction of the views from the housing units along Campus Way, and business patrons along North Verdugo Road and Towne Street. As such, because of the permanent impacts to the visual character, this is considered a potentially significant impact to public views. However, the new SCI building would be constructed and designed to be consistent with existing uses within the campus. Because the District is a separate entity and it is state-owned, the District is not obligated to confirm to the City's design requirements. Although the Verdugo Campus is zoned for Restricted Residential, the campus is existing and the Proposed Project would not convert any residential uses to institutional uses, nor would the Project extend beyond the current campus boundaries. Therefore, based on the applicable zoning and regulations governing scenic quality, the new SCI building would be designed to conform to existing buildings and the institutional nature of the Verdugo campus. No conflict with applicable zoning or other regulations governing scenic quality would occur, and the new building would result in a less than significant impact.

Garfield and Montrose Campus

The proposed improvements in the Garfield and Montrose Campus would not result in significant impacts related to the visual character or public views within the property, or to the nearby surroundings because the improvements would not require major exterior changes. While a new parking structure along Broadview Drive is proposed to be constructed at the Montrose Campus, the parking structure would not exceed the height of the existing buildings and its uses would be consistent to what the current uses are of the property. Because the proposed improvements at the Garfield and Montrose campuses would not be extensive and would not significantly alter the visual character of the surrounding properties, impacts are expected to be less than significant.

Impact 3.3-2: *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The potential impacts of light and glare at each of the campuses is outlined below.

Verdugo Campus

Individual impacts from new or renovated buildings at the Verdugo Campus, as well as potential impacts from various viewpoints around the Verdugo Campus are described below.

Storage Facility

Construction and operation of the District storage facility would not result in significant impact to light and glare because the proposed location of the storage facility is located in the east end of the campus within an existing parking lot where security lighting currently exists. While construction of the storage facility would result in temporary light and glare from construction equipment, once operational, the storage facility would not be a substantial source of light or glare to the area beyond what already exists.

Instructional Building and Conference Center

Existing sources of lighting within the center of the campus, where the Instructional Building and Conference Center (IBCC) building will be located, are from the existing campus buildings and outdoor lighting. The demolition of the existing buildings (Sierra Nevada gym and San Fernando complex) to make way for the IBCC would create a temporary source of light and glare during construction from construction equipment and vehicles. Implementation of typical construction practices previously discussed would minimize the introduction and light and glare to the area.

The IBCC building would be designed to match the existing lighting levels and styles of the campus buildings; impacts therefore would be less than significant.

Parking Structure on Mountain Street

Existing sources of lighting visible from Mountain Street include the campus property, vehicle lights from commuters along Mountain Street, and streetlights along Mountain Street including traffic lights at Chaparro Drive and at the entrance to the campus north of Chaparro Drive. Existing lighting also comes from the adjacent College View School located across the street from the existing tennis courts. Construction of the parking structure would create a temporary source of light and glare during construction due the presence of construction equipment and vehicles. As discussed previously, protective shielding and fencing would be implemented as part of standard best management practices (BMPs) to limit the light and glare that would be emitted from the Proposed Project. Once operational, the parking structure would emit additional light because of the increased capacity of vehicles that would access the site, and with the increase of parking lot lighting that would be visible at night. Furthermore, because the tennis courts would be relocated to the top of the structure, lighting from the tennis courts may be visible by pedestrians and commuters along Mountain Street, resulting in a permanent change to the lighting in the area. However, the construction and design of the parking structure would be done to match the existing lighting character on campus. Additionally, the new parking structure would not be a new or incompatible use for the vicinity because the area has an existing parking structure and other parking lots along Mountain Street. Impacts, therefore, would be less than significant.

New Science Building

Sources of light along the intersection of Campus Way and North Verdugo Road include a combination of the existing streetlights, parking lot lights of the campus, as well as existing businesses, security lighting, outdoor lighting of the single and multi-family housing, and vehicle lights. Sources of glare are from a combination from windows from the businesses, housing units, and vehicles within the parking lots. Construction would introduce new sources of light and glare to the existing area. During construction, applicable methods would be used to minimize spill over light and glare during construction activities. These include but are not limited to shielding, fencing, and relocating equipment where feasible so as not to increase light and glare to the existing residences and businesses on Campus Way and North Verdugo Road.

Once the new Science Building has been constructed, it would introduce a new and permanent source of light and glare with the addition of security lighting and indoor lighting, as well as the reflectivity of the windows and outdoor building materials. However, the design of the new Science Building would be consistent with existing uses on campus and would follow similar lighting styles and materials to other campus buildings. Although portions of the new Science Building will have exterior surfaces consisting of floor-to-ceiling windows, use of low reflectivity materials including Solarban 70 glass would reduce potential glare impacts. Visual light reflectance (VFR) is the amount of visible light that is reflected by a surface, expressed as a percentage. The Solarban 70 glass, which includes an anti-reflective coating, has a VFR of approximately 4% to 21% depending on the type of coating used; a VFR under 25% is considered low. In addition, a large portion of the remainder of the building exterior surface will be a smooth plaster surface, which will also be designed to reduce reflectivity. As a result, the new construction at the Verdugo Campus would result in a less than significant impact.

Garfield and Montrose Campuses

Existing sources of light and glare from the Garfield and Montrose Campuses are the campus buildings, streetlights, vehicles, and existing residential and commercial properties. The proposed improvements at the Garfield and Montrose Campuses would create a temporary source of light and glare during construction with the presence of construction equipment. During construction, protective shielding would be used to limit the light and glare that viewers may see during construction. Once operational, the renovated buildings would not create a new source of substantial light or glare because the improvements would not introduce new lighting or sources of glare to the area. The existing lighting at the proposed Broadview Drive parking lot would be expanded with the new parking structure for the Montrose Campus. Because the area currently functions as a parking lot, the additional parking lot lighting would not be a new use to the area and impacts would be less than significant impact.

3.3.3 Cumulative Impacts

Compliance with GCCD's design guidelines will ensure that no cumulative impacts will occur as a result of the Proposed Project. As noted in the 2019 Master Plan Update, "these improvements are intended to make an instant visual connection with the architectural styles of the Verdugo and Garfield Campuses, while maintaining the historic charm of Montrose town center" (GCCD 2019).

3.4 AIR QUALITY

As noted in the Initial Study, potential impacts related to odors was found to have less than significant impacts. Therefore, this issue is not discussed in the EIR.

On October 2020, an Air Quality and Greenhouse Gas Emissions Analysis was prepared to analyze the impacts to air quality (Appendix B). This section incorporates information from the prepared analysis and provides information on ambient air quality conditions in the vicinity of the Proposed Project Site, and potential impacts to air quality as a result of the construction and operation of the Proposed Project are identified. The air quality modeling output is included in this EIR as Appendix B.

3.4.1 Applicable Regulations

The air quality at the Proposed Project site is addressed through the efforts of various international, federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs.

Federal Regulations

United States Environmental Protection Agency (USEPA)

The Clean Air Act, first passed in 1963 with major amendments in 1970, 1977 and 1990, is the overarching legislation covering regulation of air pollution in the United States. The Clean Air Act has established the mandate for requiring regulation of both mobile and stationary sources of air pollution at the state and federal level. The Environmental Protection Agency (EPA) was created in 1970 in order to consolidate research, monitoring, standard-setting and enforcement authority into a single agency.

The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. NAAQS pollutants were identified using medical evidence and are shown in Appendix B.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market based programs within the timeframe identified in the SIP. The California Air Resources Board (CARB) defines attainment as the category given to an area with no violations in the past three years. As indicated in Appendix B, the Air Basin has been designated by EPA for the national standards as a non-attainment area for ozone and particulate matter ($PM_{2.5)}$ and partial non-attainment for lead. Currently, the Air Basin is in attainment with the national ambient air quality standards for carbon monoxide (CO), PM_{10}, sulfur dioxide (SO_2), and nitrogen dioxide (NO_2).

Despite substantial improvement in air quality over the past few decades, some air monitoring stations in the Air Basin still exceed the NAAQS for ozone more frequently than any other area in the United States. Seven of the top 10 stations in the nation most frequently exceeding the 2015 8-hour ozone NAAQS in

2015 were located within the Air Basin, including stations in San Bernardino, Riverside, and Los Angeles Counties (South Coast Air Quality Management District [SCAQMD] 2016).

The Air Basin is currently in attainment for the federal standards for SO_2, CO, NO_2, and PM_{10} and the and is designated as partial nonattainment for the federal standards for lead. While the concentration level of the 1-hour NO_2 federal standard (100 ppb) was exceeded in the Air Basin for one day in 2015 (Long Beach-Hudson Station), the NAAQS NO_2 design value has not been exceeded. Therefore, the Air Basin remains in attainment of the NO_2 NAAQS (SCAQMD 2016).

State

California Air Resources Board

CARB, which is a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CAAQS for criteria pollutants are shown in Appendix B. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g. hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

The Air Basin has been designated by the CARB as a non-attainment area for ozone and PM_{10}, and $PM_{2.5}$. Currently, the Air Basin is in attainment with the ambient air quality standards for CO, NO_2, SO_2, lead, and sulfates and is unclassified for visibility reducing particles and Hydrogen Sulfide.

The following lists the State of California Code of Regulations (CCR) air quality emission rules that are applicable, but not limited to all development projects in the State.

Assembly Bill 2588

The Air Toxics "Hot Spots" Information and Assessment Act (Assembly Bill [AB] 2588, 1987, Connelly) (CARB 1987) was enacted in 1987 as a means to establish a formal air toxics emission inventory risk quantification program. AB 2588, as amended, establishes a process that requires stationary sources to report the type and quantities of certain substances their facilities routinely release in California. The data is ranked by high, intermediate, and low categories, which are determined by: the potency, toxicity, quantity, volume, and proximity of the facility to nearby receptors.

CARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, CARB adopted California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 to reduce diesel particulate matter (DPM) and Nitrogen Oxides (NO_x) emissions from in-use off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO_x emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirement making the first compliance deadline January 1, 2014

for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). Currently, no commercial operation in California may add any equipment to their fleet that has a Tier 0 or Tier 1 engine. By January 1, 2018 medium and large fleets will be restricted from adding Tier 2 engines to their fleets and by January 2023, no commercial operation will be allowed to add Tier 2 engines to their fleets. It should be noted that commercial fleets may continue to use their existing Tier 0 and 1 equipment, if they can demonstrate that the average emissions from their entire fleet emissions meet the NO_x emissions targets.

CARB Resolution 08-43 for On-Road Diesel Truck Fleets

On December 12, 2008, the CARB adopted Resolution 08-43, which limits NO_x, PM_{10} and $PM_{2.5}$ emissions from on-road diesel truck fleets that operate in California. On October 12, 2009 Executive Order R-09-010 was adopted that codified Resolution 08-43 into Section 2025, title 13 of the California Code of Regulations. This regulation requires that by the year 2023 all commercial diesel trucks that operate in California shall meet model year 2010 (Tier 4 Final) or latter emission standards. In the interim period, this regulation provides annual interim targets for fleet owners to meet. By January 1, 2014, 50 percent of a truck fleet is required to have installed Best Available Control Technology (BACT) for NO_x emissions and 100 percent of a truck fleet installed BACT for PM10 emissions. This regulation also provides a few exemptions including a onetime per year 3-day pass for trucks registered outside of California. All on road diesel trucks utilized during construction of the Proposed Project will be required to comply with Resolution 08-43.

Regional – Southern California

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin. To that end, as a regional agency, the SCAQMD works directly with the SCAG, county transportation commissions, and local governments and cooperates actively with all federal and State agencies.

SCAQMD

SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emission sources, and enforces such measures through educational programs or fines, when necessary. SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The Final 2016 Air Quality Management Plan (2016 AQMP) was adopted by the SCAQMD Board on March 3, 2016 and was adopted by CARB on March 23, 2017 for inclusion into the California SIP.

The 2016 AQMP was prepared in order to meet the following standards:

- 8-hour Ozone (75 ppb) by 2032
- Annual PM2.5 (12 µg/m3) by 2021-2025
- 8-hour Ozone (80 ppb) by 2024 (updated from the 2007 and 2012 AQMPs)
- 1-hour Ozone (120 ppb) by 2023 (updated from the 2012 AQMP)
- 24-hour PM2.5 (35 µg/m3) by 2019 (updated from the 2012 AQMP)

In addition to meeting the above standards, the 2016 AQMP also includes revisions to the attainment demonstrations for the 1997 8-hour ozone NAAQS and the 1979 1-hour ozone NAAQS. The prior 2012

AQMP was prepared in order to demonstrate attainment with the 24-hour PM2.5 standard by 2014 through adoption of all feasible measures. The prior 2007 AQMP demonstrated attainment with the 1997 8-hour ozone (80 ppb) standard by 2023, through implementation of future improvements in control techniques and technologies. These "black box" emissions reductions represent 65 percent of the remaining NO_x emission reductions by 2023 in order to show attainment with the 1997 8-hour ozone NAAQS. Given the magnitude of these needed emissions reductions, additional NO_x control measures have been provided in the 2012 AQMP even though the primary purpose was to show compliance with 24-hour $PM_{2.5}$ emissions standards.

The 2016 AQMP provides a new approach that focuses on available, proven and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities to promote reductions in greenhouse gas emissions and toxic air contaminants (TAC) emissions as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy.

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the Air Basin. Instead, this is controlled through local jurisdictions in accordance with CEQA. In order to assist local jurisdictions with air quality compliance issues the CEQA Air Quality Handbook (SCAQMD CEQA Handbook), prepared by SCAQMD was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the SCAQMD CEQA Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the Air Basin, and adverse impacts will be minimized.

The following lists the SCAQMD rules that are applicable but not limited to all land development projects in the Air Basin.

Rule 402 - Nuisance

Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Compliance with Rule 402 will reduce local air quality and odor impacts to nearby sensitive receptors.

Rule 403- Fugitive Dust

Rule 403 governs emissions of fugitive dust during construction activities and requires that no person shall cause or allow the emissions of fugitive dust such that dust remains visible in the atmosphere beyond the property line or the dust emission exceeds 20 percent opacity, if the dust is from the operation of a

motorized vehicle. Compliance with this rule is achieved through application of standard Best Available Control Measures, which include but are not limited to the measures below. Compliance with these rules would reduce local air quality impacts to nearby sensitive receptors. Potential BACMs include the following actions:

- Utilize either a pad of washed gravel 50 feet long, 100 feet of paved surface, a wheel shaker, or a wheel washing device to remove material from vehicle tires and undercarriages before leaving project site.
- Do not allow any track out of material to extend more than 25 feet onto a public roadway and remove all track out at the end of each workday.
- Water all exposed areas on active sites at least three times per day and pre-water all areas prior to clearing and soil moving activities.
- Apply nontoxic chemical stabilizers according to manufacturer specifications to all construction areas that will remain inactive for 10 days or longer.
- Pre-water all material to be exported prior to loading, and either cover all loads or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code Section 23114.
- Replant all disturbed area as soon as practical.
- Suspend all grading activities when wind speeds (including wind gusts) exceed 25 miles per hour.
- Restrict traffic speeds on all unpaved roads to 15 miles per hour or less.

Rules 1108 and 1108.1 – Cutback and Emulsified Asphalt

Rules 1108 and 1108.1 govern the sale, use, and manufacturing of asphalt and limits the volatile organic compounds (VOC) content in asphalt. This rule regulates the VOC contents of asphalt used during construction as well as any on-going maintenance during operations. Therefore, all asphalt used during construction and operation of the proposed project must comply with SCAQMD Rules 1108 and 1108.1.

Rule 1113 – Architectural Coatings

Rule 1113 governs the sale, use, and manufacturing of architectural coatings and limits the VOC content in sealers, coatings, paints and solvents. This rule regulates the VOC contents of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

Rule 1143 – Paint Thinners

Rule 1143 governs the sale, use, and manufacturing of paint thinners and multi-purpose solvents that are used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations. This rule regulates the VOC content of solvents used during construction. Solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1143.

Southern California Association of Governments (SCAG)

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG is the federally designated Metropolitan Planning Organization (MPO) for the majority of the southern California region and is the largest MPO in the nation. With respect

to air quality planning, SCAG has prepared the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April, 2016 and the 2019 Federal Transportation Improvement Program (FTIP), adopted September 2018, which addresses regional development and growth forecasts.

Although the RTP/SCS and FTIP are primarily planning documents for future transportation projects a key component of these plans are to integrate land use planning with transportation planning that promotes higher density infill development in close proximity to existing transit service. These plans form the basis for the land use and transportation components of the AQMP, which are utilized in the preparation of air quality forecasts and in the consistency analysis included in the AQMP. The RTP/SCS, FTIP, and AQMP are based on projections originating within the City and County General Plans.

Local – City of Glendale

Local jurisdictions, such as the City of Glendale, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMPs.

Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the County and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

3.4.2 Existing Environmental Setting

Air Pollutants

Air pollutants are generally classified as either criteria pollutants or non-criteria pollutants. Federal ambient air quality standards have been established for criteria pollutants, whereas no ambient standards have been established for non-criteria pollutants. For some criteria pollutants, separate standards have been set for different periods. Most standards have been set to protect public health. For some pollutants, standards have been based on other values (such as protection of crops, protection of materials, or avoidance of nuisance conditions).

Criteria Pollutants and Ozone Precursors

The criteria pollutants consist of the following: ozone (O_3), Nitrogen Oxides (NO_x), Carbon Monoxide (CO), Sulfur Oxide (SO_x), lead (chemical symbol Pb), and particulate matter (PM). The ozone precursors consist of NO_x and VOC. These pollutants can harm your health and the environment, and cause property damage. The EPA calls these pollutants “criteria” air pollutants because it regulates them by developing human

health-based and/or environmentally based criteria for setting permissible levels. The following paragraphs provide descriptions of each of the criteria pollutants and ozone precursors (Appendix B).

Nitrogen Oxides

Nitrogen Oxides (NO_x) is the generic term for a group of highly reactive gases which contain nitrogen and oxygen. While most NO_x are colorless and odorless, concentrations of NO_2 can often be seen as a reddish brown layer over many urban areas. NO_x form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuel. NO_x reacts with other pollutants to form, ground-level ozone, nitrate particles, acid aerosols, as well as NO_2, which cause respiratory problems. NO_x and the pollutants formed from NO_x can be transported over long distances, following the patterns of prevailing winds. Therefore, controlling NO_x is often most effective if done from a regional perspective, rather than focusing on the nearest sources.

Ozone

Ozone is not usually emitted directly into the air but in the vicinity of ground-level is created by a chemical reaction between NOx and VOC in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline vapors, chemical solvents as well as natural sources emit NOx and VOC that help form ozone. Ground-level ozone is the primary constituent of smog. Sunlight and hot weather cause ground-level ozone to form with the greatest concentrations usually occurring downwind from urban areas. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials. Because NOx and VOC are ozone precursors, the health effects associated with ozone are also indirect health effects associated with significant levels of NOx and VOC emissions.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes approximately 56 percent of all CO emissions nationwide. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are indoor sources of CO. The highest levels of CO in the outside air typically occur during the colder months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air. CO is described as having only a local influence because it dissipates quickly. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin and thus reduces the amount of oxygen transported in the bloodstream. The health threat from lower levels of CO is most serious for those who suffer from heart disease such as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels

of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Sulfur Oxides

Sulfur Oxide (SO_x) gases are formed when fuel containing sulfur, such as coal and oil is burned, as well as from the refining of gasoline. SO_x dissolves easily in water vapor to form acid and interacts with other gases and particles in the air to form sulfates and other products that can be harmful to people and the environment.

Lead

Lead (Pb) is a metal found naturally in the environment as well as manufactured products. The major sources of lead emissions have historically been motor vehicles and industrial sources. Due to the phase out of leaded gasoline, metal processing is now the primary source of lead emissions to the air. High levels of lead in the air are typically only found near lead smelters, waste incinerators, utilities, and lead-acid battery manufacturers. Exposure of fetuses, infants and children to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Particulate Matter

Particulate matter (PM) is the term for a mixture of solid particles and liquid droplets found in the air. PM is made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. Particles that are less than 10 micrometers in diameter (PM_{10}) that are also known as *Respirable Particulate Matter* are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Particles that are less than 2.5 micrometers in diameter ($PM_{2.5}$) that are also known as *Fine Particulate Matter* have been designated as a subset of PM_{10} due to their increased negative health impacts and its ability to remain suspended in the air longer and travel further.

Volatile Organic Compounds

Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as VOCs (also referred to as reactive organic gases). Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry cleaning solutions, and paint.

VOC is not classified as a criteria pollutant since VOCs by themselves are not a known source of adverse health effects. The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs. There are no separate health standards for VOCs as a group.

Other Pollutants of Concern

Toxic Air Contaminants

In addition to the above-listed criteria pollutants, toxic air contaminants (TACs) are another group of pollutants of concern. TACs is a term that is defined under the California Clean Air Act and consists of the same substances that are defined as Hazardous Air Pollutants (HAPs) in the Federal Clean Air Act. There are over 700 hundred different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different toxic air contaminants. The most important of these TACs, in terms of health risk, are diesel particulates, benzene, formaldehyde, 1,3-butadiene, and acetaldehyde. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

TACs are less pervasive in the urban atmosphere than criteria air pollutants, however they are linked to short-term (acute) or long-term (chronic or carcinogenic) adverse human health effects. There are hundreds of different types of TACs with varying degrees of toxicity. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), and motor vehicle exhaust.

According to *The California Almanac of Emissions and Air Quality 2013 Edition*, the majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important of which is DPM. DPM is a subset of $PM_{2.5}$ because the size of diesel particles are typically 2.5 microns and smaller. The identification of DPM as a TAC in 1998 led CARB to adopt the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles in September 2000. The plan's goals are a 75-percent reduction in DPM by 2010 and an 85-percent reduction by 2020 from the 2000 baseline. Diesel engines emit a complex mixture of air pollutants, composed of gaseous and solid material. The visible emissions in diesel exhaust are known as particulate matter or PM, which includes carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and over 40 other cancer-causing substances. California's identification of DPM as a toxic air contaminant was based on its potential to cause cancer, premature deaths, and other health problems. Exposure to DPM is a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Overall, diesel engine emissions are responsible for the majority of California's potential airborne cancer risk from combustion sources.

Asbestos

Asbestos is listed as a TAC by CARB and as a HAP by the EPA. Asbestos occurs naturally in mineral formations and crushing or breaking these rocks, through construction or other means, can release asbestiform fibers into the air. Asbestos emissions can result from the sale or use of asbestos-containing materials, road surfacing with such materials, grading activities, and surface mining. The risk of disease is dependent upon the intensity and duration of exposure. When inhaled, asbestos fibers may remain in the lungs and with time may be linked to such diseases as asbestosis, lung cancer, and mesothelioma. The nearest likely locations of naturally occurring asbestos, as identified in the General Location Guide for Ultramafic Rocks in California, prepared by the California Division of Mines and Geology, is located in Santa Barbara County. The nearest historic asbestos mine to the Project site, as identified in the Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California, prepared by U.S. Geological Survey, is located at Asbestos Mountain, which is approximately

100 miles southeast of the Project site in the San Jacinto Mountains. Due to the distance to the nearest natural occurrences of asbestos, the Project site is not likely to contain asbestos.

3.4.3 Impacts and Mitigation

Impact 3.4-1: *Would the project conflict or obstruct implementation of the applicable air quality plan?*

CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the Proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the Proposed Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended [General Plan] GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report and Appendix B, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance which are discussed in Appendix B. The ongoing operation of the Proposed Project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur and no mitigation would be required.

Therefore, based on the information provided above, the Proposed Project would be consistent with the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The AQMP is developed through use of the planning forecasts provided in the RTP/SCS and FTIP. The RTP/SCS is a major planning document for the regional transportation and land use network within Southern California. The RTP/SCS is a long-range plan that is required by federal and state requirements placed on SCAG and is updated every four years. The FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City of Glendale Land Use Plan defines the assumptions that are represented in AQMP.

The Verdugo Campus is currently designated Public/Semi-Public in the General Plan and is zoned Restricted Residential. The Garfield Campus is currently designated Medium Density Residential in the General Plan and is zoned Medium Density Residential. The Montrose Campus is currently designated Regional Commercial in the General Plan and is zoned Neighborhood Commercial. Educational uses are allowed in all of these land use designations and existing school uses are already occurring at all three project sites. Furthermore, the Proposed Project includes site and facility improvements to enhance the existing educational uses at these campuses and does not recommend any significant changes to the existing land uses. It should also be noted that all three campuses are located in close proximity to existing transit stops that promote alternative transportation methods. As such, the Proposed Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion (Appendix B).

Based on the above, the Proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

Impact 3.4-2: *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable Federal or State ambient air quality standard. The Air Quality and Greenhouse Gas Emissions Report (Appendix B) calculated the potential air emissions associated with the construction and operations of the Proposed Project and compares the emissions to the SCAQMD standards.

Construction Emissions

The timing of certain projects will be dependent on the completion of other projects and will ultimately occur over the different phases. In order to provide a conservative analysis, it was assumed that all proposed construction activities on each campus would occur at one time. The phases of construction activities that have been analyzed for each campus includes: 1) Demolition, 2) Grading, 3) Building construction, 4) Paving, and 5) Application of architectural coatings. The construction emissions have been analyzed for both regional and local air quality impacts (Appendix B).

Construction-Related Regional Impacts

The California Emissions Estimator Model (CalEEMod) model has been utilized to calculate the construction-related regional emissions from the Proposed Project and the input parameters utilized in this analysis have been detailed in Appendix B. The analysis includes the worst-case summer or winter daily construction-related criteria pollutant emissions from the Proposed Project for each phase of construction activities. The data shown below shows the maximum daily construction-related criteria pollutants and is summarized below. The CalEEMod printouts are provided in Appendix B.

Table 3-2 shows that none of the analyzed criteria pollutants would exceed the SCAQMD's regional emissions thresholds during either the demolition, grading, building construction, paving or architectural coatings phases for each campus.

Table 3-2: : Construction-Related Regional Criteria Pollutant Emissions by Construction Phase

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition	3.59	42.85	24.93	0.07	6.35	2.31
Grading	4.30	47.05	31.84	0.06	6.15	3.52
Building Construction	3.14	26.39	29.61	0.09	4.46	1.77
Paving	0.12	0.08	1.03	0.00	0.74	0.57
Architectural Coatings	60.51	1.55	3.78	0.01	0.68	0.24
Verdugo Campus Improvements Max Daily Emissions	***60.51***	***47.05***	***31.84***	***0.09***	***6.35***	***3.52***
Demolition	2.44	25.02	21.35	0.05	3.35	1.35
Grading	1.79	18.39	15.39	0.03	3.93	2.29
Building Construction	1.92	16.45	19.19	0.04	1.65	0.92
Paving	1.31	8.32	12.86	.0.2	0.62	0.43
Architectural Coatings	24.30	1.25	2.26	0.00	0.22	0.10
Garfield Campus Improvements Max Daily Emissions	***24.30***	***25.02***	***21.35***	***0.05***	***3.93***	***2.29***
Demolition	1.81	18.52	14.91	0.03	1.62	0.94
Grading	1.13	12.58	6.38	0.01	1.09	1.07
Building Construction	1.85	13.89	14.37	0.03	1.08	0.70
Paving	0.75	6.81	9.29	0.01	0.50	0.36
Architectural Coatings	19.01	1.43	2.07	0.00	0.16	0.10
Montrose Campus Improvements Max Daily Emissions	***19.01***	***18.52***	***14.91***	***0.03***	***1.62***	***1.07***
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
Source: CalEEMod Version 2016.3.2.

Table 3-3 shows that the combined construction activities from all three campuses would not exceed the SCAQMD's regional emission thresholds. It should be noted that the previous table (Table 3-2) represents

a worst-case scenario, where all proposed improvements are completed concurrently at each campus. Since the timing of certain projects will be dependent on the completion of other projects as well as available funding for the improvements, it is likely that the proposed construction activities will be more spread out than what was analyzed, which would lower the actual daily emissions than what is shown above. Therefore, a less than significant regional air quality impact would occur from construction of the Proposed Project.

Table 3-3: Construction-Related Regional Criteria Pollutant Emissions by Construction Year (per Campus)

Construction Year	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Verdugo Campus Max Daily Emissions (2021 – 2023)	60.51	47.05	31.84	0.08	6.35	3.52
Garfield Campus Max Daily Emissions (2023 - 2024)	24.30	25.02	21.35	0.06	3.93	2.29
Montrose Campus Max Daily Emissions (2022)	19.01	18.52	14.91	0.03	1.63	0.94
Combined Max Daily Emissions (2021 – 2024)	62.95	47.05	43.56	0.11	6.35	3.52
SCQAMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
Source: CalEEMod Version 2016.3.2.

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from construction were analyzed through utilizing the methodology described in Localized Significance Threshold Methodology (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NOx, CO, PM10, and PM2.5. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. Since construction-related local impacts are specific to each of the three campuses, each campus has been analyzed separately in the analysis (Appendix B).

Verdugo Campus

Onsite emissions from the different construction phases for the Verdugo Campus are shown in Table 3-4 and in Appendix B. The data provided in the table shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either the demolition, grading, building construction, paving, or architectural coatings phases for the Verdugo Campus. Therefore, a less than significant local air quality impact would occur from the proposed construction activities at the Verdugo Campus.

Table 3-4: Construction-Related Local Criteria Pollutant Emissions for the Verdugo Campus

Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition[1]	31.44	21.57	5.42	2.03
Grading[1]	46.40	30.88	5.89	3.44
Building Construction	15.61	16.36	0.81	0.76
Paving	0.04	0.56	0.57	0.52
Architectural Coatings	1.41	1.81	0.08	0.08
Maximum Daily Construction Emissions	**46.40**	**30.88**	**5.89**	**3.44**
SCAQMD Local Construction Thresholds[2]	172	1,434	14	8
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1]Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2]The nearest sensitive receptors to the Verdugo Campus are multi-family homes located adjacent to the north side of the Campus. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 7, East San Fernando Valley.

Garfield Campus

Onsite emissions from the different construction phases for the Garfield Campus are shown in Table 3-5 and in Appendix B. The data provided in the table shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during either the demolition, grading, building construction, paving, or architectural coatings phases for the Garfield Campus. Therefore, a less than significant local air quality impact would occur from the proposed construction activities at the Garfield Campus.

Table 3-5: Construction-Related Local Criteria Pollutant Emissions for the Garfield Campus

Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition[1]	21.48	19.64	2.81	1.20
Grading[1]	17.94	14.75	3.72	2.23
Building Construction	14.38	16.24	0.70	0.66
Paving	8.27	12.22	0.40	0.37
Architectural Coatings	1.22	1.81	0.06	0.06
Maximum Daily Construction Emissions	**21.48**	**19.64**	**3.72**	**2.23**
SCAQMD Local Construction Thresholds[2]	153	1,218	12	7
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest sensitive receptors to the Garfield Campus are single-family homes located as near as 60 feet (18 meters) west and south of the Campus. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold. The Garfield Campus is based on the on the 4-acre threshold that was interpolated between the 2-acre and 5-acre thresholds.
Source: Calculated from SCAQMD's Mass Rate Look-up Table for Air Monitoring Area 7, East San Fernando Valley.

Montrose Campus

Onsite emissions from the different construction phases for the Montrose Campus is shown Table 3-6, and in Appendix B. The data provided below shows that none of the analyzed criteria pollutants would

exceed the local emissions thresholds during either the demolition, grading, building construction, paving, or architectural coatings phases for the Montrose Campus. Therefore, a less than significant local air quality impact would occur from the proposed construction activities at the Montrose Campus.

Table 3-6: Construction-Related Local Criteria Pollutant Emissions for the Montrose Campus

Phase	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Demolition[1]	16.62	13.96	1.34	0.86
Grading[1]	12.00	5.94	0.96	0.70
Building Construction	12.50	12.73	0.59	0.57
Paving	6.77	8.81	0.35	0.32
Architectural Coatings	1.41	1.81	0.08	0.08
Maximum Daily Construction Emissions	**16.62**	**13.96**	**1.34**	**0.86**
SCAQMD Local Construction Thresholds[2]	114	786	7	4
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Demolition and Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest sensitive receptors to the Montrose Campus are single-family homes located adjacent to the south side of the Campus. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two acres in Air Monitoring Area 7, East San Fernando Valley.

Operational Emissions

The ongoing operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the Project-generated vehicle trips, emissions from onsite area sources and emissions from energy usage created from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality and local air quality impacts with the on-going operations of the Proposed Project (Appendix B).

Operations-Related Regional Criteria Pollutant Analysis

The operations-related regional criteria air quality impacts created by the Proposed Project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Appendix B. The worst-case summer or winter VOC, NOx, CO, SO2, PM_{10}, and $PM_{2.5}$ daily emissions created from the Proposed Project's long-term operations have been calculated and are summarized in the CalEEMod emissions printouts and Appendix B.

The data provided in Table 3-7 shows that for the total regional emissions from the three campuses, none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

Table 3-7: Operational Regional Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Total Emissions (All Campuses)	10.10	8.89	18.98	0.07	5.85	1.74
SCQAMD Operational Thresholds	55	55	550	150	150	55
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage.
[3] Mobile sources consist of emissions from vehicles and road dust. It should be noted that the Verdugo Campus and Garfield Campus are not anticipated to generate any additional vehicle trips from implementation of the proposed project.
Source: Calculated from CalEEMod Version 2016.3.2 and CAPCOA, 1997.

Operations-Related Local Air Quality Impacts

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The Proposed Project has been analyzed for the potential local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 parts per million (ppm) over one hour or 9 ppm over eight hours.

At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. Since the nearby intersections to the Proposed Project are much smaller with less traffic than what was analyzed by the SCAQMD, no local CO Hotspot are anticipated to be created from the Proposed Project and no CO Hotspot modeling was performed. Therefore, a less than significant long-term air quality impact is anticipated to local air quality with the on-going use of the Proposed Project.

Local Criteria Pollutant Impacts from Onsite Operations

Project-related air emissions from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances may have the potential to create emissions areas that exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

The local air quality emissions from onsite operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the methodology described in LST Methodology. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_x, PM_{10}, and $PM_{2.5}$ from the Proposed Project could result in a significant impact to the local air quality. Since operations-related local impacts are specific to each of the three campuses, each campus has been analyzed separately below (Appendix B).

Verdugo Campus

The onsite emissions from the operations of the proposed improvements for the Verdugo Campus is shown in Appendix B. It shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the Project site and the calculated emissions thresholds.

Table 3-8: Operations – Related Local Criteria Pollutant Emissions for the Verdugo Campus

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Total Emissions	2.05	1.82	0.16	0.16
SCAQMD Thresholds[1]	172	1,434	4	2
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] The nearest sensitive receptors to the Verdugo Campus are multi-family homes located adjacent to the north side of the Campus. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for five acres in Air Monitoring Area 7, East San Fernando Valley.

The data above in Table 3-8 shows that the on-going operations of the proposed improvements at the Verdugo Campus would not exceed the local NO_x, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the on-going operations of the proposed improvements to the Verdugo Campus would create a less than significant operations-related impact to local air quality due to onsite emissions.

Garfield Campus

The onsite emissions from the operations of the proposed improvements for the Garfield Campus is shown below in Table 3-9. Table 3-9 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the Project site and the calculated emissions thresholds.

Table 3-9: Operations-Related Local Criteria Pollutant Emissions for the Garfield Campus

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM_{10}	$PM_{2.5}$
Total Emissions	0.31	0.29	0.02	0.02
SCAQMD Thresholds[1]	153	1,218	3	2
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] The nearest sensitive receptors to the Garfield Campus are single-family homes located as near as 60 feet (18 meters) west and south of the Campus. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold. The Garfield Campus is based on the on the 4-acre threshold that was interpolated between the 2-acre and 5-acre thresholds
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for Air Monitoring Area 7, East San Fernando Valley.

The data provided in Table 3-9 shows that the on-going operations of the proposed improvements at the Garfield Campus would not exceed the local NO_x, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the on-going operations of the proposed improvements to the Garfield Campus would create a less than significant operations-related impact to local air quality due to onsite emissions.

Montrose Campus

The onsite emissions from the operations of the proposed improvements for the Montrose Campus is shown in Table 3-10. Table 3-10 shows the onsite emissions from the CalEEMod model that includes area sources, energy usage, and vehicles operating in the immediate vicinity of the Project site and the calculated emissions thresholds.

Table 3-10: Operations-Related Local Criteria Pollutant Emissions for the Montrose Campus

Onsite Emission Source	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Total Emissions	1.06	2.42	0.73	0.21
SCAQMD Thresholds[2]	114	786	2	1
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
[1] Mobile source emissions based on 1/8 of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the Campus.
[2] The nearest sensitive receptors to the Montrose Campus are single-family homes located adjacent to the south side of the Campus. According to SCAQMD Methodology, all receptors closer than 25 meters are based on the 25-meter threshold.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for two acres in Air Monitoring Area 7, East San Fernando Valley.

The data provided in Table 3-10 shows that the on-going operations of the proposed improvements at the Montrose Campus would not exceed the local NO_x, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. The on-going operations of the proposed improvements to the Montrose Campus would create a less than significant operations-related impact to local air quality due to onsite emissions.

Therefore, the Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant.

Impact 3.4-3: *Would the project expose sensitive receptors to substantial pollutant concentrations?*

The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Proposed Project, which may expose sensitive receptors to substantial concentrations have been calculated in Appendix B for both construction and operations. The discussion below also includes an analysis of the potential impacts from toxic air contaminant emissions. The nearest sensitive receptors to the Verdugo Campus are multi-family homes located adjacent to the north side of the Verdugo Campus. The nearest sensitive receptors to the Garfield Campus are single-family homes located as near as 60 feet west and south of the Campus. The nearest sensitive receptors to the Montrose Campus are single-family homes located adjacent to the south side of the Campus (Appendix B).

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and from toxic air contaminant emissions created from onsite construction equipment, which are described below.

Local Criteria Pollutant Impacts from Construction

The local air quality impacts from construction of the Proposed Project has been analyzed in Appendix B and found that the construction of the Proposed Project would not exceed the local NO_x, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, construction of the Proposed Project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

Toxic Air Contaminants Impacts from Construction

The greatest potential for toxic air contaminant emissions would be related to DPM emissions associated with heavy equipment operations during construction of the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (Office of Environmental Health Hazard Assessment 2015).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 30 or 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project. As such, construction of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts

The on-going operations of the Proposed Project may expose sensitive receptors to substantial pollutant concentrations of local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from onsite operations. The following analyzes the vehicular CO emissions. Local criteria pollutant impacts from onsite operations, and toxic air contaminant impacts.

Local CO Hotspot Impacts from Project-Generated Vehicle Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. The analysis provided in Appendix B shows that no local CO Hotspots are anticipated to be created at any nearby intersections from the vehicle traffic generated by the Proposed Project. Therefore, operation of the Proposed Project would result in a less than significant exposure of offsite sensitive receptors to substantial pollutant concentrations.

Local Criteria Pollutant Impacts from Onsite Operations

The local air quality impacts from the operation of the Proposed Project would occur from onsite sources such as architectural coatings, landscaping equipment, and onsite usage of natural gas appliances. The analysis provided in Appendix B found that the operation of the Proposed Project would not exceed the local NO_x, CO, PM_{10} and $PM_{2.5}$ thresholds of significance. Therefore, the ongoing operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

Operations-Related Toxic Air Contaminant Impacts

Particulate matter from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the Proposed Project, a less than significant TAC impact would occur during the on-going operations of the Proposed Project and no mitigation would be required.

Therefore, operation of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

3.5 BIOLOGICAL RESOURCES

During the Scoping Period, Chambers Group received a comment letter from the California Department of Fish and Wildlife (CDFW) requesting an assessment of the Project's potentially significant, direct and indirect impacts on biological resources.

A biological reconnaissance-level survey was conducted for the Verdugo Campus due to its proximity to the terraced hillside of the San Rafael Hills in Verdugo Canyon, and based on the CDFW comment letter. A Biological Resources Reconnaissance Assessment was prepared for the project on October 23, 2020. The assessment included a literature review of the site prior to the survey. The purpose of the survey was to document existing vegetation communities, identify special status species with a potential for occurrence, and map habitats that could support special status wildlife species as well as evaluate potential impacts of the Project to these resources. The completed Biological Resources Reconnaissance Assessment including site photos is provided in Appendix C.

3.5.1 Environmental Setting

Verdugo Campus

The Survey Area encompasses the Project Site which includes the entirety of the Verdugo Campus. In addition, the Survey Area includes a 100-foot buffer into the adjacent open space bordering Campus Way and the northeastern end of Parking Lot B.

Soils

Prior to performing the biological reconnaissance survey, soil maps for the Survey Area were determined in accordance with categories set forth by the U.S. Department of Agriculture (USDA) Soil Conservation Service and by referencing the USDA Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2020). According to the results from the USDA NRCS Web Soil Survey (USDA 2020), the Project Site is located in the Los Angeles County, CA696 Southeastern part of the soil map. The soil types are Urban land-Palmview-Tujunga complex, and Urban land-Typic Xerorthents, coarse-Vista complex. The available water storage is classified as very low (approximately 4 inches for the Palmview-Tujunga, 2.4 inches for the Typic Xerorthents) with a depth to the water table of more than 80 inches (USDA 2020).

Hydrology

A general assessment of waters potentially regulated by the U.S. Army Corps of Engineers (USACE), California RWQCB, and CDFW was conducted for the Survey Area. No jurisdictional features such as drainages or swales were observed within the Survey Area.

Vegetation Communities and Other Areas

Three vegetation communities or land types were found within the Survey Area during the biological reconnaissance survey: Coastal Sage Scrub, Disturbed Coastal Sage Scrub, and Ornamental Landscaping/Developed landscape.

Coastal Sage Scrub

Coastal Sage Scrub is found on slopes, intermittently flooded arroyos, channels and washes, and rarely flooded low-gradient deposits. Soils are coarse, usually colluvial derived, well drained, and moderately acidic to slightly saline (Holland 1986). This vegetation community may include species such as California sagebrush (*Artemisia californica*), California bush sunflower (*Encelia californica*), California buckwheat (*Eriogonum fasciculatum*), yucca (*Hesperoyucca whipplei*), laurel sumac (*Malosma laurina*), lemonadeberry (*Rhus integrifolia*), sugar bush (*Rhus ovata*), deerweed (*Acmispon glaber*), and black sage (*Salvia mellifera*). The canopy is intermittent to continuous. The herbaceous layer is variable with emergent taller shrubs that may be present at low cover (Holland 1986).

Coastal Sage Scrub is present within the adjacent open space that borders Campus Way along the northeastern edge of the Survey Area. Two areas along Campus Way with Coastal Sage Scrub vegetation were surveyed as representative sample areas of the vegetation 100 feet northeast from the road (See Appendix C, Attachment 4: Photos 4 and 5). The habitat within these areas is not of high quality and shows signs past disturbance or possible restoration. These sample areas (A and B) are not located within close proximity to any of the proposed construction sites, and thus vegetation would not be impacted by construction activities. Native plant species found in this open space typical of this vegetation community include California sagebrush, California buckwheat, laurel sumac, brittlebush (*Encelia farinosa*), giant wild rye (*Elymus condensatus*), sugar bush, coast live oak (*Quercus agrifolia*), toyon (*Heteromeles arbutifolia*), lemonadeberry, and black sage. Non-native species found on site include fountain grass (*Pennisetum setaceum*) and short-pod mustard (*Hirschfeldia incana*) as an occasional occurrence.

Disturbed Coastal Sage Scrub

Disturbed Coastal Sage Scrub is a disturbed form of Coastal Sage Scrub with a high percentage of non-native weedy species (i.e., greater than 25 percent of the species cover). Disturbed Coastal Sage Scrub is present on the slopes northeast of the proposed District Storage Facility site in Parking Lot B along the northeastern edge of the Verdugo Campus. Plant species found in this open space typical of this vegetation community include California sagebrush, California buckwheat, laurel sumac, and sugar bush. Non-native species account for approximately 70 percent of the vegetation cover and consisted predominantly of fountain grass and, to a lesser degree, white sweet clover (*Melilotus albus*), pink rock-rose (*Cistus creticus*), and Mexican fan palm (*Washingtonia robusta*).

Ornamental Landscaping/Developed

Ornamental Landscaping includes areas where the vegetation is dominated by non-native horticultural plants (Gray and Bramlet 1992). Typically, the species composition consists of introduced trees, shrubs, flowers and turf grass. Developed areas have been altered by humans and now display man-made structures such as houses, paved roads, buildings, parks, and other maintained areas.

Areas of Ornamental Landscaping were present around buildings and landscaped lawn areas throughout the Survey Area. Plant species found in the Survey Area typical of this community included non-native species such as: Afghan pine (*Pinus eldarica*), Chinese pistache (*Pistacia chinensis*), Chinese flame tree (*Koelreuteria bipinnata*), sweet gum (*Liquidambar styraciflua*), bay fig (*Ficus macrophylla*), blue gum (*Eucalyptus globulus*), Brazilian pepper tree (*Schinus terebinthifolius*), London plane tree (*Platanus x hispanica*), and native coast live oak (*Quercus agrifolia*).

Areas that contain Ornamental Landscaping surround five of the proposed demolition and new construction sites as part of the Proposed Project.

General Plants

A total of 49 plant species were observed within the Survey Area during the biological reconnaissance survey (Appendix C, Attachment 2: Plant Species Observed/Detected List). Plant species observed during the survey were representative of the existing Survey Area conditions. No special status plant species were observed during the survey. A complete list of plant species observed is provided in Appendix C, Attachment 2.

General Wildlife

A total of 11 wildlife species were observed within the Survey Area during the biological reconnaissance survey. Wildlife species observed or detected during the survey were characteristic of the existing Survey Area conditions. A complete list of wildlife species observed or detected is provided in Appendix C, Attachment 3 – Wildlife Species Observed/Detected List.

Sensitive Species

The following information was used to determine biological resources potentially occurring within the Project Area. The criteria used to evaluate the potential for special status species to occur within the Project Area are outlined in Table 3-11 (Appendix C).

Table 3-11: Criteria for Evaluating Special Status Species Potential for Occurrence (PFO)

PFO*	CRITERIA
Absent:	Species are restricted to habitats or environmental conditions that do not occur within the Project site.
Low:	Historical records for this species do not exist within the immediate vicinity (approximately 5 miles) of the Project site, and/or habitats or environmental conditions needed to support the species are of poor quality.
Moderate:	Either a historical record exists of the species within the immediate vicinity of the Project site (approximately 3 miles) and marginal habitat exists on the Project site, or the habitat requirements or environmental conditions associated with the species occur within the Project site, but no historical records exist within 5 miles of the Project site.
High:	Both a historical record exists of the species within the Project site or its immediate vicinity (approximately 1 mile), and the habitat requirements and environmental conditions associated with the species occur within the Project site.
Present:	Species were detected within the Project site at the time of the survey.

*PFO: Potential for Occurrence

Special Status Plant Species

Database searches (CDFW 2020; CNPS 2020) resulted in a list of 14 federally and/or state listed threatened and endangered or otherwise special status plant species documented to historically occur within the vicinity of the Survey Area. Of the 14 plant species that resulted from the database search, 7 plant species are considered absent from the Survey Area, and 7 species are considered to have a moderate potential

to occur within the Survey Area. No special status species were found during the biological reconnaissance survey.

Although there is moderate potential for seven special status plant species to occur within the Survey Area, only one area within the Project Site (the proposed District Storage Facility area) would involve construction activities happening adjacent to Disturbed Coastal Sage Scrub habitat. No work at the proposed District Storage Facility or the other proposed construction sites is expected to enter the Disturbed Coastal Sage Scrub or Coastal Sage Scrub areas. In addition, the Ornamental Landscaping/Developed areas do not provide suitable habitat for any of the special status plants. Therefore, no special status plant species are expected to be impacted by the proposed construction activities.

The following two plant species are considered Absent from the Survey Area because they are presumed extirpated in California and are either rare or extinct elsewhere as denoted by the CRPR Rank 1A (Appendix C):

- Los Angeles sunflower (*Helianthus nuttallii subsp. parishii*) – CRPR 1A, last seen in 1937 in this area
- Parish's gooseberry (*Ribes divaricatum var. parishii*) – CRPR 1A, last seen in 1980 in this area
- The following five plant species are considered Absent from the Survey Area due to lack of suitable habitat or because they grow outside the elevation range of the Survey Area:
    - southern tarplant (*Centromadia parryi* subsp. *australis*) – CRPR 1B.1
    - smooth tarplant (*Centromadia pungens* subsp. *laevis*) – CRPR 1B.1
    - Coulter's goldfields (*Lasthenia glabrata* subsp. *coulteri*) – CRPR 1B.1
    - Greata's aster (*Symphyotrichum greatae*) – CRPR 1B.3
    - Sonoran maiden fern (*Thelypteris puberula* var. *sonorensis*) – CRPR 2B.2

The following seven plant species have a Moderate potential for occurrence within the Survey Area because suitable yet low quality habitat exists within the 100-foot buffer open space areas adjacent to the proposed construction work areas and historical records documenting occurrences of these species place the populations within 5 miles away (CDFW 2020).

- Plummer's mariposa-lily (*Calochortus plummerae*) - CRPR 4.2
- Nevin's barberry (*Berberis nevinii*) – CE, FE CRPR 1B.1
- Parry's spineflower (*Chorizanthe parryi* var. *parryi*) – CRPR 1B.1
- slender-horned spineflower (*Dodecahema leptoceras*) – CE, FE, CRPR 1B.1
- mesa horkelia (*Horkelia cuneata* var. *puberula*) – CRPR 1B.1
- white rabbit-tobacco (*Pseudognaphalium leucocephalum*) – CRPR 2B.2
- salt spring checkerbloom (*Sidalcea neomexicana*) – CRPR 2B.2

The biological reconnaissance survey resulted in no observations of special status plant species; thus, no special status plant species are considered Present in the Project Site.

Garfield and Montrose Campuses

The Garfield and Montrose Campuses are located within fully urbanized and developed areas in the City of Glendale. There are no significant ecological resources within or adjacent to these campuses and any campus vegetation is limited to introduced landscaping. These introduced landscaping includes the ornamental trees along East Garfield Avenue in the Garfield Campus, along Honolulu Avenue and

Broadview Drive in the Montrose Campus. Contrasting the Verdugo Campus, the Garfield and Montrose Campuses are not located adjacent to any open space areas.

Special Status Wildlife Species

Database searches (CDFW 2020; USFWS 2020) resulted in a list of 13 federally and/or state listed endangered or threatened, State Species of Concern, or otherwise special status wildlife species documented to occur within the Project Area. After a literature review and the assessment of the various habitat types within the Project Site, it was determined that all 13 special status wildlife species are considered absent from the Project Site.

The following nine wildlife species are considered Absent from the Survey Area due to the absence of suitable habitat present within the site:

- American badger (*Taxidea taxus*) - SSC
- burrowing owl (*Athene cunicularia*) – SSC
- coast horned lizard (*Phrynosoma blainvillii*) – SSC
- coast range newt (*Taricha torosa*) – SSC
- least Bell's vireo (*Vireo bellii pusillus*) – FE, SE
- pallid bat (*Antrozous pallidus*) – SSC
- southern California legless lizard (*Anniella stebbinsi*) – SSC
- southern grasshopper mouse (*Onychomys torridus ramona*) – SSC
- southwestern willow flycatcher (*Empidonax traillii extimus*) – FE, SE
- western mastiff bat (*Eumops perotis californicus*) – SSC
- western pond turtle (*Emys marmorata*) – SSC
- western spadefoot (*Spea hammondii*) – SSC
- western yellow bat (*Lasiurus xanthinus*) – SSC

3.5.2 Impacts and Mitigation

Impact 3.5-1*: Would the project 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?*

There are no special status plant species were found during the biological reconnaissance survey at the Verdugo Campus Survey Area and no work at the proposed District Storage Facility or the other proposed construction sites is expected to enter the Disturbed Coastal Sage Scrub or Coastal Sage Scrub areas. The plant species identified from the database search have been considered absent from the Survey Area because they have been either extirpated or because the Survey Area has a low-quality habitat or lacks a suitable habitat (Appendix C).

Therefore, based on the results of the database research and survey, the Proposed Project is not expected to significantly impact special status plant species by construction activities within the Verdugo Campus area.

Following the literature review and assessment of the various habitat types in the Survey Area, special status wildlife species have also been considered absent due to the lack of suitable habitat. Although the

Survey Area contains several mature trees, no high-quality roosting habitat for bats was found; and no sensitive bat species have been recorded to occur within 5 miles of the Survey Area since 1987. Therefore, no impacts to sensitive bat species are anticipated as a result of the Project (Appendix C).

As discussed in Section 3.5.1 Environmental Setting, the Montrose and Garfield Campuses are not expected to impact any special status plant or wildlife species because of its developed and urbanized location. There are no open spaces areas and any existing vegetation in these campuses are limited to ornamental landscaping.

Construction activities could result in impacts to nesting birds that may be using the existing landscaping as a habitat. To minimize potential impacts to nesting birds protected under the Migratory Bird Treaty Act (MBTA), construction activities should take place outside nesting season (February 1 to August 31), to the greatest extent practicable. Under the MBTA, it prohibits the take (such as collecting, killing, capturing, selling, trading, and transporting) of protected migratory bird species without authorization by the USFWS. Mitigation measure (MM) BIO-1, below, shall be implemented during construction activities at the Garfield, Montrose, and Verdugo Campus. Impacts would be less than significant with mitigation incorporated (Appendix C).

MM BIO-1: If construction activities occur during nesting season (February 1 to August 31); preconstruction surveys and biological monitoring shall be conducted if an active nest is found within the work area during the preconstruction survey. The construction activities include but are not limited to staging and disturbances to native and nonnative vegetation, structures, and substates. A qualified biologist approved by the District shall conduct and submit a migratory nesting bird and raptor survey report. The survey should occur no more than three days prior to initiation of Project construction activities, and any occupied passerine and/or raptor nests occurring within or adjacent to the impact area should be delineated. Additional follow-up surveys may be required by the resource agencies. To the maximum extent practicable, a minimum buffer zone around occupied nests should be maintained during physical ground-disturbing activities. The buffer zone, to be determined by the qualified biologist, shall be sufficient in size to prevent impacts to the nest. Once nesting season has ceased (September 1 to January 31), the buffer may be removed. This shall be determined by the qualified biologist and be approved by the District.

Overall, with implementation of MM BIO-1, impacts will be reduced to a less than significant level.

Impact 3.5-2*: Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

The Proposed Project is not located nearby any streams, wetlands, riparian habitat, or other sensitive natural community. As discussed in Appendix C and above in Section 3.5.1 Environmental Setting, the Garfield and Montrose Campuses are located in a heavily urbanized and developed region of the City. The Verdugo Campus, while it is built on the terraced hillside of the San Rafael Hills in Verdugo Canyon, the Verdugo Campus does not have any suitable habitats for special status plant or wildlife species. Therefore, impacts would be less than significant.

Impact 3.5-3*: Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

As discussed in Appendix C and above in Section 3.5.1 Environmental Setting, the Proposed Project does not contain any protected wetlands. All three campuses are located within a developed and urbanized area of the City. While Verdugo Campus is adjacent to the open spaces of the San Rafael Hills, it does not contain any federally protected wetlands. Furthermore, the Proposed Project would not involve any construction activities related to direct removal, filling, or hydrological interruption of wetlands. No impact would occur.

Impact 3.5-4*: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The Proposed Project is located in an urbanized and developed area of the City. There are no significant ecological resources, habitats, or wildlife corridors within the Proposed Project. While the Verdugo Campus is adjacent to the open space areas of the San Rafael Hills, there are no designated wildlife corridors or wildlife nursery sites that would be impacted by the Proposed Project.

Although the District intends to avoid the removal of mature ornamental trees; implementation of the Master Plan may require the removal of large trees that could support bird nesting. Therefore, the Proposed Project would implement MM BIO-1 to mitigate potential impacts to nesting birds.

Impact 3.5-5*: Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The Proposed Project would include landscaping improvements within the campuses. As discussed in the Initial Study, the District will comply with the Indigenous Tree Ordinance; and if activities have the potential to result in encroachment on protected trees, an Indigenous Tree Report would be prepared. Furthermore, while the District intends to avoid the removal of mature ornamental trees, the Proposed Project shall implement MM BIO-2 to reduce impacts from the spread of infectious tree diseases.

The removal of the trees could result in the spread of tree insect pests and diseases into areas not currently exposed (Appendix C). Therefore, the following mitigation measure would be implemented in the event that trees would be removed to reduce impacts from both tree pests and from the removal of mature trees to a less than significant level.

MM BIO-2: Should the Proposed Project require the removal of the mature trees; the District shall obtain the services by a qualified specialist to inspect the trees for contagious tree diseases prior to removal. If infections are found, an infectious tree disease management plan shall be prepared and implemented during the tree removal process by a specialist to avoid/reduce potential impacts. To avoid the spread of infectious tree diseases during tree removal, the diseased trees should not be transported from the Proposed Project site without first being treated using BMPs relevant for each tree diseases observed. To compensate the loss of trees, the District shall replace the removed trees as a result of the proposed work activities at least a 1:1 ratio with native trees, or a 3:1 ratio with a combination of native trees and/or appropriate understory and lower canopy plantings.

With implementation of MM BIO-2 and compliance with the City's Indigenous (Protected) Tree Program (Municipal Code Chapter 12.44), the Proposed Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant with mitigation incorporated.

Impact 3.5-6*: Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The Verdugo Campus is adjacent to the open space areas of the San Rafael Hills; however, the San Rafael Hills is not part of a Habitat Conservation, Natural Community Conservation Plan, nor is it a designated Significant Ecological Area under the Los Angeles County Department of Regional Planning (LA County 2014). Furthermore, the proposed construction activities at the Verdugo Campus are not expected to cause potentially significant impacts to the open spaces because the proposed improvements would be occurring within the campus property. While the construction within the proposed District Storage Facility area at the Verdugo Campus would occur adjacent to Disturbed Coastal Sage Scrub habitat, no work or other proposed construction sites is expected to enter the Disturbed Coastal Sage Scrub or Coastal Sage Scrub areas. The Garfield and Montrose Campuses are not located within a Habitat Conservation or Natural Community Conservation Plan and is within a fully developed and urbanized area of the City. Therefore, impacts would be less than significant.

3.5.3 Cumulative Impacts

The Proposed Project will occur on the three existing campuses noted in the analysis above. In addition, the large majority of the proposed future projects included in the cumulative analysis are also located in developed portions within the City of Glendale rather than in natural areas. For potential impacts to migratory birds or other species that may occur within the developed areas, mitigation measures would be expected to be implemented for the projects considered in the cumulative analysis. Therefore, cumulative impacts to biological resources are considered less than significant with implementation of the mitigation measures listed above.

3.6 CULTURAL RESOURCES

A records search was conducted for the three campuses on January 7, 2020, by staff at the South-Central Coastal Information Center (SCCIC) located at the California State University, Fullerton. The records search provided information on all documented cultural resources and previous archaeological investigations within 0.25-mile of the three campuses. PaleoWest, LLC (PaleoWest) completed a Historical Resource Assessment Report for the Verdugo Campus in compliance with the CEQA as it is the only campus in the Facilities Master Plan that includes historic-age buildings (Appendix D).

3.6.1 Archaeological and Cultural Resource Setting

Both the archaeological and historical setting is described below in detail.

Gabrieleño Archaeology and Ethnography

The Shoshonean migration marks the arrival of Uto-Aztecan speakers to Southern California. The Gabrielino, a branch of Shoshonean, arrived around 500 B.C. Their language has been identified as Cupon language which is part of the larger Uto-Aztecan (Johnston 1962).

At the time of Spanish contact, the Gabrielino inhabited a rich coastal and inland region of Southern California consisting of present-day Los Angeles and Orange Counties, including San Nicolas, San Clemente and Santa Catalina Islands (Bean and Smith 1978). Second only to the Chumash, the Gabrielino were the wealthiest, most populous, and most powerful ethnic group in southern California (Moratto 1984). Settlement pattern studies concluded there is a presence of both primary villages that were occupied year-round and secondary temporary camps inhabited at various times of the season. Both primary and temporary settlements seemed to be located near water sources (Bean and Smith 1978).

Their culture was very similar to that of the Chumash despite marked differences in language, mortuary practices, and the manufacture and use of pottery. The Gabrielino influenced cultures as far north as the San Joaquin Valley Yokuts, as far east as the Colorado River, and south into Baja California.

The majority of Gabrielino artifacts reflect an ornate craftsmanship with everyday use items often decorated with asphaltum and shell inlaid, paintings and rare minerals. The Gabrielino established a well-versed economic system focusing on trading goods, food reserves, and disturbed resources. The Gabrielino quarried steatite from Santa Catalina Island and often traded with neighboring tribes. Steatite items are diagnostic of the Gabrielino; using the rock to make pipes, animal carvings, cooking vessels, and ornaments (Bean and Smith 1978).

The Gabrielino houses were circular structures thatched with tule, fern, or *carrizo* (weeds). Some houses were recorded as large as 60 ft in diameter. Sweathouses, menstrual huts, and ceremonial enclosures were other common structures found in villages (Bean and Smith 1978).

Prehistory

It is generally agreed that human occupation of Southern California began at least 10,000 years before present (BP). The archaeological record indicates that between approximately 10,000- and 6,000-years BP, a predominantly hunting and gathering economy existed, characterized by archaeological sites containing numerous projectile points and the remains of butchered large animals. The most heavily

exploited species were likely those species still alive today. Bones of extinct species have been found in the region but, unlike other regions of the continent, are not definitively associated with cultural artifacts in California. Although small animal bones and plant grinding tools are rarely found within archaeological sites of this period, small game and vegetal foods were likely exploited on a widespread basis. A lack of intact stratified cultural deposits from this period suggests small groups practiced high residential mobility during this period (Wallace 1978).

The three major periods of prehistory for the greater Los Angeles Basin region have been refined by research using radiocarbon dates from archaeological sites in coastal Southern California (Koerper and Drover 1983; Mason and Peterson 1994):

- Millingstone Period (6,000–1,000 B.C., or about 8,000–3,000 years ago)
- Intermediate Period (1,000 B.C.–A.D. 650, or 3,000–1,350 years ago)
- Late Prehistoric Period (A.D. 650–about A.D. 1800, or 1,350–200 years ago)

Around 6,000 years BP, a shift in focus from hunting toward a greater reliance on vegetal resources occurred. Archaeological evidence of this trend consists of a much greater number of milling tools (e.g., metates and manos) for processing seeds and other vegetable matter (Wallace 1978). This period, known to archaeologists as the Millingstone Period, was a long period of time characterized by small, mobile groups that likely relied on a seasonal round of settlements that included both inland and coastal residential bases. Seeds from sage and grasses, rather than acorns, provided calories and carbohydrates. Faunal remains from sites dating to this period indicate similar animals were hunted. Inland Millingstone sites are characterized by numerous manos, metates, and hammerstones. Shell middens are common at coastal Millingstone sites. Coarse-grained lithic materials, such as quartzite and rhyolite, are more common than fine-grained materials in flaked stone tools from this time. Projectile points are found in archaeological sites from this period, but they are far fewer in number than from sites dating to before 6,000 years BP. An increase in the size of groups and the stability of settlements is indicated by deep, extensive middens at some sites from this period (Wallace 1978).

In sites post-dating roughly 3,000 years BP, archaeological evidence indicates the reliance on both plant gathering and hunting continued and was more specialized and locally adapted to particular environments. Mortars and pestles were added to metates and manos for grinding seeds and other vegetable material. Chipped-stone tools became more refined and specialized, and bone tools were more common. During this period, new peoples from the Great Basin began entering Southern California. These immigrants, who spoke an Uto-Aztecan language, seem to have displaced or absorbed the earlier population of Hokan-speaking peoples. The exact time of their entry into the region is not known; however, they were present in Southern California during the final phase of prehistory. During this period, population densities were higher than before; and settlement became concentrated in villages and communities along the coast and interior valleys (Erlandson 1994; McCawley 1996). During the Intermediate Period, mortars and pestles appeared, indicating the beginning of acorn exploitation. Use of the acorn – a high-calorie, storable food source – probably allowed greater sedentism and facilitated an increased level of social organization. Large projectile points from archaeological sites of this period indicate that the bow and arrow, a hallmark of the Late Prehistoric Period, had not yet been introduced; and hunting was likely accomplished using the *atlatl* (spear thrower) instead. Settlement patterns during this time are not well understood. The semi-sedentary settlement pattern characteristic of the Late Prehistoric Period may have begun during the Intermediate Period, although territoriality may not yet have developed partially because of lower population densities. Regional subcultures also started to

develop, each with its own geographical territory and language or dialect (Kroeber 1925; McCawley 1996; Moratto 1984). These were most likely the basis for the groups encountered by the first Europeans during the eighteenth century (Wallace 1978). Despite the regional differences, many material culture traits were shared among groups, indicating a great deal of interaction (Erlandson 1994). The Late Prehistoric Period is better understood than earlier periods largely through ethnographic analogy made possible by ethnographic and anthropological research of the descendants of these groups in the late nineteenth and early twentieth centuries.

History

The first significant European settlement of California began during the Spanish Period (1769 to 1821) when 21 missions and four presidios were established between San Diego and Sonoma. Although located primarily along the coast, the missions dominated economic and political life over the greater California region. The purpose of the missions was primarily for political control and forced assimilation into Spanish society and Catholicism of the Native American population, along with economic support to the presidios (Castillo 1978).

The Mexican Period (1821-1848) began with the success of the Mexican Revolution in 1821, but changes to the mission system were slow to follow. When secularization of the missions occurred in the 1830s, their vast land holdings in California were divided into large land grants called ranchos. The Mexican government granted ranchos throughout California to Spanish and Hispanic soldiers and settlers (Castillo 1978; Cleland 1941). Even after the decree of secularization was issued in 1833 by the Mexican Congress, missionaries continued to operate a small diocesan church. In 1834, the San Gabriel Mission was turned over to the civil administrator which included over 16,000 cattle (Hoover et al 1990: 150-177).

In 1848, The Treaty of Guadalupe Hidalgo ended the Mexican-American War and marked the beginning of the American Period (1848 to present). The discovery of gold that same year sparked the 1849 California Gold Rush, bringing thousands of miners and other new immigrants to California from various parts of the United States, most of whom settled in the north. For those settlers who chose to come to Southern California, much of their economic prosperity was fueled by cattle ranching rather than by gold. This prosperity, however, came to a halt in the 1860s as a result of severe floods and droughts, as well as legal disputes over land boundaries, which put many ranchos into bankruptcy (Castillo 1978; Cleland 1941).

The City of Glendale is located on a portion of the land known during the Spanish Period as Rancho San Rafael. Rancho San Rafael was established in 1798 by Corporal Jose Maria Berdugo, passed down through familial succession, and in 1861 was divided and subsequentially partitioned into smaller pieces of land. In a court decision in 1871, known as the “Great Partition,” the Rancho San Rafael was dissolved, which allowed for the land to be developed for businesses and homes. In 1887, six individuals contributed 150 acres of land, which was platted, filed, and recorded as the “Town of Glendale. The city was incorporated in 1906 (City of Glendale 2020a).

Historical Overview

Glendale Community College was founded in 1927 to serve the needs of the people in the Glendale Union High School District. As the population of Glendale grew in the early twentieth century, so did the need for higher education for increasingly large graduating high school classes. The school was founded as Glendale Junior College and from 1927 to 1929 classes were held at Glendale Union High School. In 1929 the junior college moved to the Harvard School plant of the Glendale Union High School District where it

remained until 1937. The Harvard Plant building was damaged in the 1933 Long Beach Earthquake, which led to the development of a dedicated campus for Glendale Junior College. The location of the current Verdugo Campus was chosen and an initial purchase of 25 acres was made at $1,200 per acre. From 1934 to 1937 classes were held in tent bungalows on the Harvard plant. Bond measures were issued in 1935 to fund the college. City funds were matched by Works Progress Administration (WPA) funding. George M. Lindsey was chosen as the architect for the project and the contracting firm was Whittaker and Snook (Appendix D).

On July 1, 1970 Glendale College became a part of the Glendale Junior College District. On April 20, 1971, the Board of Education adopted a resolution changing the District name to Glendale Community College District. Over the years many of the buildings have been renovated, replaced, or had significant additions. New buildings have also been constructed during the late 20th century and into the 21st century, including those designed by Spencer/Hoskins Associates in the 1990s. Among the significant developments on the Verdugo Campus include the construction of the San Rafael Building, completed in 1989, which marked the campus's first new space in 15 years. A renovation of the Administration Building was completed in 1990 and a remodeled Auditorium Building was completed 1992, the upper level parking lot was expended in 1994, and the San Gabriel Building and an addition to the library were completed in 1997. A remodeling of the Aviation/Arts Building was completed in 1999. The Student Center project, to build a new bookstore and modernize the other Campus Center facilities, began construction in December 1998 and was completed in Fall 2000. The Cimmarusti Science Center and remodel of the Chemistry Math and Physics-Biology buildings occurred during the 2001-2002 semester (Spicer and Karpp 2001).

The campus now consists of 100 acres and 15 permanent buildings. It is located on the slopes of the San Rafael Mountains overlooking the valleys in the Glendale area. The Glendale Community College has a college-credit enrollment of about 15,000 day and evening students, and approximately 10,000 others through the adult education program, specialized job training programs, and contract instruction administered through the PDC (Glendale Community College 2020).

Field Investigation

A pedestrian survey of the Project area was conducted by PaleoWest on August 3, 2020. During the field survey, the exteriors of the buildings within the Project area were analyzed, photographed, and recorded. Any building or structure determined to have been built prior to 1975 or to be potentially eligible for the California Register of Historical Resources (CRHR) were formally evaluated on the California Department of Parks and Recreation (DPR) 523 series forms, which are included in Appendix A of the Historical Resources Assessment (Appendix D). The seven buildings found to have obtained sufficient age for consideration as contributors to the GCCD Verdugo Campus are the Arroyo Seco Building, Camino Real Building, John A. Davitt Administration Building, Auditorium Building, Verdugo Gym, Sierra Nevada Gym, and the Advanced Technology Center. Further discussions on the features of the seven buildings are discussed in Section 5.0 of Appendix D.

3.6.2 Applicable Regulations

California Environmental Quality Act (CEQA)

The Proposed Project is subject to compliance with CEQA, as amended. Compliance with CEQA statutes and guidelines requires both public and private projects with financing or approval from a public agency to assess the project's impact on cultural resources (Public Resources Code Section 21082, 21083.2 and

21084 and California Code of Regulations 10564.5). The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the CRHR" (Public Resources Code Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older, possesses integrity of location, design, setting, materials, workmanship, feeling, and association, and meets any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, any proposed project that may affect historically significant cultural resources must be submitted to the State Historic Preservation Officer (SHPO) for review and comment prior to project approval by the responsible agency and prior to construction (Appendix D).

3.6.3 Record Search

A records search was conducted for the three campuses on January 7, 2020, by staff at the SCCIC located at the California State University, Fullerton. The records search provided information on all documented cultural resources and previous archaeological investigations within 0.5-mile of the three campuses. Resources consulted during the records search included the National Register of Historic Places (NRHP), California Historical Landmarks, California Points of Historical Interest, and the California State Historic Resources Inventory (Appendix D).

Based upon the records search conducted by staff at the SCCIC, 23 cultural resource studies have been completed previously within the 0.5-mile study area radius. Two of the 23 previous studies were within the Proposed Project identified in Table 3-12 below.

Table 3-12: Previous Cultural Resource Studies within Study Area

Report Number	Year	Author	Title	Resources
LA-00064	1974	Gerald R. Gates	Assessment of the Archaeological Impact by the Development of Gregg's Artistic Homes at the Terminus of Country Club Drive and Barnes Circle, Glendale, California	N/A

Report Number	Year	Author	Title	Resources
LA-00390	1988	Marie G. Cottrell	Archaeological Assessment of Somerset Estates City of Glendale	N/A
LA-01178	1982	Richard D. Aycock	An Archaeological Resource Survey and Impact Assessment of Verdugo Park, City of Glendale, Los Angeles County, California	N/A
LA-01412	1977	Robert Perry	Archaeological Survey Report on Approximately 300 Acres Located in the Glendale Area, County of Los Angeles	N/A
LA-02044	1990	Stephen D. Dibble and Kathleen C. Del Chario	Cultural Resource Assessment for Tentative Tract No. 47467 in Glendale, County of Los Angeles	N/A
LA-02255	1962	Robert H. Crabtree	Ucla Archaeological Survey: Field Project Number Ucas-078-b Highway Construction Survey of Route 7-la-61-la, Gndl. Between Ave. 36 and Verdugo Ave.	N/A
LA-02513	1965	Robert H. Crabtree	Highway Construction Survey Foothill Freeway Ucas-082-d	N/A
LA-03501	1990	Brian D. Dillon	Archaeological Record Search and Impact Evaluation for the Los Angeles Wastewater Program Management (nos-ncos) Project Los Angeles, California	19-000007, 19-000053, 19-000055, 19-000056, 19-000057, 19-000067, 19-000068, 19-000069, 19-000070, 19-000071, 19-000072, 19-000073, 19-000074, 19-000080, 19-000097, 19-000132, 19-000159, 19-000171, 19-000172, 19-000181, 19-000887, 19-001112, 19-001261, 19-001336, 19-001399, 19-

Report Number	Year	Author	Title	Resources
				001595
LA-05233	2000	Jeanette A. McKenna	Phase I Cultural Resources Investigations for the Proposed Sanitary Sewer Improvements Project in the City of La Cañada-Flintridge, Los Angeles County, Ca	19-000004, 19-000007, 19-002189, 19-150321
LA-05240	2001	Curt Duke	Cultural Resource Assessment Cingular Wireless Facility No. La 339-04 Los Angeles County, Ca	N/A
LA-05242	2001	Curt Duke	Cultural Resource Assessment Cingular Wireless Facility No. Vy 061-02 Los Angeles County, Ca	N/A
LA-05244	2001	Curt Duke	Cultural Resource Assessment Cingular Wireless Facility No. La 339-01 Los Angeles County, Ca	N/A
LA-05248	2000	Sean Dexter	Archaeological Survey of City of Glendale Irrigated Greenbelts, Federal Emergency Management Agency Hgmp #1005-54	19-000132
LA-05414	2000	Philomene C. Smith	Negative Archaeological Survey Report:07-la-2 Kp22.5/36.7-170-21370k	N/A
LA-06950	2003	Jeanette A. McKenna	La Cañada-Flintridge Sewer Improvement Project Summary	19-000004, 19-000007, 19-002189, 19-003037, 19-150321, 19-186576
LA-08812	2006	Wayne H. Bonner	Cultural Resources Records Search and Site Visit Results for American Tower Corporation Candidate 300994 (N. Glendale), 1714 Cañada Boulevard, Glendale, Los Angeles County, California	N/A
LA-09165	2007	Wayne H. Bonner	Cultural Resources Records Search and Site Visit Results for Royal Street Communications, LLC Candidate LA0120E (Baptist Church), 1209 East Garfield Avenue, Glendale, Los Angeles County, California	N/A
LA-09562	2008	Wayne H. Bonner	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11784A (Maple Park), 802 East Maple St., Glendale, Los Angeles County, CA.	N/A

Report Number	Year	Author	Title	Resources
LA-10226	2009	Wayne H. Bonner and Sarah A. Williams	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV12002A (Foxkirk) & Parcher PI ROW), 811 Foxkirk Rd., Glendale, Los Angeles County, California.	N/A
LA-10306	2009	Wayne Bonner and Sarah A. Williams	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate SV11622C (Glendale Auto Clinic), 1003 Palmer Ave., Glendale, Los Angeles County, California	N/A
LA-10712	*2010*	*Wayne Bonner*	*Cultural Resources Records Search and Site Visit Results for Clearwire Candidate CA-LOS0147C (Glendale Community College), 1122 East Garfield Avenue, Glendale, Los Angeles County, California*	*N/A*
LA-11758	*2011*	*Wayne Bonner*	*Cultural Resources Records Search and Site Visit, Glendale Community College 1500 North Verdugo Road Glendale, CA*	*19-190018*
LA-11960	2012	Wayne Bonner	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV00061A (VY061 First Lutheran Church), 1300 East Colorado Street, Glendale, Los Angeles County, California	19-190090

Based upon the records search conducted by staff at the SCCIC, four previously recorded cultural resources were recorded within the 0.5-mile study area radius (Table 3-13). Of those four previously recorded resources, one resource is within the Proposed Project (Appendix D).

Table 3-13: Previously Recorded Cultural Resources within the Study Area

Primary Number	Trinomial	Resource Name	Site Description
P-19-170777	N/A	OHP Property Number 176350; Glendale Forest Lawn Cemetery	Historic Building
P-19-186860	N/A	SCE Verdugo Distribution Circuit	Historic Structure
P-19-190018	*N/A*	*OHP Property Number 158393; Glendale Community College*	*Historic Building*
P-19-190090	N/A	First English Evangelical Church Lutheran Church of Glendale	Historic Building

In addition to the records search, general contextual and site-specific research was conducted for the subject property and the surrounding area. Additional sources consulted include the National Register of Historic Places, the Office of Historic Preservation Directory of Properties in the Historic Property Data File, Los Angeles County Assessor files, historical newspapers databases, historic Sanborn Fire Insurance Maps, Los Angeles Public Library databases, newspaper.com., ancestry.com. and general online research.

Historical maps consulted include the Los Angeles, Glendale, and Pasadena 7.5-minute U.S. Geological Survey (USGS) quadrangles. The 1894 and 1900 maps depicted the area has largely undeveloped with no buildings depicted within the Project area. The school campus is shown on the 1953 Pasadena map and all subsequent maps (Appendix D).

3.6.4 Impacts and Mitigation

Impact 3.6-1: *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

PaleoWest identified seven historic-period buildings within the Proposed Project area. Evaluation of the eligibility of the buildings' listing on the CRHR are discussed in appendices of the Historic Resources Assessment (Appendix D). Based on review of the criteria in comparison to the features of each of the buildings, it was found that the buildings that comprise Glendale Community College do not collectively or individually meet the four CRHR Criterions. Research results had yielded no information to suggest that:

- The buildings have any significant events associated with the history of the City or the U.S. are especially associated with the campus or any of the individual building;
- Persons of historical significance are associate with these buildings that would convey the historical significance of that person;
- The buildings embody distinct characteristics of a type, period, and method of construction, or as the work of an important creative individual, or as having high artistic value;
- The buildings have the potential to broaden early- to mid-twentieth century building construction, history of education, or history of the City of the U.S. (Appendix D).

Furthermore, there are no locally listed or NRHP, or CRHR-eligible properties within the Proposed Project (Appendix D). Therefore, because the Proposed Project's construction and operational activities are not expected to create a substantial and adverse change to a significant historical resource, impacts would be less than significant.

Impact 3.6-2: *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

According to Public Resources Code 21083.2, the definition of a unique archaeological resources is an archaeological artifact, object, or site that demonstrates public interest, has a specific quality of its type, or is directly associated with a scientifically recognized important prehistoric or historic event or person. Based on the results of the SCCIC, the Proposed Project does not contain any archaeological sites previously recorded (Appendix D). Furthermore, the majority of the improvements would occur within existing buildings of the campuses. For any new construction, these would occur within previously disturbed areas such as the new SCI building to replace an existing parking lot, the new parking structure along Mountain Street to replace an existing tennis court, and the new parking lot along Broadview to expand the existing parking lot. Because the Proposed Project would occur within previously disturbed properties, and is not expected to reach native soils, impacts would be less than significant.

Impact 3.6-3: *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Because the Proposed Project is located within a fully developed area, and are on previously disturbed sites, and results of the SCCIC stated that there are no known archaeological sites (Appendix D). Therefore, it is not expected that human remains outside of formal cemeteries would be discovered and there would be no resources discovered that would contain any contextual value because of previous disturbances that have occurred. While there is no publicly available information indicating that human remains may occur within the Proposed Project areas, in the event that the discovery of human remains occurs during ground disturbing activities, the Proposed Project would comply with the California Health and Safety Code 7050.5 which states the following:

> In the event that any human remains are encountered, the Proposed Project would comply with State Health and Safety Code Section 7050.5 that states that no further disturbance can occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the California Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD must complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with the State Health and Safety Code would reduce any potential impacts associated with the discovery of human remains.

Therefore, impacts would be less than significant.

3.6.5 Cumulative Impacts

The Proposed Project will occur on the three existing campuses noted in the analysis above. In addition, the large majority of the proposed future projects included in the cumulative analysis are also located in developed portions within the City of Glendale rather than in previously undisturbed areas. As noted in the analysis above, the Proposed Project will not impact historic resources, and any potential cumulative projects in the vicinity would also need to analyze impacts to historic resources. For potential impacts to potentially undisturbed or unknown cultural resources that may occur within the developed areas, compliance with existing regulations or implementation of mitigation measures would be anticipated for the projects considered in the cumulative analysis. Therefore, cumulative impacts to cultural resources are considered less than significant.

3.7 GREENHOUSE GAS EMISSIONS

This section provides information on potential impacts from the greenhouse gas (GHG) emissions generated either directly or indirectly by the Proposed Project. This section also addresses the potential of the Proposed Project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This section incorporated the analysis in the Air Quality and Greenhouse Gas Emissions Report in Appendix B. The GHG modeling parameter and output is also included in this EIR as Appendix B. This analysis follows the SCAQMD recommendations for preparing a GHG emissions analysis under CEQA.

3.7.1 Background Information

Greenhouse Gases

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHGs), play a critical role in the Earth's radiation amount by trapping infrared radiation from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean. The following provides a description of each of the greenhouse gases and their global warming potential (Appendix B).

Water Vapor

Water vapor is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there is also dynamics that put the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up).

Carbon Dioxide

The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. However, humankind has altered the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700s, each of these activities has increased in scale and distribution. CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 ppm. The International Panel on Climate Change (IPCC) indicates that concentrations were 379 ppm in 2005, an increase of more than 30 percent. Left unchecked, the IPCC projects that concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources. This could result in an average global temperature rise of at least two degrees Celsius or 3.6 degrees Fahrenheit.

Methane

CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Its lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide

Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. N_2O is also commonly used as an aerosol spray propellant (i.e., in whipped cream bottles, in potato chip bags to keep chips fresh, and in rocket engines and race cars).

Chlorofluorocarbons

CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.

Hydrofluorocarbons

HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH3CHF2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6).

Concentrations of CF4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

Sulfur Hexafluoride

Sulfur Hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Aerosols

Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning due to the incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

Global Warming Potential

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to the reference gas, CO_2. The GHGs listed by the IPCC and the CEQA Guidelines are discussed in this section in order of abundance in the atmosphere. Water vapor, the most abundant GHG, is not included in this list because its natural concentrations and fluctuations far outweigh its anthropogenic (human-made) sources. To simplify reporting and analysis, GHGs are commonly defined in terms of their GWP. The IPCC defines the GWP of various GHG emissions on a normalized scale that recasts all GHG emissions in terms of carbon dioxide equivalent (CO2e). As such, the GWP of CO_2 is equal to 1. The GWP values used in this analysis are based on the 2007 IPCC Fourth

Assessment Report, which are used in CARB's 2014 Scoping Plan Update and the CalEEMod Model Version 2016.3.2 and are detailed in Appendix B. The IPCC has updated the Global Warming Potentials of some gases in their Fifth Assessment Report; however the new values have not yet been incorporated into the CalEEMod model that has been utilized in this analysis.

Greenhouse Gas Emissions Inventory

According to Carbon Dioxide Information Analysis Center[1], 9,855 million metric tons (MMT) of CO2e emissions were created globally in the year 2014. According to the EPA[2] the breakdown of global GHG emissions by sector consists of: 25 percent from electricity and heat production; 21 percent from industry; 24 percent from agriculture, forestry and other land use activities; 14 percent from transportation; 6 percent from building energy use; and 10 percent from all other sources of energy use.

According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018, prepared by EPA, April 13, 2020, in 2018 total U.S. GHG emissions were 6,676.6 million metric tons of CO2e (MMTCO2e) emissions. Total U.S. emissions have increased by 3.7 percent between 1990 and 2018, which is down from a high of 15.2 percent above 1990 levels in 2007. Emissions increased by 2.9 percent or 188.4 MMTCO2e between 2017 and 2018. The recent increase in GHG emissions was largely driven by an increase in CO_2 emissions from fossil fuel combustion, that was a result of multiple factors including greater heating and cooling needs due to a colder winter and hotter summer in 2018 compared to 2017.

According to CARB,[3] the State of California created 424.1 MMTCO2e in 2017. The breakdown of California GHG emissions by sector consists of: 41 percent from transportation; 24 percent from industrial; 15 percent from electricity generation; 8 percent from agriculture; 7 percent from residential buildings; and 5 percent from commercial buildings. In 2017, GHG emissions were 5 MMTCO2e lower than 2016 levels, which is 7 MMTCO2e below the 2020 GHG limit of 431 MMTCO2e established by AB 32 (Appendix B).

3.7.2 Impacts and Mitigation

Impact 3.7-1: *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The Proposed Project quantifies planning data to forecast projected space needs that are aligned with GCCD's educational planning for existing and future programs. The Master Plan Update recommends site and facilities improvements for the three GCCD campuses: the Verdugo Campus, the Garfield Campus, and the Montrose Campus. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. Each campuses' GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Appendix B. A summary of the results is shown below. The CalEEMod printouts for the Verdugo Campus, Garfield Campus, and Montrose Campus are shown in Appendix B.

[1] Obtained from: https://cdiac.ess-dive.lbl.gov/trends/emis/tre_glob_2014.html
[2] Obtained from: https://www.epa.gov/ghgemissions/global-greenhouse-gas-emissions-data
[3] Obtained from: https://www.arb.ca.gov/cc/inventory/data/data.htm

Table 3-14: Project Related Greenhouse Gas Annual Emissions

Category	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO2	CH4	N2O	CO2e
Total Verdugo Campus GHG Emissions	1,152.73	2.60	0.02	1,223.94
Total Garfield Campus GHG Emissions	188.22	0.40	0.00	199.20
Total Montrose Campus GHG Emissions	994.47	1.19	0.00	1,025.32
Total GHG Emissions (All Campuses)	2,335.42	4.19	0.02	2,448.46
SCAQMD Draft Threshold of Significance				**3,000**
Exceed Threshold?				**No**

The data provided in Table 3-14 shows that implementation of the proposed improvements on the three campuses would create 2,448.46 MTCO2e per year. According to the SCAQMD draft threshold of significance detailed in Appendix B, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 3,000 MTCO2e per year. Therefore, a less than significant generation of greenhouse gas emissions would occur from development of the proposed project.

Impact 3.7-2: *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the Proposed Project is the Greener Glendale Plan. The Greener Glendale Plan includes goals, strategies, and recommendations to achieve sustainability that are expected to have quantifiable GHG reduction results, which reflect a list of community priorities that account for both the GHG reduction potential and implementation feasibility, however the measures are primarily directed toward activities for the City to implement and not directed to new development projects. The three campuses are located in close proximity to existing bus stops, which will promote alternative transportation modes and all new and renovated structures would be required to meet the most current Title 24 Part 6 Building Energy Efficiency standards and the Title 24 Part 10 CalGreen standards, which will reduce building energy usage (Appendix B). Therefore, the Proposed Project would be in compliance with the Greener Glendale Plan and as detailed in Section 9.8 would be in compliance with the SCAQMD's GHG emissions thresholds. As such, the Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

3.8 LAND USE AND PLANNING

As noted in the Initial Study, potential impacts related to dividing an established community and conflicts to land use plans and policies were found to have no impact. However, analysis of the Proposed Project's impacts to the City's Level of Service (LOS) standards and Traffic Impact Analysis (TIA) guidelines were discussed during the preparation of the TIA (Appendix F). Therefore, this section provides a summary of the results of the TIA and identifies whether the Proposed Project would be inconsistent with the City's Circulation Element.

3.8.1 Environmental Setting

GCCD services a diverse population of students across the City of Glendale and the greater-Glendale community. The Proposed Project is a long-range plan for developing and renovating the District's Verdugo, Garfield, and Montrose Campus. Land use and zoning designations of the campuses are Public/Semi Public and Restricted Residential (Verdugo Campus), Campus District and Medium Residential (Garfield Campus), and Regional Commercial (Montrose Campus). The surrounding development of the campuses are a mixture of residential, recreation, and commercial.

City of Glendale General Plan

The City's General Plan establishes guidelines and policies for the protection of resources within the City and to meet the community needs. The General Plan addresses circulation, conservation, housing, land use, noise, open space, and safety as mandated by law as well as community facilities, historic preservation, and recreation which are recommended but not required. A list of the General Plan elements are listed below (City 2020b):

- Circulation Element (August 1998)
- Historic Preservation Element (September 1997)
- Housing Element (January 2014)
- Land Use Element (October 1986)
- Noise Element (May 2007)
- Open Space and Conservation Element (January 1993)
- Recreation Element (April 1996)
- Safety Element (July 2003)

Community Plans

The South Glendale Community Plan Area establishes guidelines and policies for the development within the neighborhoods and commercial districts of the South Glendale areas which are located south of Ventura Freeway, west of the Glendale Freeway (SR 2), and east of San Fernando Road. The South Glendale area is subdivided into 44 planning areas. The South Glendale Community Plan's Environmental Impact Report was adopted July 2018 (City of Glendale 2018).

The North Glendale Community Plan establishes guidelines and policies for the development within the neighborhoods and commercial districts of the La Crescenta and Montrose areas of the City. The North Glendale Community Planning area encompasses the San Gabriel Mountains, portions of La Crescenta north of the Interstate 210 Freeway (I-210), and the areas of Verdugo City, Sparr Heights, and Montecito

Park which are south of the I-210 and west of the SR 2. The North Glendale Community Plan was adopted November 2011 (City 2011).

City of Glendale Traffic Impact Analysis Guidelines

While Vehicle Miles Traveled (VMT) is the preferred quantitative metric for assessing potentially significant transportation impacts under CEQA, it should be noted that Senate Bill (SB) 743 does not prevent a city or county from using metrics such as level of service (LOS) as part of the application of local general plan policies, municipal and zoning codes, conditions of approval, or any other planning requirements through a city's planning approval process; cities can still ensure adequate operation of the transportation system in terms of transportation congestion measures related to vehicular delay and roadway capacity. As such, the City of Glendale can continue to require congestion-related transportation analysis and mitigation projects through planning approval processes outside CEQA (Appendix F).

The City of Glendale TIA guidelines define the following significance levels (which are no longer considered CEQA transportation impact thresholds but are rather used to ensure compliance with the general plan and other City planning documents):

- For signalized intersections, a significant impact would occur if a proposed project increases the Volume-to-Capacity (V/C) ratio by 0.020 or more at LOS D, E, or F.
- At unsignalized intersections, a significant impact would occur if the project increases the intersection delay by 3 seconds or more and LOS D, E, or F occurs.
- For roadways, a significant impact occurs if the street's "environmental" capacity is exceeded with or without the Project and the Project increases the without-Project Average Daily Traffic (ADT) by more than 10 percent.

3.8.2 Impacts and Mitigation

Impact 3.8-1: *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The Proposed Project consists of construction and renovation within existing campus properties, or properties recently acquired by the District. The Proposed Project would not require zoning or land use amendments. The proposed uses would be consistent with existing campus activities, and the proposed construction activities are what is typically expected to maintain and operate an educational facility to accommodate student and faculty needs.

The Traffic Impact Analysis (Appendix F) includes a LOS analysis as part of the application of local general plan policies, municipal and zoning codes, and any other requirements to ensure adequate operation of the transportation system in terms of congestion measures related to vehicular delay and roadway capacity. The guidelines require the LOS analyses for purposes such as local circulation and site access to:

- Analyze Opening Year and Cumulative LOS for project driveways and intersections adjacent to and around the project, residential streets connected to these intersections, as well as any other locations necessary as determined by City staff during scoping.
- Conduct required site-specific analyses such as site access, on-site circulation, driveway queuing, parking, and driveway sight distance analysis.

- Any additional analysis that is deemed necessary by City staff to be determined through a scoping meeting, such as passenger loading and freight loading demand analysis. The LOS definitions are provided in Appendix F. The City of Glendale TIA guidelines define the following significance levels (which are no longer considered CEQA thresholds but are rather used to ensure compliance with the general plan and other City planning documents):
    - For signalized intersections, a significant impact would occur if a Proposed Project increases the V/C ratio by 0.020 or more at LOS D, E, or F.
    - At unsignalized intersections, a significant impact would occur if the project increases the intersection delay by three (3) seconds or more and LOS D, E, or F occurs.
    - For roadways, a significant impact occurs if the street's "environmental" capacity is exceeded with or without the Project and the Project increases the without-Project ADT by more than 10 percent.

Verdugo Campus

Existing Conditions

Traffic counts for 2020 conditions were obtained from various sources and adjusted to 2020 pre-COVID-19 (more regular) conditions. The LOS analyses were prepared for the Existing conditions per the City's requirements. Per the TIA, all of the study intersections operate at satisfactory LOS D or better during the weekday AM and PM peak hours under Existing conditions with the exception of Verdugo Blvd and Mountain Street which operates with a LOS E.

Existing with Project Conditions

The peak construction of the Project would generate approximately 1,043 daily passenger car equivalent (PCE) trips, 231 AM PCE peak hour trips (216 inbound and 15 outbound), and 231 PM PCE peak hour trips (15 inbound and 216 outbound). The LOS Analysis indicate that all of the study intersections are forecast to continue to operate at LOS D or better during the AM and PM peak hours under the Existing With Project traffic conditions with the exception of the unsignalized intersection of Chaparro Drive and Mountain Street. For the other intersections, the Project does not increase the delays per the City's significance impact criteria and therefore, there would be no significant traffic impacts at the study area intersections with the addition of project construction traffic.

Horizon Year Conditions

This describes year 2023 Baseline Conditions with the project study area. the 2023 baseline traffic volumes were determined by adding the existing traffic volumes, the background growth derived from the Los Angeles CMP, as well as traffic from approved but not yet constructed projects (cumulative projects) in the vicinity of the project. The LOS Analysis indicate that all of the study intersections continue to operate at LOS D or better during the weekday AM and PM peak hours under Year 2023 baseline conditions with the exception of Verdugo Blvd and Mountain Street which operates at LOS E.

Horizon Year Conditions

This section describes Year 2023 with the addition of construction traffic. As mentioned earlier the construction activities are in full-swing and peak in 2023; and hence 2023 conditions are assessed to

represent the more conservative scenario for the construction traffic impacts on the transportation system.

An intersection operations analysis was conducted to evaluate the Year 2023 With Project traffic weekday AM and PM peak hour conditions. As discussed in the TIA, except for the Chaparro Drive and Mountain Street unsignalized intersection, the study intersections are forecast to continue to operate at levels of service similar to baseline conditions during the AM and PM peak hours in the Year 2023 with Project traffic conditions. Except for the noted intersection, the project does not increase the delays per the City's significance impact criteria and therefore, there would be no significant traffic impacts at the study area intersections with the addition of the Project construction traffic.

As noted previously, the Project construction phase is expected to increase the delays for the Chaparro Drive approach at the intersection of Chaparro Drive and Mountain Street. Given the temporary nature of the peak construction phase, no mitigation measures are proposed.

However, when the new parking structure will be constructed in the place of the existing tennis courts, it is assumed that this intersection will play a bigger role as a potential access to the new structure. Therefore, the following mitigation measure is recommended to address potentially significant circulation and access impacts within the Verdugo Campus.

MM LU-1: The Proposed Project will signalize the intersection during construction of the proposed parking garage of Chaparro Drive and Mountain Street to coordinate it with the existing intersection at the Parking Garage Entrance.

Implementation of this mitigation measure will result in the intersection to operate at an ICU LOS A and volume to capacity ratio of 0.389 in the PM peak hour. Even in the very conservative scenario of a full discharge of the proposed 600 space parking garage at this intersection, the LOS of the proposed intersection is still C and volume to capacity ratio of 0.722 in the PM peak hour of year 2025.

It should be further noted that the new parking structure will reduce cruising for parking in the adjacent communities. The location of the parking structure allows it to capture the student vehicular traffic before reaching to Verdugo and Mountain intersection and thereby leads to reducing the demand at the intersection. The presence of the parking in proximity of the freeway also leads to reduced cut-through traffic in the neighborhoods.

Garfield Campus

Existing Conditions

Traffic counts for 2020 conditions were obtained from various sources and adjusted to 2020 pre-COVID-19 conditions. The LOS analyses prepared show that all of the study intersections operate at satisfactory LOS during the weekday AM and PM peak hours under Existing conditions.

Existing with Project Conditions

This section documents Project-generated traffic impacts during the peak construction phase on the surrounding transportation system and at the study intersections. Trip generation for the peak construction phase was determined based on the operational construction characteristics derived from

the Air Model (CalEEMod) for the GCCD Facilities Master Plan that estimates the construction daily trips for each phase of construction (shown in Appendix D). The peak construction phase occurs in year 2023 where the daily construction trips include 55 workers and 22 vendor trucks. The results indicate that the peak construction activity of the project would generate approximately 220 daily PCE trips, 50 AM PCE peak hour trips (47 inbound and 3 outbound), and 50 PM PCE peak hour trips (3 inbound and 47 outbound). The LOS analysis indicates that all of the study intersections are forecast to continue to operate at LOS A during the AM and PM peak hours under the Existing With Project traffic conditions.

The Project does not increase the delays per the City's significance impact criteria. Therefore, there would be no significant traffic impacts at the study area intersections with the addition of Project construction traffic.

Horizon Year Conditions

This section describes Year 2023 Baseline Conditions within the Project study area. As mentioned earlier the construction activities will be in full-swing and peak in 2023; and hence 2023 conditions are assessed to represent the more conservative scenario for the construction traffic impacts on the transportation system. the 2023 baseline traffic volumes were determined by adding the existing traffic volumes, the background growth derived from the Los Angeles CMP, as well as traffic from approved but not yet constructed projects (cumulative projects) in the vicinity of the Project. An intersection operations analysis was conducted for the study area to evaluate the Year 2023 baseline weekday AM and PM peak hour conditions. Intersection operations were calculated using the LOS methodology. The LOS analysis indicate that all of the study intersections continue to operate at LOS A during the weekday AM and PM peak hours under Year 2023 baseline conditions.

Horizon Year with Project Conditions

This section describes Year 2023 With Project (construction traffic) conditions. As mentioned earlier the construction activities are in full-swing and peak in 2023; and hence 2023 conditions are assessed to represent the more conservative scenario for the construction traffic impacts on the transportation system. An intersection operations analysis was conducted to evaluate the Year 2023 With Project weekday AM and PM peak hour traffic conditions. Intersection operations were calculated using the LOS methodology. The results of the LOS analysis indicate that all of the study intersections are forecast to continue to operate at LOS A during the AM and PM peak hours in the Year 2023 With Project (construction traffic) conditions. The project does not increase the delays per the City's significance impact criteria. Therefore, there would be no significant traffic impacts at the study area intersections with the addition of the project construction traffic.

Montrose Campus

Existing Conditions

Traffic counts for 2020 conditions were obtained from various sources and adjusted to 2020 pre-COVID-19 conditions. The LOS analyses were prepared for the Existing conditions per the City's requirements. The results indicate that all of the study intersections currently operate at satisfactory LOS D or better during the weekday AM and PM peak hours under Existing conditions. The City of Glendale Circulation Element of the General Plan classifies Broadview Drive (between Roselawn Avenue and Verdugo Road) as a Neighborhood Collector. The City's TIA Guidelines assign a 5,000 ADT environmental capacity to a

Neighborhood Collector and as such under existing conditions Broadview Drive operates below its environmental capacity.

Existing with Project Conditions

This section documents Project-generated traffic impacts on the surrounding transportation system and at the study intersections under existing conditions. Weekday AM and PM peak hour trip generation estimates for the Proposed Project were developed using trip rates provided in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. The estimates in Section 4.4.2 of Appendix F show that the Project would generate approximately 1,150 daily trips, 111 AM peak hour trips (90 inbound and 21 outbound), and 111 PM peak hour trips (62 inbound and 49 outbound).

The results of the LOS analysis show that all of the study intersections are forecast to continue to operate at LOS D or better during the AM and PM peak hours under the Existing With Project conditions. The project does not increase the delays per the City's significance impact criteria. Therefore, there would be no significant traffic impacts at the study area intersections with the addition of Project traffic. The existing with-Project volumes along Broadview Drive were estimated by adding the daily traffic generated by the project to existing traffic volumes. Conservatively assuming that 90% of the Project traffic uses Broadview Drive, the total ADT on Broadview will be 3,778 which is still well below the environmental capacity.

Horizon Year Conditions

This section describes Year 2025 Baseline Conditions within the Project study area. As mentioned earlier the opening year is assumed to be 2025, and hence 2025 conditions are assessed to assess the traffic impacts on the transportation system. the 2025 baseline traffic volumes were determined by adding the existing traffic volumes, the background growth derived from the Los Angeles CMP, as well as traffic from approved but not yet constructed projects (cumulative projects) in the vicinity of the Project. An intersection operations analysis was conducted for the study area to evaluate the Year 2025 baseline weekday AM and PM peak hour conditions. Intersection operations were calculated using the LOS methodology. The LOS analysis show that all of the study intersections continue to operate at LOS D or better during the weekday AM and PM peak hours under Year 2025 baseline conditions.

The City of Glendale Circulation Element of the General Plan classifies Broadview Drive (between Roselawn Avenue and Verdugo Road) as a Neighborhood Collector. The City's TIA Guidelines assign a 5,000 ADT environmental capacity to a Neighborhood Collector and as such under 2025 baseline conditions Broadview Drive operates below its environmental capacity.

Horizon Year with Project Conditions

This section describes Year 2025 With Project traffic conditions. As mentioned earlier the Project includes 1,000 FTEs. An intersection operations analysis was conducted to evaluate the Year 2025 With Project weekday AM and PM peak hour traffic conditions. Intersection operations were calculated using the LOS methodology described previously. The analysis states that all of the study intersections are forecast to continue to operate at LOS D or better during the AM and PM peak hours in the Year 2025 With Project conditions.

The Project does not increase the delays per the City's significance impact criteria. Therefore, there would be no significant traffic impacts at the study area intersections with the addition of the Project

construction traffic. The 2025 with-Project volumes along Broadview Drive were estimated by adding the daily traffic generated by the Project to existing traffic volumes. Conservatively assuming that 90% of the Project traffic uses Broadview Drive, the total ADT on Broadview will be 3,816 which is still well below the environmental capacity. Impacts would be less than significant.

3.8.3 Cumulative Impacts

Cumulative impacts are considered in the Project impact analysis above, as the transportation analysis in relation to land use policies and programs includes cumulative project traffic in the area as well as future growth at the three campuses. Future traffic volumes are identified in the discussion above, as well as in Appendix F.

Based on this analysis (see Impact 3.8-2 above), traffic generated as a result of cumulative growth projects is included in the analysis for the Proposed Project, which resulted in a significant and mitigable impact.

Mitigation Measures

See Mitigation Measures LU-1, above.

Residual Impacts

Implementation of mitigation measure LU-1 will result in the intersection to operate at an ICU LOS A and volume to capacity ratio of 0.389 in the PM peak hour. Even in the very conservative scenario of a full discharge of the proposed 600 space parking garage at this intersection, the LOS of the proposed intersection is still C and volume to capacity ratio of 0.722 in the PM peak hour of year 2025.

It should be further noted that the new parking structure will reduce cruising for parking in the adjacent communities. The location of the parking structure allows it to capture the student vehicular traffic before reaching to Verdugo and Mountain intersection and thereby leads to reducing the demand at the intersection. The presence of the parking in proximity of the freeway also leads to reduced cut-through traffic in the neighborhoods. Therefore, with implementation of MM LU-1 prior to construction of the parking structure at the Verdugo Campus would result in less than significant cumulative impacts.

3.9 NOISE

As noted in the Initial Study, potential impacts related to a private airstrip or airport land use plan was found to have less than significant impacts (Appendix A). Therefore, this issue is not discussed in the EIR.

On October 7, 2020, a Noise Impact Analysis was prepared to analyze noise impacts of the construction and operation of the Proposed Project. This section provides information on ambient noise conditions in the vicinity of the Proposed Project and potential impacts with noise as a result of the construction and operation of the Proposed Project. This section incorporated the analysis from the Noise Impact Analysis (Appendix E). The noise modeling output is included in this Draft EIR in Appendix E.

3.9.1 Existing Environmental Setting

Noise Terminology

For the purposes of this section, the following words and phrases shall have the meanings ascribed to them unless otherwise noted:

"Construction" means any site preparation, assembly, erection, substantial repair, alteration, demolition or similar action, for or of public or private rights-of-way structures, utilities or similar property and includes the transportation or delivery of any materials, tools or equipment to or from the site of any construction project or the loading or unloading or use of such materials, tools or equipment.

"Decibel (dB)" means a unit of level which denotes the ratio between two quantities that are proportional to the power; the number of decibels corresponding to the ratio of two amounts of power ten times the logarithm to the base 10 of this ratio.

"Equivalent sound level (L_{eq})" means the A-weighted sound level corresponding to a steady state sound level containing the same total sound energy as the time varying signal over a given period of time. The equivalent sound level shall be determined using an integrating sound level meter as set forth in American National Standards for Sound Level Meters SI.4-1971.

"Fixed noise source" means a stationary device which creates sounds while fixed or motionless, including but not limited to, residential, agricultural, industrial and commercial machinery and equipment, pumps, fans, compressors, air conditioners and refrigeration equipment.

"Nighttime" means the hours from and after ten PM until seven AM of the following day.

"Vibration perception threshold" means the minimal ground or structure borne vibrational motion necessary to cause a normal person to be aware of the vibration by such direct means as, but not limited to, sensation by touch or visual observation of moving objects. The perception shall be presumed to be a motion velocity of 0.01 in./sec. over the range of one to one hundred hertz (Hz).

Existing Noise Condition

To determine the existing noise levels, noise measurements have been taken in the vicinity of the Proposed Project site. The field survey noted that noise within the Proposed Project area is generally characterized by vehicle traffic on nearby roads. Section 5 of Appendix E describes the measurement

procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

Noise Measurement Locations

The noise monitoring locations were selected in order to obtain noise levels at the representative nearby residential uses to each of the three campuses. Descriptions of the noise monitoring sites are provided in Appendix E including a photo index of the study area and noise level measurement locations.

Noise Measurement Results

The results of the noise level measurements are presented in Table 3-15 below. The measured sound pressure levels in A-weighted decibels (an expression of the relative loudness of sounds in air as perceived by the human ear abbreviated as dBA) have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. Table 3-15 also shows the L_{eq}, Maximum Sound Level (L_{max}), and Community Noise Equivalent Level (CNEL), based on the entire measurement time. The noise monitoring data printouts are included in Appendix E.

Table 3-15: Existing (Ambient) Noise Level Measurements

Site No.	Site Description	Average[1] (dBA L_{eq})		(L_{eq} 1-hour/Time)		Average (dBA CNEL)
		Daytime[1]	Nighttime[2]	Minimum	Maximum	
A	Located on north side of Verdugo Campus, on shared fence with the residential apartments at 1550 Verdugo Road, approximately 315 feet east of Verdugo Road centerline.	57.3	51.7	47.8 1:50 a.m.	62.3 9:57 a.m.	63.4
B	Located on south side of the Garfield Campus, on a construction fence in front of the structure to be demolished at 1123 Acacia Avenue, approximately 45 feet north of Acacia Avenue centerline.	56.9	47.6	42.3 4:08 a.m.	61.4 5:17 p.m.	57.6
C	Located on south side of the Montrose Campus, on shared fence with single-family home at 1643 Broadview Drive, approximately 160 feet north of Broadview Drive centerline.	55.5	47.9	42.8 3:53 a.m.	62.2 4:30 p.m.	57.2

Notes:
[1] Nighttime defined as from ten p.m. until seven a.m. the following day (Section 8.36.020 of the Municipal Code)
Source: Noise measurements were taken with three Larson Davis Model LXT1 Type 1 sound level meters on Tuesday, September 15 and Wednesday, September 16, 2020.

Table 3-15 shows that Site A is within the City's 60 dBA daytime and nighttime exterior noise standard for the nearby multi-family homes, as detailed in Section 8.26.040(A) of the Municipal Code. Sites B and C

currently exceed the City's 45 dBA nighttime and 55 dBA daytime exterior noise standards for the nearby single-family homes, as detailed in Section 8.26.040(A) of the Municipal Code.

Construction Noise

The noise impacts from construction of the Proposed Project have been analyzed through use of the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. A list of the construction equipment anticipated to be used for each phase of construction as detailed in the Air Quality and Greenhouse Gas Emissions Impact Analysis (Appendix B).

Operational Noise

The Proposed Project would result in increases in traffic noise to the nearby roadways as well as introduce new sensitive receptors to the Proposed Project site. The project impacts to the offsite roadways were analyzed through use of the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the reference energy mean emission level to account for: the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total ADT and the percentage of ADT which flows during the day, evening and night, the travel speed, the vehicle mix on the roadway, which is a percentage of the volume of automobiles, medium trucks and heavy trucks, the roadway grade, the angle of view of the observer exposed to the roadway and site conditions ("hard" or "soft" relates to the absorption of the ground, pavement or landscaping). A discussion of the software and modeling input parameters used in this analysis and a discussion of the resultant existing noise model are provided in Section 6.2 of Appendix E.

Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 3-16 gives approximate vibration levels for particular construction activities. The data provides a reasonable estimate for a wide range of soil conditions.

Table 3-16 : Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (Lv)at 25 feet
Pile driver (impact)	Upper range typical	1.518 0.644	112 104
Pile driver (sonic)	Upper range typical	0.734 0.170	105 93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (Lv)at 25 feet
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration 2018.

The construction-related vibration impacts have been calculated through the vibration levels shown above in Table 3-16 and through typical vibration propagation rates.

3.9.2 Applicable Regulations

The three campuses are located in the City of Glendale. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

Federal

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the FTA, while freeways that are part of the interstate highway system are regulated by the FHWA. Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized. Although the Proposed Project is not under the jurisdiction of the FTA, the FTA is the only agency that has defined what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise.

The FTA also provides specific guidance for construction noise and recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances if possible. However, local noise

ordinances usually relate to nuisance and hours of allowed activity and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of a construction project. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings for a detailed construction noise assessment are provided below in Table 3-17.

Table 3-17 : FTA Construction Noise Criteria

Land Use	Day (dBA Leq($_{8\text{-hour}}$))	Night (dBA Leq($_{8\text{-hour}}$))	30-day Average (dBA Ldn)
Residential	80	70	75
Commercial	85	85	80$_{(1)}$
Industrial	90	90	85$_{(1)}$

Notes:
(1) Use a 24-hour Leq $_{(24\ hour)}$ instead of Ldn $_{(30\ day)}$.
Source: Federal Transit Administration 2018.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by transportation sources, the City is restricted to regulating noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines

rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

Vibration Standards

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the CEQA Guidelines, which requires the analysis of exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

Caltrans issued the Transportation and Construction Vibration Guidance Manual, April 2020. The Manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second peak particle velocity (PPV) for transient sources and 0.04 inch per second PPV for continuous sources.

Local

The City of Glendale General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

City of Glendale – Noise Element

The following applicable goals and policies to the Proposed Project are from the Noise Element of the General Plan.

Goal 2: Reduce noise from non-transportation sources

Policy 2.1 Improve enforcement of required noise control measures in building design.

Goal 3: Continue incorporating noise considerations into land use planning decisions

Policy 3.1 Ensure that land uses comply with adopted standards.

Policy 3.2 Encourage acoustical mitigation design in new construction when necessary.

City of Glendale Municipal Code

The City of Glendale Municipal Code Chapter 8.36 Noise Control establishes the following applicable standards related to noise and vibration.

- 8.36.040 Presumed Noise Standards
- 8.36.050 Minimum and Maximum Ambient Noise Levels
- 8.36.080 Construction on Buildings, Structures and Projects
- 8.36.090 Exhaust Pipe Required
- 8.36.210 Vibration

- 8.36.290 Exemptions

3.9.3 Impacts and Mitigation

Impact 3.9-1: *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Noise Impact Analysis calculated the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to the City standards (Appendix E).

Construction-Related Noise

The timing of certain projects will be dependent on the completion of other projects and will ultimately occur over the different phases. In order to provide a conservative analysis, it was assumed that all proposed construction activities on each campus would occur at one time. The phases of construction activities that have been analyzed for each campus includes: 1) Demolition, 2) Grading, 3) Building construction, 4) Paving, and 5) Application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the Verdugo Campus are multi-family homes located adjacent to the north side of the Campus. The nearest sensitive receptors to the Garfield Campus are single-family homes located as near as 60 feet west and south of the Campus. The nearest sensitive receptors to the Montrose Campus are single-family homes located adjacent to the south side of the Campus.

Section 8.36.080 of the City's Municipal Code exempts construction activities from the City's noise standards provided construction activities associated with development of the Proposed Project, do not take place between the hours of 7:00 PM and 7:00 AM on weekdays or between the hours of 7:00 PM on Saturday to 7:00 AM on Monday, or on any holidays (construction activities are allowed weekdays and Saturdays between 7:00 AM and 7:00 PM, except for holidays). However, the City construction noise standards do not provide any limits to the noise levels that may be created from construction activities and even with adherence to the City standards, the resultant construction noise levels may result in a significant substantial temporary noise increase to the nearby residents.

In order to determine if the proposed construction activities would create a significant substantial temporary noise increase, the FTA construction noise criteria thresholds detailed in Appendix E have been utilized, which shows that a significant construction noise impact would occur if construction noise exceeds 80 dBA during the daytime at any of the nearby homes.

Construction noise impacts to the nearby sensitive receptors have been calculated through use of the RCNM and the parameters and assumptions detailed in Appendix E including the Construction Equipment Noise Emissions and Usage Factors. The results and the RCNM printouts are provided in the appendices for the Verdugo Campus, Garfield Campus, and the Montrose Campus within the Noise Impact Analysis (Appendix E).

The greatest construction noise impacts would be as high as 79 dBA Leq during the demolition phase at the Montrose Campus. All calculated construction noise levels shown in Table 3-18 are within the FTA daytime construction noise standard of 80 dBA averaged over eight hours. Therefore, through adherence to the limitation of allowable construction times provided in Section 8.36.080 of the Municipal Code and through adherence to the requirements in Section 8.36.090 of the Municipal Code that requires all construction equipment to have properly functioning muffler with exhaust pipe, construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance nor would construction activities create a substantial temporary increase in ambient noise levels from construction of the Proposed Project (Appendix E). Impacts would be less than significant.

Table 3-18: Worst-Case Construction Noise Levels at Nearest Offsite Residences

Construction Phase	Distance to Nearest Offsite Residence (feet)	Construction Noise Level (dBA Leq)	Noise Threshold[1] (dBA Leq)	Exceed Standard?
Verdugo Campus[2]				
Demolition	60	77	80	No
Grading	40	76	80	No
Building Construction	40	74	80	No
Paving	40	73	80	No
Painting	40	71	80	No
Garfield Campus[3]				
Demolition	100	78	80	No
Grading	80	77	80	No
Building Construction	100	74	80	No
Paving	60	75	80	No
Painting	100	68	80	No
Montrose Campus[4]				
Demolition	45	79	80	No
Grading	45	78	80	No
Building Construction	45	73	80	No
Paving	20	78	80	No
Painting	45	70	80	No

Notes:
[1] FTA Construction Noise Threshold obtained from Table 3-18, above.
[2] The nearest offsite residence to the Verdugo Campus are multi-family homes located adjacent to the north side of the Campus. 5 dB of attenuation was added to the RCNM model in order to account for the geographical conditions on the north side of the project site, that will block the line of sight between where most equipment would operate and the nearest homes.
[3] The nearest offsite residence to the Garfield Campus are single-family homes located as near as 60 feet west of the Campus.
[4] The nearest offsite residence to the Verdugo Campus are single-family homes located adjacent to the south side of the Campus. 5 dB of attenuation was added to the RCNM model in order to account for the existing wall on the south side of the project site, that will block the line of sight between where most equipment would operate and the nearest homes.
Source: RCNM, Federal Highway Administration, 2006

Operation-Related Noise

The Proposed Project would consist of the development of institutional junior college land uses. Potential noise impacts associated with the operations of the Proposed Project would be from Project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below (Appendix E).

Roadway Vehicular Noise

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips and the Proposed Project would not alter the speed limit on any existing roadway so the Proposed Project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

Since neither the General Plan or Municipal Code defines what an increase in roadway noise would be considered significant, the noise increase threshold guidance provided by the Federal Transit Administration for a moderate impact that has been detailed above in Appendix E and shows that the project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels.

The potential offsite traffic noise impacts created by the on-going operations of the Proposed Project have been analyzed through utilization of the FHWA model and parameters described Appendix E and the FHWA model traffic noise calculation spreadsheets are provided in the appendices. Since the Verdugo Campus and Garfield Campus are not projected to increase the operational vehicle trips from implementation of the Master Plan, as such, the project-generated traffic volumes for these two campuses are for the worst-case construction traffic conditions. The Verdugo and Garfield Campuses, construction traffic noise impacts have been analyzed for both the existing and future year 2023 conditions, which are discussed below. The Montrose Campus, which would result in an increase of 1,000 FTEs with implementation of the Master Plan, has been analyzed for operational conditions, for both the existing and future year 2025 conditions, which are discussed below.

Existing Conditions

Each of the three Campus's potential offsite roadway noise impacts have been calculated through a comparison of the existing scenario to the existing with project scenario. The results of this comparison provided in Appendix E indicates that the Proposed Project's noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial temporary or permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Future Year 2023 Conditions

The Proposed Project's potential offsite roadway noise impacts have been calculated through a comparison of the future year 2023 scenario to the future year 2023 with project scenario. It should be noted that the Verdugo Campus and Garfield Campus were analyzed for year 2023 construction-related

conditions, since neither campus is anticipated to generate additional operational traffic with implementation of the Master Plan. The results of this comparison show that for the future year 2023 conditions, the Proposed Project's noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds. Therefore, the Proposed Project would not result in a substantial temporary or permanent increase in ambient noise levels for the future year 2023 conditions. Impacts would be less than significant.

Future Year 2025 Conditions

The Proposed Project's potential offsite roadway noise impacts have been calculated through a comparison of the future year 2025 scenario to the future year 2025 with project scenario. It should be noted that the Verdugo Campus and Garfield Campus were not analyzed for year 2025, since they were analyzed for year 2023 construction-related conditions, instead. The results of this comparison show that for the future year 2025 conditions, the Proposed Project's noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the traffic noise increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial temporary or permanent increase in ambient noise levels for the future year 2025 conditions. Impacts would be less than significant.

Onsite Noise Sources

The operation of the proposed improvements detailed in the Master Plan, may create an increase in noise from rooftop equipment, parking lot activities, delivery truck activities, landscape and other types of maintenance activities, and from students and staff involved in outdoor activities. It should be noted that Section 8.36.290(H) of the Municipal Code exempts landscape and other types of maintenance activities from the City noise standards and Section 8.36.290(C) of the Municipal Code exempts activities such as public dances, shows, sporting events, and entertainment events that are conducted on school grounds from the City noise standards. As such, the onsite noise sources that have been analyzed in this section have been limited to rooftop equipment, parking lot activities, and delivery truck activities.

Section 8.36.040 of the City's Municipal Code limits noise created from the Verdugo Campus to the exterior of the nearby multi-family homes to 60 dBA anytime of the day. Section 8.36.040 of the City's Municipal Code also limits noise created from the Garfield Campus and Montrose Campus to the exterior of the nearby single-family homes to 45 dBA during the nighttime and 55 dBA during the daytime. However, as discussed above and in Appendix E, the existing noise levels at both the Garfield Campus and Montrose Campus currently exceed both the daytime and nighttime exterior noise standards at the nearby single-family homes. According to Section 8.36.050(B) of the Municipal Code, when the ambient noise level exceeds the noise standards, the noise standards shall be increased by 5 dBA. As such, the noise standards at the exterior of the nearby single-family homes to the Garfield Campus and Montrose Campus is 50 dBA during the nighttime and 60 dBA during the daytime.

In order to determine the noise impacts from the operation of rooftop mechanical equipment, parking lots, and delivery trucks, reference noise measurements were taken of each noise source and are shown below in Table 3-19 and the reference noise measurements are provided in Appendix E. The noise levels from each source were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver.

Table 3-19: Onsite Operational Noise Levels at the Nearby Sensitive Receptors to Each Campus

Noise Source	Operational Noise Levels[1] (dBA L_{eq}) at the Nearest Homes to:		
	Verdugo Campus	Garfield Campus	Montrose Campus
Rooftop Equipment[2]	48	40	46
Parking Lot[3]	34	31	31
Delivery Truck[4]	52	49	45
City Noise Standard[5] (Day/Night)	60/60	50/60	50/60
Exceed Standard (Day/Night)?	No/No	No/No	No/No

Notes:
[1] The noise levels were calculated through use of standard geometric spreading of noise from a point source with a drop-off rate of 6 dB for each doubling of the distance between the source and receiver. Accounts for the 6-foot high wall between the Montrose Campus and nearest home.
[3] Rooftop equipment is based on a reference noise measurement of 65.1 dBA at 6 feet.
[4] Parking lot is based on a reference noise measurement of 52.1 dBA at 5 feet.
[4] Delivery Truck is based on a reference noise measurement of 54.8 dBA at 30 feet.
[2] From Section 8.36.040 and Section 8.36.050(B) of the City's Municipal Code

Table 3-19 shows that the Proposed Project's onsite operational noise from the anticipated noise sources would not exceed the applicable noise standards for each stationary noise source. Therefore, operational onsite noise impacts from each Campus would be less than significant

Impact 3.9-2: *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?*

The Proposed Project could expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project (Appendix E).

Construction-Related Vibration Impacts

Construction of the proposed improvements detailed in the Master Plan would require the use of off-road construction equipment that is a known source of vibration. The nearest sensitive receptors to the Verdugo Campus are multi-family homes located adjacent to the north side of the Campus and as near as 40 feet from proposed construction activities. The nearest sensitive receptors to the Garfield Campus are single-family homes located as near as 60 feet west and south of the Campus. The nearest sensitive receptors to the Montrose Campus are single-family homes located adjacent to the south side of the Campus and as near as 20 feet from proposed construction activities.

Section 8.36.210 of the City's Municipal Code limits vibration level at the property line to the threshold of perception. Section 8.36.020 of the Municipal Code defines the threshold of perception of vibration as a motion velocity of 0.01 inch per second over the range of one to one hundred hertz or a root mean square (rms) velocity of 0.01 inch per second.

The primary source of vibration during construction would be from the operation of a bulldozer. From Table 3-16 above a large bulldozer would create a vibration level of 87 VdB (vibration in decibels) , which is equivalent to 0.02 inch per second rms at 25 feet. Based on typical propagation rates, the vibration level at the nearest homes (20 feet away from proposed construction activities) would be 0.028 inch per second

rms. The vibration level at the location of the nearest homes to the north would exceed the City's 0.01 inch per second rms threshold detailed above. This would be considered a significant impact.

MM NOI-1 below is included that restricts any off-road equipment with 150 horsepower engine or greater from operating within 50 feet of the homes located on the south side of the Montrose Campus. Based on typical propagation rates, the vibration level at the nearest homes (50 feet away from proposed construction activities with implementation of Mitigation Measure NOI-1) would be 0.01 inch per second rms, which is within the City's 0.01 inch per second rms threshold. Therefore, with implementation of this mitigation measure, construction-related vibration impacts would be less than significant.

MM NOI-1: The District shall restrict all contractors from operating any off-road construction equipment that is 150 horsepower or greater within 50 feet of the homes adjacent to the Verdugo Campus and Montrose Campus in order to limit construction-related vibration levels to below the City's 0.01 inch per second rms threshold. This shall be accomplished by the contractor identifying approved equipment to be used that meets this requirement. If the required equipment cannot operate under these requirements, vibration reduction/dampening devices shall be used.

Operations-Related Vibration Impacts

The Proposed Project would consist of the development of institutional junior college land uses. The ongoing operation of the Proposed Project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the Proposed Project.

3.10 TRANSPORTATION

As noted in the Initial Study, potential impacts related to Section 15064.3, subdivision (a), increase in hazards and emergency access were found to have less than significant impacts (Appendix A). Therefore, these issues are not discussed in the EIR.

In December 2020, a Traffic Impact Analysis was prepared to identify potential traffic-related impacts associated with the construction and operation of the Proposed Project. This section provides a summary of the existing and future and traffic conditions and system features or system management actions required to be implemented to mitigated impacts related to transportation. This section summarizes the data provided in the Traffic Impact Analysis. The Traffic Impact Analysis includes regional and local context of the campuses as well as identifying the study intersections (Appendix F).

3.10.1 Existing Environmental Setting

Verdugo Campus Roadway Networks

Glendale Freeway (SR 2) is a north-south freeway connecting between Interstate 5 Freeway (I-5) and SR 134 to the south and I-210 to the north. In the Project vicinity, SR 2 consists of five northbound general-purpose lanes and four southbound general-purpose lanes. Access to the campus is achieved via the diamond interchange with Mountain Street.

Mountain Street is a Major Arterial between SR 2 and Verdugo Road per the City's Circulation Element. Westbound (going downhill to Verdugo Rd) it is 3 lanes per direction and eastbound (going uphill to SR 2) it is two lanes per direction. Sidewalks exist on both sides except for the westbound direction between the freeway ramp and the parking entrance.

Intersections along Mountain Street are signalized except for the intersection with Chaparro Drive which is stop-controlled for the minor (Chaparro) approach. It has a posted speed limit of 35 miles per hour (mph).

North Verdugo Road is a Major Arterial south of Cañada Blvd and a Minor Arterial North of Cañada Blvd. It is four lanes per direction between Mountain Street and Cañada Blvd and 2 lanes per direction north of Cañada Blvd. North Verdugo Road has a posted speed limit of 40 mph south of Cañada and 35mph north of Cañada. Sidewalks exist on both sides. Signalized intersections exist at the junctions with Mountain Street, Cañada Blvd, the Civic Auditorium Entrance, and Towne Street. A pick-up/ drop-off zone that serves that campus exists on Verdugo north of the Cañada Blvd intersection.

Cañada Blvd is a north-south Major Arterial starting from Verdugo Road and runs north where it joins Verdugo Road again south of Montecito Park. In in the campus vicinity it is 2 lanes per direction with a posted speed limit of 35 mph and sidewalks on both sides. A pedestrian bridge connects the municipal parking lots, Cañada Blvd pedestrian traffic, southbound Verdugo pedestrian traffic and the campus.

Towne Street is a two-lane local street connecting between Verdugo Road and Cañada Blvd to the north of the campus. A signalized intersection at Verdugo Road serves the campus access. Sidewalks and parallel parking exist on both sides.

Campus Way is an internal road running north of the campus connecting Mountain Street parking garage entrance to Verdugo Road. It serves primarily as an access to the parking structure, on-campus surface parking lots as well as an emergency access road.

Chaparro Drive is an internal road running south of the tennis courts. It is one lane per direction and connects Mountain Street to the interior of the campus.

College Circle Drive is an internal road to the west of the campus running in one direction (northbound) and connecting Verdugo Road to the surface parking lots on the west campus.

Verdugo Campus Transit

The Verdugo campus is served by the following bus lines with bus stops being primarily in front of the campus on Verdugo Road:

Glendale Beeline Routes 3/31/32. Route 3 operates Monday to Friday from Downtown Glendale to the Jet Propulsion Laboratory (JPL) Via Glendale Avenue, Verdugo Road, Honolulu Avenue, and Foothill Blvd. Route 31 operates Saturday from Downtown to La Crescenta only. Route 32 operates Monday to Friday from Downtown to the Verdugo campus only. The weekday bus frequencies at the campus stops vary from 10 to 40 minutes between 5.30 AM and 9:00 PM. Saturday frequencies vary from 20 to 30 minutes between 9.30 AM and 5.30 PM. Stops exist on both sides of Verdugo Road across from College Circle Drive.

Glendale Beeline Route 7 runs from Riverside Rancho to the Verdugo campus via Western Avenue, Glenoaks Blvd, Stocker Street, and Glendale Avenue. Weekday frequencies are about 30 minutes between 7:00 AM and 7:00 PM with three extra trips operated between August and June on school days only. Saturday service operates between 9:00 AM and 4:00 PM with about 45-minute frequency. Stops exist on both sides of Verdugo Road across from College Circle Drive.

Metro Line 685 runs on Verdugo Blvd from the campus south towards Glassell Park. It is operated on weekdays only between 6:00 AM and 9:00 PM with about 60 minutes frequency and connects the campus to the destinations along Verdugo Road. The 685-bus stop is on Cañada Blvd adjacent to the pedestrian bridge ramps.

Metro Line 90/91 runs from downtown Los Angeles to Sylmar with stops along the way including Glendale Station which provides connection to Metro 183, Glendale Beeline Routes 1, 2, 11, 12, Metrolink Antelope Valley Line, Ventura County Line, and Amtrak. It is operated on weekdays only between 5.30 AM and midnight with 30 -40 minutes frequencies. The 90/91-bus stops are on Cañada Blvd adjacent to the pedestrian bridge ramps.

Garfield Campus Roadway Network

Chevy Chase Drive is a minor arterial running north-south east of the Garfield campus and which curves to be east-west south of the campus. In the project vicinity Chevy Chase is two lanes per direction with parallel parking on both sides. Bike route (sharrows) are designated in both directions and sidewalks exist on both sides. Signals control the movements at the intersections with Garfield Avenue and Acacia Avenue. It has a posted speed limit of 35 mph.

Adams Street is a north-south local street west of the Garfield campus and providing direct access to the campus. In the project vicinity Adams Street is one lane per direction with parallel parking on both sides. It is a designated bike route (sharrows) in both directions and sidewalks exist on both sides. The movements at the intersections with Garfield Avenue and Acacia Avenue are stop controlled in all directions.

Garfield Avenue is an east-west local street north of and providing direct access to the campus. In the project vicinity Garfield Avenue is one lane per direction with parallel parking and sidewalks on both sides.

Acacia Avenue is a local street east of Chevy Chase and an Urban Collector (with a designated bike route) from Chevy Chase to Verdugo. In the project vicinity Acacia Ave is one lane per direction with parallel parking and sidewalks on both sides. It has a posted speed limit of 25 mph.

Garfield Campus Transit

Glendale Beeline Route 4 which connects the campus to Glendale Galleria and downtown Glendale. Weekday bus frequencies are about 20 minutes from 6:00 AM to 6:00 PM. Weekend frequencies are about 30 minutes from 9:00 AM to 5:00 PM. Stops exist on both sides of Chevy Chase at its intersection with Garfield.

Metro Line 183 runs on Chevy Chase and Acacia and connects to Downtown Glendale, North Hollywood, Burbank and Sherman Oaks. It is operated on weekdays only between 6.30 AM and 6.30 PM with about 50 minutes frequency and on weekends with about one hour frequencies. Stops exist on both sides of Chevy Chase at its intersections with Acacia and Adams.

Montrose Campus Roadway Network

Honolulu Avenue is classified as an urban collector between Verdugo Blvd and La Crescents Avenue with one lane per direction, a designated bike route (sharrows), diagonal parking, and a remarkable pedestrian realm, Honolulu provides direct access to the campus.

Broadview Drive is classified as a neighborhood collector in the Project Vicinity. It features one lane per direction, parallel parking and sidewalks on both sides, and a posted speed of 15 mph due to the presence of speed bumps. Broadview Drive provides access to the campus from the south.

Ocean View Blvd. is a minor arterial per the City's circulation element. It provides connectivity to the I-210 freeway to the north. In the project vicinity and south of Honolulu, Ocean View features one lane per direction, parallel parking, sidewalks, and a Class II bicycle facility (bike lane). North of Honolulu, Ocean View is two lanes per direction with no bike lanes. It has a 35 mph posted speed limit.

Montrose Avenue is known as North Verdugo Road within the City limits and Montrose Avenue in unincorporated Los Angeles County. Montrose features two lanes per direction with a two way left turn lane with parallel parking and sidewalks. It has a 35 mph posted speed limit.

The I-210 freeway in the project vicinity connects between the destinations east of Glendale to the I-5 freeway in Sylmar. At Ocean View Blvd, I-210 is six lanes in the southbound direction (three lanes continuing to I-210 and three lanes to SR-2) and six lanes in the northbound direction (four lanes continuing to I-210 and two lanes from the SR-2 directional ramp).

Montrose Campus Transit

Glendale Beeline Routes 3/31/33. Route 3 operates Monday to Friday from Downtown Glendale to the JPL Via Glendale Avenue, Verdugo Road, Honolulu Avenue, and Foothill Blvd. Route 31 operates Saturday from Downtown to La Crescenta only. Route 33 operates Monday to Friday from Montrose to the JPL. The weekday bus frequencies at the campus stops vary from 10 to 40 minutes between 5.30 AM and 9:00 PM. Saturday frequencies vary from 20 to 30 minutes between 9.30 AM and 5.30 PM. Stops exist at the intersection of Ocean View Blvd with Honolulu Avenue.

Metro Line 90/91 runs from downtown Los Angeles to Sylmar with stops along the way including Glendale Station which provides connection to Metro 183, Glendale Beeline Routes 1, 2, 11, 12, Metrolink Antelope Valley Line, Ventura County Line, and Amtrak. It is operated on weekdays only between 5.30AM and midnight with 30 -40 minutes frequencies. The 90/91-bus stops are at the intersection of Ocean View Blvd with Honolulu Avenue.

3.10.2 Existing Conditions

The existing traffic scenario constitutes the environmental setting in accordance with CEQA analysis at the time that the lead agency files the NOP for the Proposed Project. Traffic volumes were collected at the study intersections at various times and adjusted to pre-COVID-19 traffic conditions as agreed with the City's traffic engineer (Appendix F).

Existing With Project Conditions

The traffic volumes for this scenario were calculated by adding the Project traffic for each of the campuses to the Existing (2020) Conditions.

Horizon Year Conditions

The campus improvements are expected to be completed by the Year 2025. Thus, this year was chosen as the horizon analysis year. For the Verdugo and Garfield campuses the year 2023 coincides with Phase III of the construction which is the busiest phase in terms of number of workers and trucks on-site. As such 2023 was the horizon year for analyzing construction traffic impacts.

Traffic volumes for the Horizon year were analyzed by using growth factors from the 2010 Los Angeles County Congestion Management Plan (2020 LA County congestion management process [CMP]). A growth factor of 1.01361 was used to project volumes from 2020 to 2025. In addition, a list of approved/pending (cumulative) projects in the City of Glendale was obtained, and any project that would affect the specific study area would be included.

Horizon Year With Project Conditions

The project specific traffic from each campus was added to the Horizon Year (2023) scenario mentioned previously.

3.10.3 Vehicle-Miles-Traveled (VMT)

SB 743 requires changes to the CEQA guidelines for transportation analysis. The purpose of SB 743 is to promote the reduction of greenhouse gas emissions, the development of multimodal transportation

networks, and a diversity of land uses. As a result, the City has updated its transportation analysis guidelines to incorporate VMT-related metrics in addition to level of service analysis, and the City is working on finalizing the final guidelines and tools. Table 3-20 outlines the thresholds identified by the interim guidelines for land use projects and area plans.

Table 3-20: VMT Thresholds of Significance

Element	Approach
Land Use Projects	
Thresholds of Significance	**Residential Projects**: Home-based VMT per resident exceeding 85% of the existing citywide average. **Office/Employment Projects**: Home-based work VMT per employee exceeding 85% of the existing citywide average. **Retail Projects**: Net increase in total citywide VMT. **Mixed-Use Projects**: Analyze each use separately. **Cumulative Impact Thresholds**: ▫ - Inconsistency with SCAG RTP/SCS. ▫ - Net increase in total citywide VMT under cumulative year conditions.
Screening Criteria (no detailed VMT analysis required)	**Map-Based VMT Screening**: A residential or office/employment project can be screened out if located in a low-VMT zone. **Local-Serving Retail and Public Facilities**: A project can be screened out if it is: ▫ - Local-serving retail of 50,000 square feet gross floor area or less. ▫ - Local-serving public facilities such as public services (e.g. police, fire stations, public utilities), local-serving neighborhood schools, or neighborhood parks. **Small Projects**: A project can be screened out if it generates fewer than 145 daily vehicle trips. **Adjacency to High-Quality Transit**: A project located within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor can be screened out provided it does not meet any of the following criteria: ▫- Has a floor area ratio of less than 0.75 ▫ - Parking is provided in excess of minimum requirements ▫ - Inconsistent with the SCAG RTP/SCS

Element	Approach
	▫ - Replaces affordable residential units with a smaller number of moderate- or high-income residential units -▫ Does not contain a use that is transit supportive (such as residential, office, and/or retail). **Affordable Housing**: A residential project can be screened out if it consists of 100 percent affordable housing. To qualify for this screening criteria, the project should be located in a high-quality transit area or within walking and bicycling distance of non-residential uses.
Analyzing Redevelopment Projects	If a project replaces other uses and results in a net decrease in overall VMT, assume a less-than-significant impact finding.
Impact Mitigation	Calculate and establish mitigation measures if a VMT impact is found, using built environment and Transportation Demand Management (TDM) strategies.
Area Plans	
Analyzing General Plans, Specific Plans, or Other Area Plans	Compare total VMT per service population (residents + employees) in the plan area under both existing (no project) and horizon year (no project or previous plan) scenarios to the horizon year plus project scenario, with a significant impact threshold of no increase in VMT per service population with the proposed project compared to no project or previous plan conditions.

Prior to implementation of SB 743, transportation analyses of individual projects were determined by impacts on the circulation system in terms of traffic delay and/or capacity of street intersections or roadway segments. SB 743 eliminates traffic delay, LOS and other similar measures or traffic congestion as a basis for determining significant impacts. SB 743 requires traffic impacts to be measured based on the total travel rather than congestion at specific points such as intersections. VMT is the measure of the distance traveled by project users via private vehicles to and from a project, and accounts for the total use of roadway facilities by project users. It can be measured on a ratio basis (e.g. VMT per resident or per employee of a project) or total VMT generated by all project users. Therefore, reducing the vehicle miles driven by project users (whether through higher transit use, more walking and biking, reducing trip lengths, or promoting infill development) reduces greenhouse gas emissions and is tied to emission reduction efforts (Appendix F).

3.10.4 Impacts and Mitigation

Impact 3.10-1: *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Beginning on July 1, 2020 the City of Glendale must analyze the effects of projects on the transportation network in a manner that is consistent with SB 743. This analysis will be based on the interim transportation analysis guidelines developed specifically for the City of Glendale which will include VMT-related thresholds and methodologies. The City's interim guidelines notes that for redevelopment projects where the project replaces other uses and results in a net decrease in overall VMT, a less-than-significant impact finding should be assumed. In the context of this study, it implies that Verdugo and Garfield projects would generate a less than significant impact and Montrose Campus will have to be analyzed using the City's VMT methodology.

In addition to VMT, the City guidelines call for assessing the impacts to pedestrians, bicyclists, transit, safety/design hazards, and emergency vehicle access.

Significance Criteria

As stated above, starting July 1, 2020 the City can no longer apply its LOS standards and methodologies to assess the CEQA transportation impacts; potential VMT impacts much be analyzed instead. As a result, the City is in the process of updating its transportation guidelines to incorporate VMT-related metrics in addition to level of service analysis, and the City is working on finalizing the final guidelines and tools. Table 3-20, above, outlines the thresholds identified by the interim guidelines for land use project and area plans.

VMT Analysis for Verdugo Campus

Per the City's interim guidelines "if a project replaces other uses and results in a net decrease in overall VMT, assume a less-than-significant impact finding."

The Proposed Project at Verdugo Campus primarily replaces existing uses and includes a decrease in the number of students which in turn implies a decrease in the number of vehicle trips made to campus.

As VMT (vehicle miles traveled), is a metric that accounts for the number of vehicle trips generated by a project and the length or distance of those trips, a decrease in the number of vehicle trips leads to a net decrease in the overall VMT (all else unchanged); hence, a less-than significant impact is assumed.

It should be noted, that although the Project is adding a parking structure, the intent of this parking is to serve existing demand and reduce the spillover parking to the neighborhoods. The proximity of the proposed garage to the freeway will further reduce the VMT as it reduces the number of vehicles searching for parking within the campus and also in the surrounding communities. The reduction in "cruising" for parking will contribute to the reduction in VMT.

In discussing parking, it is important to highlight that parking is well managed on GCC campus. Students, faculty, and staff are required to display a valid parking permit while parked on campus 365 days a year. Parking is not free: semester and daily permits are available to purchase and there are no grace periods. Valid parking permits are always required (vehicles not displaying a valid parking permit, are subject to citation).

Moreover, the campus is served by Glendale Beeline and Metro as noted earlier, providing what the District labels as "an economical and stress-free alternative to parking". Discounts are available for students, the disabled, and seniors. More recently, the District has been working with Metro and Glendale

BeeLine to establish a U-pass program for GCCD. The program provides a semester transit pass to students as part of the GCCD student ID and is good for unlimited rides on all Metro services in Los Angeles County, including Metro Rail, Metro Rapid and Express buses, and local buses. The intent of this program is to encourage the use of alternative transportation modes as well as reduce the demand for parking.

Furthermore, the District works with Go-Glendale, a membership-based nonprofit organization working with local employers and property managers to reduce traffic congestion, improve air quality, accessibility and mobility in Glendale. As part of this Travel Demand Management program the District offers various incentives for ridesharing, transit use, and biking/walking including :

- $10/person and the ability to park in any parking lot on campus for people who are in a 3+ person carpool
- A Santa Clarita/Palmdale Vanpool with current fees of $5 per day round trip from Santa Clarita and $10 per day round-trip from Palmdale
- $25 per working month if one uses a bicycle or walks to work. An additional incentive includes a $30 gift card for riding a bicycle for 90 days
- Reimbursements for Metrolink and bus riders where GCC covers one-half of the monthly cost up to $130/month

Guaranteed Ride Home which provides a free ride home from work to those commuters who regularly vanpool, bike, walk, or take the transit should an emergency arise.

VMT Analysis for Garfield Campus

The Proposed Project at the Garfield campus is the improvement of existing buildings; and given that the number of students is staying relatively the same (actually decreasing per enrollment numbers), a less-than significant impact is assumed. Per the City's interim guidelines "if a project replaces other uses and results in a net decrease in overall VMT, assume a less-than-significant impact finding."

It should be noted, that although the Project is adding parking, the intent of the proposed parking is to serve existing shortage in parking spaces and reduce the spillover parking to the neighborhoods. The total number of parking spaces onsite is currently about 172 spaces whereas the required spaces per the Glendale municipal code (estimated at 28.6 spaces per 1,000 SF of floor area used for instruction) yields 1,232 spaces. Another way of estimating the shortage in parking is by referencing the expressed demand rate (spaces per FTES) of various similar institutions in Southern California which estimated the demand rate at 0.34 to 0.47 spaces per FTES (Table 3-20 below). In other words, a campus similar in size to Garfield would require 996 to 1377 spaces. Even with the addition of parking spaces the campus parking will still be less than half of the prevailing supply for similar uses which along with the various travel demand management interventions that GCCD carries out (discussed briefly in MM TRA-1 below) contribute to the reduction in VMT.

The addition of spaces as such is not intended to encourage driving by providing parking (for the reasons discussed below), but rather to reduce the number of vehicles searching for parking in the surrounding communities which in turn contributes to increased VMT. The reduction is "cruising" for parking will itself contribute to the reduction in VMT.

In discussing parking, it is important to highlight that parking is well managed on GCC campus. Students, faculty, and staff are required to display a valid parking permit while parked on campus 365 days a year. Parking is not free: semester and daily permits are available to purchase and there are no grace periods. Valid parking permits are always required (vehicles not displaying a valid parking permit, are subject to citation).

Moreover, the campus is served by Glendale Beeline and Metro as noted earlier, providing what the District labels as "an economical and stress-free alternative to parking". Discounts are available for students, the disabled, and seniors. More recently, the District has been working with Metro and Glendale BeeLine to establish a U-pass program for GCCD. The program provides a semester transit pass to students as part of the GCCD student ID and is good for unlimited rides on all Metro services in Los Angeles County, including Metro Rail, Metro Rapid and Express buses, and local buses. The intent of this program is to encourage the use of alternative transportation modes as well as reduce the demand for parking.

Furthermore, the District works with Go-Glendale, a membership-based nonprofit organization working with local employers and property managers to reduce traffic congestion, improve air quality, accessibility and mobility in Glendale. As part of this Travel Demand Management program the District offers various incentives for ridesharing, transit use, and biking/walking including :

- $10/person and the ability to park in any parking lot on campus for people who are in a 3+ person carpool
- A Santa Clarita/Palmdale Vanpool with current fees of $5 per day round trip from Santa Clarita and $10 per day round-trip from Palmdale
- $25 per working month if one uses a bicycle or walks to work. An additional incentive includes a $30 gift card for riding a bicycle for 90 days
- Reimbursements for Metrolink and bus riders where GCC covers one-half of the monthly cost up to $130/month
- Guaranteed Ride Home which provides a free ride home from work to those commuters who regularly vanpool, bike, walk, or take the transit should an emergency arise.

VMT Analysis for Montrose Campus

The expanded Montrose campus is expected to generate 1,000 FTES, supported by 15 staff members. In addition, 100 parking spaces will be added to the campus. As the City is still in the process of finalizing the VMT guidelines and calculator at the time of this study, the VMT analysis relied on model runs performed by the City of Glendale for both existing and cumulative scenarios. The model runs and VMT analysis treated the campus expansion as a retail land use for SB 743 VMT evaluation. Thereby, the VMT comparison was being conducted as an absolute change in VMT within the City of Glendale between "without Project" and "with Project" conditions. Evaluation of the campus as retail land use may be one of the approaches. However, GTS, in Appendix F, offers three considerations in the SB 743 evaluation of the campus expansion.

Consideration of the Campus under Public Facilities

As a community college, the Montrose campus expansion will primarily serve the Glendale community and produce very low VMT or divert existing trips from established local or regional facilities. This is

especially true since as the City grows, the other two campuses (Verdugo and Montrose) are not growing in terms of their student population and as such Montrose expansion can absorb for this population growth. Thus, similar to local serving retail, trips are generally shortened as longer trips from/to regional facilities are redistributed to the local serving public facility. As a locally serving public facility the Montrose campus expansion can be presumed to have less than significant impact.

Consideration of Efficiency Metric as the Threshold in Evaluation

As indicated before, currently the campus expansion is being assessed as retail land use by the use of absolute VMT change within the City of Glendale. OPR Technical Advisory (TA) provides guidance on residential, office, and retail uses. The TA provides discretion to the lead agencies on other land uses as OPR cannot address guidance on all types of different land uses. As such, GTS recognizes the lead agencies have discretion on the adoption of project evaluation, thresholds and guidance for various land use categories.

Since campus expansion is a special land use, use of a VMT efficiency metric threshold may be a consideration in the VMT evaluation instead of absolute change in VMT. In addition to VMT per capita for residential projects, VMT per employee for office projects, and absolute change in VMT for retail projects, some jurisdictions across the state have adopted VMT per service population as a metric to evaluate multiple land uses that do not adhere to the three land uses provided in the TA.

Service population is defined as a sum of population, employment, and any group quarter population within the region. In general, VMT per service population calculations are conducted using Origin – Destination (OD) matrices of the travel model similar to VMT per capita, and VMT per employee metrics which are estimated using mode choice and skim matrices. GTS currently does not have all the required model files to conduct the analysis using OD VMT. However, to demonstrate the comparison (without Project vs. with Project) roadway VMT provided by the City was used as a surrogate which show that the Project reduces the VMT per service population as presented in Table 3-21.

Table 3-21: VMT per Service Population - Existing and Cumulative Scenarios

	Without Project	With Project	Difference	Percent Difference
Existing Scenario				
Roadway VMT (Existing) *	6,753,222	6,763,011	9,789	0.14%
Service Population (2020) **	333,359	334,359	1,000	
VMT per service population	20.26	20.23	-0.03	-0.15%
Cumulative Scenario				
Roadway VMT (Cumulative) *	7,533,993	7,543,637	9,644	0.13%

	Without Project	With Project	Difference	Percent Difference
Service Population (2040) **	355,486	356,486		
VMT per service population	21.19	21.16	-0.03	-0.15%

Source: 2020 and 2040 socioeconomic data from 2016 SCAG RTP/SCS travel demand model
Note:
** Roadway VMT was obtained from the City's model runs (data provided by the City)*
*** Service Population = Total population + Total employment + College enrollment*
*** Service Population for the City of Glendale (highlighted area in the above SCAG model map)*

Consideration as Absolute Change in VMT

Whereby the campus expansion is treated like a retail project and the absolute change in VMT is assessed. The threshold is existing total citywide VMT and a significant impact will occur if the Project would result in a net increase in existing total citywide VMT.

To estimate the net change in existing citywide resulting from the Project, the City's model was utilized. The results of this model run are shown in Table 3-22. As shown in the table, total daily VMT in the City is estimated to increase. Therefore, the Project would have a potentially significant VMT impact.

Table 3-22: Net VMT Change for Montrose Campus (Existing and Cumulative Scenarios)

	Existing	Project Net Change	Percent Change
Existing Scenario Total Citywide VMT	6,753,222	+ 9,789	+ 0.14%
	Year 2040	**Project Net Change**	**Percent Change**
Cumulative Scenario Total Citywide VMT	7,533,993	+ 9,644	+ 0.13%

Source: City of Glendale

Per the City's Guidelines, the Project will require a cumulative impact analysis. The Project site's northern parcels are designated as Commercial-Regional and the southern parcels are designated as Residential-Low Density in the City's General Plan Land Use Map. Due to the inconsistency with the residential designation, a cumulative impact analysis was carried out to determine if the Project would result in a net increase in citywide VMT. The results of this model run are also shown in Table 3-22. As shown in the table, total daily VMT in the City is estimated to increase. Therefore, the Project would have a potentially significant cumulative VMT impact.

A menu of options that will reduce significant impacts to a less than significant level are discussed below.

Impacts would be less than significant with mitigation incorporated.

MM TRA-1: The Proposed Project shall implement the following TDM, outlined in Table 3-23, for the three campuses to reduce VMT impacts in the City. The District, in concert with the selected contractor, shall design and implement the neighborhood infrastructure measurements outlined below. The TDM measures shall be implemented and monitored by the District after the completion of the proposed improvements to the Montrose Campus.

Table 3-23: Potential Travel Demand Measures

TDM Measures	Descriptions
Reduce Parking Supply	This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the City's municipal code.
Parking Cash-Out for Employees	This strategy requires GCCD to offer employees the opportunity to "cash- out" the monthly value of their free or subsidized parking space.
Price Parking	This strategy implements parking pricing for employees and students to disincentivize the use of personal vehicles.
Transit	
Transit Subsidies	This strategy involves the subsidization of transit fare for students and employees to campus. This is in-line with the u-pass program the District is implementing for the other campuses.
Education and Encouragement	
Voluntary Travel Behavior Change Program	This strategy involves educating students and staff on the impacts of their travel choices and the opportunities to alter their habits; it often includes two-way communication campaigns and travel feedback programs. This program also relies on a coordinator to manage the program and tools.
Promotions & Marketing	This strategy involves the use of marketing and promotional tools to educate and inform travelers about site specific transportation options and the effects of their travel choices. This strategy includes passive educational and promotional materials (posters, info boards, or a website).
Commute Trip Reductions	
Required Commute Trip Reduction Program	This strategy typically includes elements such as a coordinated ride- sharing or carpooling program, vanpool program, alternative work schedule program, preferential carpool parking, guaranteed ride home service, and a program coordinator. The program requires the development of metrics to evaluate success, program monitoring, and regular reporting and is similar to what the District is implementing on other campuses with Go-Glendale.
Ride Share Program	This strategy provides ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.

TDM Measures	Descriptions
Shared Mobility	
Car Share	This strategy involves implementation of car-sharing to allow people to have on-demand access to a vehicle, as-needed. This may include providing membership to an existing program located within ¼ mile, contracting with a third-party vendor to extend membership-based service to an area or implementing a project-specific fleet that supports the employees on-site.
Bicycle	
Include Bike Parking and Facilities	This strategy involves implementation of short and long-term bicycle parking and additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations.
Neighborhood Infrastructure	
Traffic Calming	This strategy involves encouraging people to walk, bike, or take transit within the project area. Traffic calming along a street may include elements such as speed tables, raised median islands, chicanes, or correcting substandard sidewalk widths.
Pedestrian Network Improvements	This strategy involves implementation of pedestrian network improvements that encourage people to walk. This includes internally linking all uses within the project site with pedestrian facilities such as sidewalks, connecting the project site to the surrounding pedestrian network, and elimination of barriers that impede pedestrian circulation.

Reference is made to the TDM strategies descriptions in the City of Los Angeles VMT Calculator

An aggregate estimate of the maximum VMT benefit/reduction that can occur due to the implementation and monitoring of the recommended TDM measures is presented below.

GTS recognizes and acknowledges that the benefits of TDM measures can vary significantly and can be strategy and location specific. In order to estimate the maximum benefit of TDM measures the following assumptions are used:

- Based on CAPCOA documentation, suburban center locations can experience up to a maximum of 20% VMT reduction with multiple TDM measures.
- As the region can be considered as suburban center location, a maximum benefit of 20% suggested by CAPCOA was used to estimate TDM benefits. Location and Strategy specific aspects impact the overall effectiveness.
- TDM measures are assumed to be implemented in all three campuses and the benefits are aggregated as the University is assumed as a single project entity.
- TDM measures implementation and student/staff participation rates are assumed to be same in all the three campuses.
- It is assumed that the daily VMT per student is same across all three campuses.

- The University has resources and is committed to establish, maintain, and monitor the recommended TDM measures in the same manner at all three campuses.

Table 3-24 provides an estimate of the maximum benefits due to recommended TDM measures. As can be seen in the table, the estimated maximum benefit across all campuses is around 31,000 daily VMT which is much higher than the Project impact of 9,789 daily VMT under existing conditions and 9,644 daily VMT under cumulative conditions. This indicates that if the TDM measures achieve the maximum benefit suggested by CAPCOA, the Project would not have an impact. Additionally, even if the University achieves a much lower percentage of benefits due to TDM, lower than CAPCOA suggested 20%, the Project impact can be mitigated. In other words, if the TDM measures lead to a reduction in just 6.5% then the Project impacts would be mitigated.

Table 3-24: VMT Benefits Estimate From TDM Measures

Description	Existing Scenario
A: Additional roadway VMT (With project - Without project)	9,789
B: Total full-time equivalent students (FTES) - Montrose	1,000
C: VMT per student (C = B/A)	9.79
D: Verdugo Campus FTES	11,800
E: Garfield Campus FTES	2,900
F: Montrose Campus FTES	1,000
G: Total Students (all three campuses) (G = D+ E + F)	15,700
H: Total VMT for all students (H = G x C)	153,687
I: % Maximum VMT benefit due to TDM measures	20%
J: Maximum VMT reduction due to TDM measures across all three campuses (J= I x H)	30,737

Table 3-25 provides a planning level analysis for the quantification of several TDM benefits that the university would apply to achieve the reduction in VMT. Even achieving the bare minimums would lead to a 9.8% VMT reduction (exceeding the above mentioned 7%) thereby mitigating the VMT impact.

Table 3-25: Minimum TDM VMT Reductions Per CAPCOA

VMT Reduction Strategy Per CAPCOA (Category #)	CAPCOA Strategy	CAPCOA VMT Reduction Range	Minimum Reduction
Parking Pricing (3.3.3)	PDT-3 Implement Market Price Public Parking	2.8%-5.5%	2.80%
Commute Trip Reduction (3.4.2)	TRT-2 Implement CTR Program - Required Implementation/Monitoring	4.2%-21.0% c	4.20%
Commute Trip Reduction (3.4.15)	TRT-15 Employee Parking Cash-Out	0.6%-7.7%	0.60%
Commute Trip Reduction (3.4.6)	TRT-6 Encourage Telecommuting and Alternative Work Schedules	0.07%-5.5%	0.07%
Commute Trip Reduction (3.4.7)	1] TRT-7 Implement CTR Marketing 2] Launch Targeted Behavioral Interventions	0.8%-4.0%	0.80%
Commute Trip Reduction (3.4.11)	TRT-11 Provide Employer-Sponsored Vanpool/Shuttle	0.3%-13.4%	0.30%
Commute Trip Reduction (3.4.3)	TRT-3 Provide Ride-Sharing Programs	1%-15%	1%
TOTAL IF ONLY MINIMUM REDUCTIONS ARE ACHIEVED			**9.8 %**

Reference: Quantifying Greenhouse Gas Mitigation Measures A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures August, 2010 California Air Pollution Control Officers Association

Public Transit and Parking

In discussing parking, it is important to highlight that parking is well-managed on District campuses. Students, faculty, and staff are required to display a valid parking permit while parked on campus 365 days a year. Parking is not free: semester and daily permits are available to purchase and there are no grace periods. Valid parking permits are always required (vehicles not displaying a valid parking permit, are subject to citation).

Moreover, the campus is served by Glendale Beeline and Metro as noted earlier, providing what the District labels as “an economical and stress-free alternative to parking”. Discounts are available for students, the disabled, and seniors. More recently, the District has been working with Metro and Glendale BeeLine to establish a U-pass program for GCCD. The program provides a semester transit pass to students as part of the GCCD student ID and is good for unlimited rides on all Metro services in Los Angeles County, including Metro Rail, Metro Rapid and Express buses, and local buses. The intent of this program is to encourage the use of alternative transportation modes as well as reduce the demand for parking.

Furthermore, the District works with Go-Glendale, a membership-based nonprofit organization working with local employers and property managers to reduce traffic congestion, improve air quality, accessibility, and mobility in Glendale. As part of this Travel Demand Management program the District offers various incentives for ridesharing, transit use, and biking/walking (Appendix F). Therefore, impacts would be less than significant with regards to transit.

Impact 3.10-2: *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

As described above in Impact 3.10-1, the Proposed Project would result in potentially significant impacts associated with the increase in students traveling to the Montrose Campus. This will have the potential to increase VMT City-wide. Thus, mitigation measure TRA-1 is provided to implement VMT reduction related travel demand measures to reduce impacts City-wide. With full implementation of MM TRA-1, impacts would be reduced to less than significant levels.

3.10.5 Cumulative Impacts

Cumulative impacts are considered in the Project impact analysis above, as the transportation analysis includes cumulative project traffic in the area as well as future growth at the three campuses. Future traffic volumes are discussed in Appendix F, in Section 2.3.4 Horizon Year with Project Conditions.

In general, VMT analysis is cumulative in nature, as it calculates distance traveled by project users via private vehicles to and from a project, and accounts for the total use of roadway facilities by project users. As noted in Section 3.10.4, above, . at the Montrose Campus there would be a 0.14 percent total Citywide VMT increase, and a 0.13 percent total Citywide VMT increase with the cumulative scenario. However, as a locally serving public facility the Montrose campus expansion can be presumed to have less than significant impact. In addition, in order to demonstrate the comparison (without Project vs. with Project) roadway VMT provided by the City was used as a surrogate which show that the Project reduces the VMT per service population by 0.15%.

Based on this analysis, VMT generated as a result of cumulative growth projects is included in the analysis for the Proposed Project, which resulted in a potential significant impact based on total VMT increase.

Mitigation Measures

See Mitigation Measures TRA-1, above.

Residual Impacts

With implementation of mitigation measure TRA-1 above, and its associated TDMs, impacts to VMT would be less than significant.

3.11 TRIBAL CULTURAL RESOURCES

3.11.1 Regulatory Framework

Assembly Bill 52

Assembly Bill 52 (AB 52) took into effect on July 1, 2015 that mandates early tribal circulation prior to and during CEQA review. It incorporates tribal consultation and analyzing impacts to tribal cultural resources (TCR) into the CEQA process. TCRs would be required to be analyzed like other CEQA resource areas. A significant impact on a TCR would be considered a significant environmental impact that would require implementation of feasible mitigation measures.

Section 21074 of the Public Resources Code defines TCRs as:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

3.11.2 Impacts and Mitigation

On July 15, 2020, an NOP was distributed to agencies, organizations and interested partis of the Proposed Project to provide an opportunity for input on the scope of the environmental analysis addressing the potential effects of the Proposed Project. Recipients of the NOP include the Native American Contact List received by the Native American Heritage Commission in December 2019. No tribes previously requested consultation regarding future projects from the District; therefore, no AB 52 outreach was required.

No comments or requests for consultation were received regarding archaeological, historical, or tribal cultural resources in response to the NOP.

Impact 3.11-1*: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California*

Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or;

Impact 3.11-2*: Would the project result in a significant impact to a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the CRHR or local register of historical resources (Public Resources Code Section 21074). As required under AB 52 consultation requirements, a tribe must request, in writing, to be notified by lead agencies through formal notification of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated (Public Resources Code § 21080.3.1 (b)). As of the date of this report, GCCD has not received any requests from tribes to be notified of future projects on their campuses.

As discussed in Section 3.5 Cultural Resources, and based on the results of the SCCIC, the Proposed Project does not contain any archaeological sites previously recorded. Based on review of the historic-period buildings, it was found that the buildings that comprise Glendale Community College do not collectively or individually meet the four CRHR Criterions (Appendix D). Furthermore, the majority of the improvements would occur within existing buildings of the campuses and within previously disturbed areas. All campuses are located within an urban setting with no vacant and undisturbed lots that could house potentially sensitives tribal cultural resources.

Because the Proposed Project is located within a previously built environment, does not contain CRHR-eligible properties, and is not expected to uncover potentially sensitive TCRs, impact would be less than significant.

3.11.3 Cumulative Impacts

The Proposed Project will occur on the three existing campuses noted in the analysis above. In addition, the large majority of the proposed future projects included in the cumulative analysis are also located in developed portions within the City of Glendale rather than in previously undisturbed areas. As noted in the analysis above, the Proposed Project is not anticipated to impact any tribal cultural resources, and any potential cumulative projects in the vicinity would also need to analyze impacts to tribal cultural resources and consult with tribes that had previously requested consultation. For potential impacts to potentially undisturbed or unknown cultural resources that may occur within the developed areas, mitigation measures would be expected to be implemented for the projects considered in the cumulative analysis. Therefore, cumulative impacts to tribal cultural resources are considered less than significant.

CHAPTER 4.0 – ALTERNATIVES ANALYSIS

4.1 INTRODUCTION AND OVERVIEW

CEQA requires that an EIR describe a range of reasonable alternatives to the Proposed Project, or to the location of the Proposed Project, which could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter describes potential alternatives to the Proposed Project that were considered, identifies alternatives that were eliminated from further consideration and reasons for dismissal, and analyzes available alternatives in comparison to the potential environmental impacts associated with the Proposed Project.

Key provisions of the CEQA Guidelines (§15126.6) pertaining to the alternatives analysis are summarized below:

- The discussion of alternatives shall focus on alternatives to the Proposed Project or its location that are capable of avoiding or substantially lessening any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the Proposed Project objectives, or would be more costly.

- The No Project Alternative shall be evaluated along with its impact. The No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published. Additionally, the analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not approved, based on current plans and consistent with available infrastructure and community services.

- The range of alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Proposed Project.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Proposed Project need to be considered for inclusion in the EIR.

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan contingency, regulatory limitation, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site. An EIR need not consider an alternative whose effects cannot be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic Project Objectives.

4.2 PROJECT OBJECTIVES

As discussed in Chapter 2, GCCD's goal as part of the California Community College system is to offer academic and vocational education to students at the lower college division level. In addition, the District's goal is to advance California's economic growth and global competitiveness through education, training, and services that contribute to continuous workforce improvement.

The Proposed Project's objective is to provide an update to the 2015 Facilities Master Plan to provide a long-range plan for the development of facilities to support GCCD's vision, mission, and goals. The Master Plan Update recommends site and facilities improvements for the three GCCD campuses: the historic Verdugo Campus, the Garfield Campus, and the Montrose Campus. The Master Plan Update quantifies planning data to forecast projected space needs that are aligned with GCCD's educational planning for existing and future programs. The Facilities Master Plan is part of an integrated planning process that supports accreditation and demonstrates compliance with accreditation standards with regard to facilities planning.

4.3 ALTERNATIVES ANALYZED

The alternatives identified below, with the exception of the mandatory No Project Alternative, were selected due to their potential to attain the basic Project Objectives discussed above and to lessen or avoid significant environmental effects resulting from implementation of the Proposed Project. Alternatives considered in this Draft EIR include:

- No Project Alternative
- No Verdugo Parking Structure Alternative
- No Montrose Parking Structure Alternative

The purpose of this section is to discuss feasible alternatives by evaluating the ability of each alternative to reduce or avoid significant adverse environmental impacts while still achieving Project Objectives. The reader is referred to the individual sections of the Draft EIR (Chapter 3.0) and to the Executive Summary for a detailed discussion of environmental impacts, by each issue area, that would result from implementation of the Proposed Project.

For each alternative, a brief description is provided below, followed by a summary impact analysis relative to the Proposed Project and an assessment of the degree to which the alternative would meet the Project's objectives.

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives		
	Without Mitigation	With Mitigation	No Project Alternative	No Verdugo Parking Structure Alternative	No Montrose Parking Structure Alternative
Aesthetics					
Substantially degrade the existing visual character or quality of public views of the site and its surroundings?	LTS	LTS	▼	▼	▼
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS	LTS	▼	▼	▼
Air Quality					
Conflict or obstruct implementation of the applicable air quality plan?	LTS	LTS	▼	▼	▼
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?	LTS	LTS	▼	▼	▼
Expose sensitive receptors to substantial pollutant concentrations?	LTS	LTS	▼	-- –	-- –
Biological Resources					
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?	PS	LTS	▼	▼	▼
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	LTS	LTS	-- –	-- –	-- –
Have a substantial adverse effect on state or federally protected wetlands?	LTS	LTS	-- –	-- –	-- –
Have a substantial adverse effect on state or federally protected wetlands?	LTS	LTS	-- –	-- –	-- –
Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with	PS	LTS	▼	▼	▼

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives		
	Without Mitigation	With Mitigation	No Project Alternative	No Verdugo Parking Structure Alternative	No Montrose Parking Structure Alternative
established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?					
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	PTS	LTS	▼	▼	▼
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	LTS	LTS	-- –	-- –	-- –
Cultural Resources					
Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	LTS	LTS	▼	-- –	-- –
Disturb any human remains, including those interred outside of formal cemeteries?	LTS	LTS	▼	-- –	-- –
Greenhouse Gas Emissions					
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	LTS	▼	▼	▼
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	LTS	▼	▼	▼
Land Use and Planning					
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	PS	LTS	▼	▼	-- –
Noise					
Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or	LTS	LTS	▼	▼	▼

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives		
	Without Mitigation	With Mitigation	No Project Alternative	No Verdugo Parking Structure Alternative	No Montrose Parking Structure Alternative
noise ordinance, or applicable standards of other agencies?					
Generation of excessive groundborne vibration or groundborne noise levels?	PS	LTS	▼	-- –	-- –
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	LTS	LTS	-- –	-- –	-- –
Transportation					
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	PS	LTS	▼	▼	▼
Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	PS	LTS	▼	▼	▼
Tribal Cultural Resources					
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or; result in a significant impact in a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be	LTS	LTS	-- –	-- –	-- –

Table 4-1: Comparison of Alternatives – Environmental Issues

Issue Area	Project		Alternatives		
	Without Mitigation	With Mitigation	No Project Alternative	No Verdugo Parking Structure Alternative	No Montrose Parking Structure Alternative
significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe					

▼ – Reduced impact compared to Proposed Project
▲ – Increased impact compared to Proposed Project
-- – Similar impact as Proposed Project
LTS – Less Than Significant
PS – Potentially Significant
SU – Significant and Unavoidable
NA – Not applicable

Table 4-2: Comparison of Alternatives – Project Objectives

Project Objectives	Ability of Alternatives to Meet Project Objectives	
	No Project	No Parking Structure Alternative
Offer academic and vocational education to students at the lower college division level	Yes (to a lesser degree)	Yes
Advance California's economic growth and global competitiveness through education, training, and services that contribute to continuous workforce improvement.	Yes (to a lesser degree)	Yes
To implement proposed necessary construction, renovation, and general capital improvements at the campus	Yes (to a lesser degree)	Yes (to a lesser degree)
To update and improve existing technological and program services	Yes (to a lesser degree)	Yes

4.3.1 No Project Alternative

§15126.6(e) of the CEQA Guidelines requires analysis of a No Project alternative that (1) discusses existing site conditions at the time the NOP is prepared or the Draft EIR is commenced, and (2) analyzes what is reasonably expected to occur in the foreseeable future based on current plans if the Proposed Project were not approved.

Under this alternative, the Proposed Project would not be implemented, but the campus would be developed with improvements that have been approved under the 2015 Facilities Master Plan. Potential effects for the No Project Alternative were compared to the areas of potentially significant effects prior to mitigation that could be a result of the Proposed Project.

Aesthetics

Aesthetic and lighting impacts would be reduced under the No Project Alternative than for the Proposed Project because there would be no new construction of parking lots, no demolition or renovation activities, and would not include any new building construction. Impacts to light and glare will be reduced particularly for the Verdugo Campus' new Science Building that would not be built south of existing residential buildings under this alternative. Existing lights would remain on the campuses with its existing uses. The No Project Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to lighting and glare impacts.

Biological Resources

Impacts to trees and nesting birds would be reduced under the No Project Alternative than for the Proposed Project because there would be no planned construction activities. There would be no activities that would require the removal of mature trees, or have construction activities that would disturb nesting birds. The campuses would remain operational and would have the normal noise disturbances that are expected such as student and faculty gatherings, or other various campus activities. The No Project Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to trees and nesting birds.

Cultural Resources

Impacts to historical and archaeological resources would be reduced under the No Project Alternative as compared to the Proposed Project, as there would be no planned construction activities as noted in the 2019 Master Plan Update. There would be no new buildings at the Verdugo campus near historic-age structures and no ground disturbing activities at the three campuses that could encounter potential resources or remains. The No Project Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to historic structures or human remains.

Land Use

Impacts related to conflicting with a land use plan or policy would be reduced under the No Project Alternative than for the Proposed Project because there would be no requirement of signalizing intersections under the No Project Alternative. As discussed in Section 3.10 Transportation, all study intersections are forecasted to operate at LOS D or better with the exception of the unsignalized intersection of Chaparro Drive and Mountain Street because of the construction of the new parking structure at the Verdugo Campus. Existing circulation within the campuses would remain. The No Project Alternative would have reduced impacts at Chaparro Drive and Mountain Street in comparison to the Proposed Project, as no new parking structure would be constructed. This alternative is considered

environmentally superior to the Proposed Project with respect to consistency with a land use plan or policy for the Verdugo Campus.

Noise

Impacts related to groundborne vibration would be reduced under the No Project Alternative for the Proposed Project because there would be no new planned construction activities. The use of off-road construction equipment during the Proposed Project construction such as a bulldozer would be the main source of vibration. Because of the proximity of the campuses to nearby residential properties, the vibration level at the location of the nearest homes would exceed the City's vibration limits under the Municipal Code for the Proposed Project. With the No Project Alternative, there would be no use of construction equipment that would expose nearby receptors to vibration levels exceeding the City's limits. The No Project Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to groundborne vibration.

Transportation

Impacts related to conflicts with a program, plan or ordinance would be reduced under the No Project Alternative. As discussed previously under the Land Use discussion, the Proposed Project would require signalization at the Chaparro Drive and Mountain Street intersection due to the construction of a new parking structure at the Verdugo Campus because the intersection would be a main access point to the new parking structure.

Impacts related to the Proposed Project to be in conflict or inconsistent with Section 15064.3 of the CEQA Guidelines would be less under the No Project Alternative. Under the Proposed Project, the Montrose Campus is expected to produce an increase in VMT per the City's guidelines because of the expected generation of approximately 1,000 FTEs, supported by 15 staff members.

Therefore, the No Project Alternative would have reduced impacts in comparison to the Proposed Project related to conflicting with a program, plan or ordinance, and with Section 15064.3. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts from the proposed parking structure at the Verdugo Campus, and with the proposed expansion of students at the Montrose Campus. However, it must be noted that while the construction of the proposed parking garage at the Verdugo Campus would require measures to reduce impacts to a less than significant level, the new parking garage would reduce cruising for parking in the adjacent communities as it would capture the student and staff vehicular traffic. Therefore, the No Project Alternative would not meet the existing parking needs at the Verdugo Campus and the campus could continue to experience cruising to find available parking.

Tribal Cultural Resources

Impacts to tribal cultural resources would be reduced under the No Project Alternative as compared to the Proposed Project, as there would be no planned construction activities as noted in the 2019 Master Plan Update. There would be no ground disturbing activities at the three campuses that could encounter potential tribal cultural resources. The No Project Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to tribal cultural resources.

Conclusion and Relationship to Project Objectives

The No Project Alternative would continue with the improvements approved under the 2005 Facilities Master Plan and projects covered under subsequent CEQA documentation. The No Project Alternative is environmentally superior in the areas of aesthetics, biological resources, land use, noise, and transportation; however, the No Project Alternative would not contribute to the attainment of any of the Project Objectives identified in Section 2.5 above, and the proposed improvements to the campuses would be achieved at a lower level.

4.3.2 No Verdugo Parking Structure Alternative

The No Verdugo Parking Structure Alternative (Verdugo Parking Alternative) assumes that the Proposed Project would be developed with the planned improvements outlined in Chapter 2.0 but would eliminate the construction of the parking garage at the Verdugo Campus at the Chaparro Drive and Mountain Street intersection.

Aesthetics

Aesthetic and lighting impacts would be reduced under the Verdugo Parking Alternative than for the Proposed Project because there would be no new construction of the parking structure at the Chaparro Drive and Mountain Street intersection. There would be no new lights that would be installed in that intersection that could be viewed by pedestrians and commuters along Mountain Street. Existing lights would remain and the tennis court would remain operational. This alternative is considered environmentally superior to the Proposed Project with respect to lighting and glare impacts at the proposed parking garage at the Verdugo Campus.

Biological Resources

Impacts to trees and nesting birds would be reduced under the Verdugo Parking Alternative than for the Proposed Project because there would be no planned construction activities at the Chaparro Drive and Mountain Street intersection of the Verdugo Campus. There are existing trees bordering the existing tennis courts along Mountain Street. Therefore, with the Parking Alternative, there are no proposed construction-related disturbances that would occur that may disturb nesting birds, nor would there be any proposed removal of the existing trees. The existing tennis courts would remain operational and would have the normal noise disturbances that are expected such as student and faculty gatherings, tennis competitions, and roadway noises from Mountain Street and Chaparro Drive. The Verdugo Parking Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to trees and nesting birds at the proposed parking garage at the Verdugo Campus.

Cultural Resources

Impacts to historical and archaeological resources would be similar under the Verdugo Parking Alternative as compared to the Proposed Project, as there would be similar planned construction activities as noted in the 2019 Master Plan Update with the exception of the Verdugo Parking Structure. There would be new buildings at the Verdugo campus near historic-age structures and ground disturbing activities at the three campuses that could encounter potential resources or remains. Similar to the Proposed Project, the Verdugo Parking Alternative would have less than significant impacts to cultural resources. The Verdugo

Parking Alternative would have similar impacts in comparison to the Proposed Project. This alternative is considered environmentally similar to the Proposed Project with respect to potential impacts to historic structures or human remains.

Land Use

Impacts related to conflicting with a land use plan or policy would be less under the Verdugo Parking Alternative than for the Proposed Project because there would be no requirement of signalizing intersections under the No Verdugo Parking Structure Alternative. As discussed in Section 3.8 Land Use, all study intersections are forecasted to operate at LOS D or better with the exception of the unsignalized intersection of Chaparro Drive and Mountain Street because of the construction of the new parking structure at the Verdugo Campus. Existing circulation within the campuses would remain. The Verdugo Parking Alternative would have reduced impacts at Chaparro Drive and Mountain Street in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to consistency with a land use plan or policy for the proposed parking structure at the Verdugo Campus.

Noise

Impacts related to groundborne vibration would be less under the Verdugo Parking Alternative as compared to the Proposed Project because there would be no planned construction activities at the Chaparro Drive and Mountain Street intersection. The use of off-road construction equipment such as a bulldozer would be the main source of vibration. Although the location of the proposed parking garage is not near residential properties, the Verdugo Parking Alternative would not contribute additional noise or vibration levels at that intersection. The Verdugo Parking Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to groundborne vibration and noise for the proposed parking structure at the Verdugo Campus.

Transportation

Impacts related to conflicts with a program, plan or ordinance would be less under the Verdugo Parking Alternative. As discussed previously under the Land Use discussion, the Proposed Project would require signalization at the Chaparro Drive and Mountain Street intersection due to the construction of a new parking structure at the Verdugo Campus because the intersection would be a main access point to the new parking structure. The No Verdugo Parking Structure Alternative would have reduced impacts in comparison to the Proposed Project related to conflicting with a program, plan or ordinance. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to from the proposed parking structure at the Verdugo Campus. However, it must be noted that while the proposed parking garage would require mitigation measures to reduce impacts to a less than significant level with regards to its inconsistency with the City guidelines, the new parking garage would reduce cruising for parking in the adjacent communities as it would capture the student and staff vehicular traffic. Therefore, the Verdugo Parking Alternative would not meet the existing parking needs at the Verdugo Campus and the campus could continue to experience cruising to find available parking.

Tribal Cultural Resources

Impacts to tribal cultural resources would be similar under the Verdugo Parking Alternative as compared to the Proposed Project, as there would be planned construction activities as noted in the 2019 Master Plan Update. There would ground disturbing activities at the three campuses that could encounter potential resources or remains, with the exception of the Verdugo Parking Structure. The Verdugo Parking Alternative would have similar impacts in comparison to the Proposed Project. This alternative is considered environmentally similar to the Proposed Project with respect to potential impacts to tribal cultural resources.

Conclusion and Relationship to Project Objectives

The No Verdugo Parking Structure Alternative would continue with the improvements outlined in Section 2.5 above but with the exception of the proposed parking structure at the Chaparro Drive and Mountain Street intersection. The Verdugo Parking Alternative is environmentally superior in the areas of aesthetics, biological resources, land use, noise, and transportation; however, the Verdugo Parking Alternative would not meet student parking needs at the Verdugo Campus. With this alternative, it is anticipated that students would utilize nearby neighborhood on-street parking. The Verdugo Parking Alternative would attain a majority the Project Objectives identified in Section 2.5 above, with some objectives achieved at a lower level.

4.3.3 No Montrose Parking Structure Alternative

The No Montrose Parking Structure Alternative (Montrose Parking Alternative) assumes that the Proposed Project would be developed with the planned improvements outlined in Chapter 2.0 but would eliminate the construction of the parking garage at the Montrose Campus on Broadview Drive, Lots #12, A, 1. The Montrose Parking Alternative would remove the two-level parking structure and associated lighting.

Aesthetics

Aesthetic and lighting impacts would be reduced under the Montrose Parking Alternative than for the Proposed Project because there would be no new construction of the parking structure at the Montrose campus on Broadview Drive. There would be no new lights that would be installed within the structures that could be viewed by pedestrians and commuters along Broadview Drive. Existing lights would remain and the area would remain as a surface lot. This alternative is considered environmentally superior to the Proposed Project with respect to lighting and glare impacts at the proposed parking garage at the Montrose Campus.

Biological Resources

Impacts to trees and nesting birds would be reduced under the Montrose Parking Alternative than for the Proposed Project because there would be no planned construction activities at the existing parking lots behind the PDC. There are existing trees bordering the existing parking lot along Broadview Drive. Therefore, with the Parking Alternative, there are no proposed construction-related disturbances that would occur that may disturb nesting birds, nor would there be any proposed removal of the existing trees. The Montrose Parking Alternative would have reduced impacts in comparison to the Proposed

Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to trees and nesting birds at the proposed parking garage at the Montrose Campus.

Cultural Resources

Impacts to historical and archaeological resources would be similar under the Montrose Parking Alternative as compared to the Proposed Project, as there would be similar planned construction activities as noted in the 2019 Master Plan Update with the exception of the Montrose Parking Structure. There would be new buildings at the Verdugo campus near historic-age structures and ground disturbing activities at the three campuses that could encounter potential resources or remains. Similar to the Proposed Project, the Montrose Parking Alternative would have less than significant impacts to cultural resources. The Montrose Parking Alternative would have similar impacts in comparison to the Proposed Project. This alternative is considered environmentally similar to the Proposed Project with respect to potential impacts to historic structures or human remains.

Land Use

Impacts related to conflicting with a land use plan or policy would be similar under the Montrose Parking Alternative than for the Proposed Project because neither Project alternative would impact LOS levels in the Montrose area. As discussed in Section 3.8 Land Use, all of the study intersections are forecast to continue to operate at LOS D or better during the AM and PM peak hours in the Year 2025 With Project conditions. This alternative is considered environmentally similar to the Proposed Project with respect to consistency with a land use plan or policy for the proposed parking structure at the Montrose Campus.

Noise

Impacts related to groundborne vibration would be less under the Montrose Parking Alternative as compared to the Proposed Project because there would be no planned construction activities at the existing parking lot behind the PDC, along Broadview Drive. The use of off-road construction equipment such as a bulldozer would be the main source of vibration. Since the location of the proposed parking garage is near residential properties, the Montrose Parking Alternative would not contribute additional noise or vibration levels at that intersection. The Montrose Parking Alternative would have reduced impacts in comparison to the Proposed Project. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to groundborne vibration and noise for the proposed parking structure at the Montrose Campus.

Transportation

Impacts related to conflicts with a program, plan or ordinance would be less under the Montrose Parking Alternative. The No Montrose Parking Structure Alternative would have reduced impacts in comparison to the Proposed Project related to conflicting with a program, plan or ordinance, since less parking would be provided, potentially incentivizing use of TDM measures included in mitigation measure TRA-1. This alternative is considered environmentally superior to the Proposed Project with respect to potential impacts to from the proposed parking structure at the Montrose Campus. However, it must be noted that while the proposed parking garage could increase VMT in the Montrose area of Glendale, the new parking garage would reduce cruising for parking in the adjacent communities as it would capture the student and staff vehicular traffic. Therefore, the Montrose Parking Alternative would not meet the existing parking needs at the Montrose Campus and the campus could experience cruising to find available parking.

Tribal Cultural Resources

Impacts to tribal cultural resources would be similar under the Montrose Parking Alternative as compared to the Proposed Project, as there would be planned construction activities as noted in the 2019 Master Plan Update. There would ground disturbing activities at the three campuses that could encounter potential resources or remains, with the exception of the Montrose Parking Structure. The Montrose Parking Alternative would have similar impacts in comparison to the Proposed Project. This alternative is considered environmentally similar to the Proposed Project with respect to potential impacts to tribal cultural resources.

Conclusion and Relationship to Project Objectives

The No Montrose Parking Structure Alternative would continue with the improvements outlined in Section 2.5 above but with the exception of the proposed parking structure at Broadview Drive. The Montrose Parking Alternative is environmentally superior in the areas of aesthetics, biological resources, noise, and transportation; however, the Montrose Parking Alternative would not meet student parking needs at the Montrose Campus. With this alternative, it is anticipated that students would utilize nearby neighborhood on-street parking. The Montrose Parking Alternative would attain a majority the Project Objectives identified in Section 2.5 above, with some objectives achieved at a lower level.

4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Of the alternatives analyzed in the EIR, the No Project Alternative is considered the environmentally superior alternative as it would avoid or reduce most of the potential impacts associated with construction and operation of the Proposed Project. The No Project Alternative would continue to implement the proposed improvements that were approved in the 2015 Facilities Mater Plan. However, it would not meet the objectives of the Proposed Project nor would it include the additional improvements discussed in Section 2.5.

CEQA Guidelines require that, if the No Project Alternative is determined to be the environmentally superior alternative, an environmentally superior alternative must also be identified among the remaining alternatives. As such, the No Verdugo Parking Structure Alternative would result in the fewest environmental impacts as compared to the Proposed Project and is considered the Environmentally Superior Alternative. However, this alternative would not meet all the Proposed Project Objectives. Furthermore, the Verdugo Parking Alternative would eliminate the construction of a parking garage at the Verdugo Campus which would remove an additional parking option of the students. Students would continue to cruise in adjacent communities for additional parking.

In conclusion, the No Verdugo Parking Structure Alternative is the Environmentally Superior Alternative; however, it does not meet all the Project Objectives.

CHAPTER 5.0 – OTHER CEQA CONSIDERATIONS

This chapter presents the evaluation of other types of environmental impacts required by CEQA that are not covered within the other chapters of this Draft EIR. The other CEQA considerations include irreversible environmental changes, growth-inducing impacts and significant and unavoidable adverse impacts.

5.1 ENVIRONMENTAL EFFECTS NOT FOUND TO BE SIGNIFICANT

The IS (Appendix A) for the Proposed Project, completed in July 2020 determined that the Proposed Project would result in no impact or a less than significant impact to 13 of 20 environmental issue areas. The IS for the Proposed Project discusses why the Project would have no impact or less than significant impacts for these issue areas, which are subsequently not discussed in detail in this Draft EIR. The issue areas determined to have no impact or a less than significant impact in the IS analysis include the following:

- Agricultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

After a more detailed evaluation of the environmental issues associated with the Proposed Project, including reviews of the comments received during the Scoping Period, the Draft EIR determined that impacts would be less than significant for the following environmental issue areas:

- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Tribal Cultural Resources

The Draft EIR determined that with incorporation of project design features and mitigation measures for the following environmental issue area, impacts would be less than significant.

- Aesthetics
- Biological Resources
- Land Use and Planning
- Noise
- Transportation and Traffic

5.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines, "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the Proposed Project would lead to the consumption of limited, slowly renewable and nonrenewable resources, committing such resources to uses that future generations would be unable to reverse. The new development and renovations would require the commitment of resources that include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the Proposed Project Site.

Construction of the Proposed Project would consume certain types of lumber and other forest products, the raw materials in steel, metals such as copper and lead, aggregate materials used in concrete and asphalt such as sand and stone, water, petrochemical construction materials such as plastic, petroleum-based construction materials, and other similar slowly renewable or nonrenewable resources. Additionally, fossil fuels for construction vehicles and equipment would also be consumed. In terms of project operations, the following slowly renewable or nonrenewable resources would be required: natural gas and electricity, petroleum-based fuels, fossil fuels, and water. Title 24 of the California Administrative Code regulates the amount of energy consumed by new development for heating, cooling, ventilation, and lighting purposes. Nevertheless, the consumption of such resources would represent a long-term commitment of those resources.

The commitment of resources required for the construction and operation of the Proposed Project would limit the availability of such resources for future generations or for other uses during the life of the Project. However, continued use of such resources is consistent with the anticipated growth and planned changes on the Proposed Project and within the general vicinity. Furthermore, impacts to the energy supply would be less than significant given the existing levels of development within the City of Glendale and the County of Los Angeles.

Future generations will likely continue to use GCCD's campuses for educational and community purposes. The Proposed Project will not preclude use of the site for other purposes in the future to any degree greater than the No Project Alternative. Additionally, these same resources will be required for the development of the Proposed Project in an available alternative location. In the long term, compared to initial implementation of the Proposed Project, the level of resource commitment for continued operation and maintenance of the campuses will be minimal.

With respect to significant aesthetic impacts, particularly with the construction of the new Science Building at the Verdugo Campus, the proposed building could be eliminated from the Proposed Project and therefore would not block the views of the open spaces. Thus, this is not an irreversible impact.

With respect to transportation, a public transit system could be included, a land-use change could be developed, or the campuses could cease operations to minimize or remove impacts related to

transportation. Therefore, traffic-related impacts are likely to continue but would not be considered irreversible.

5.3 GROWTH-INDUCING IMPACTS

Pursuant to Section 15126.2 of the CEQA Guidelines: an EIR must address whether a project will directly or indirectly foster growth as follows:

[An EIR shall] discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also, discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed below, this analysis evaluates whether the Proposed Project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

5.3.1 Direct Growth-inducing Impacts in the Surrounding Environment

Direct growth-inducing impacts occur when the development of a project induces population growth or the construction of additional developments in the same area of a proposed project and produces related growth-associated impacts. Growth inducing projects remove physical obstacles to population growth, such as the construction of a new road into an undeveloped area, a wastewater treatment plant expansion, and projects that allow new development in the service area. Construction of such infrastructure projects are considered in relation to the potential development and the potential environmental impacts.

Implementation of the Proposed Project would involve the renovation of existing buildings as well as providing an expanded campus to accommodate projected student needs by both the District and regional planning agencies. However, the Proposed Project does not include residential development and does not directly induce population growth. Additionally, a low potential exists that the Proposed Project will directly induce construction of similar college-level facilities in the Project area and cause growth-related impacts. The Proposed Project will not remove obstacles to regional growth and related development.

5.3.2 Indirect Growth-inducing Impacts in the Surrounding Environment

Although the Proposed Project will result in limited additional employment in response to projected enrollment growth at the Montrose Campus, increase in employment has been accounted for by local and regional planning agencies (i.e. SCAG and the City of Glendale General Plan), prior to design of the Proposed Project. The purpose of the Proposed Project is to respond to anticipated growth in student enrollment and the need to upgrade the quality of campus educational facilities. The Proposed Project does not contain components likely to indirectly induce employment or an employment-related increase in population.

5.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT

The potentially adverse effects of the Proposed Project are discussed in Chapter 3.0 of this Draft EIR. Mitigation measures have been recommended that would reduce impacts to biological resources, land use, noise, and transportation impacts to less than significant based on each set of significance criteria.

CHAPTER 6.0 – REFERENCES

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CHAPTER 7.0 – REPORT PREPARATION

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CHAPTER 8.0 – ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Term
AA	Aviation Art
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AM	Ante Meridiem
AQMPs	Air Quality Management Plans
AS	Arroyo Seco
ATC	Advanced Technology Center
AU	Auditorium
BP	Before Present
BACT	Best Available Control Technology
BMPs	Best Management Practices
Board	Board of Trustees
Blvd	Boulevard
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
Caltrans	California Department of Transportation
CalEEMod	California Emissions Estimator Model
Cal EPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CH_4	Methane
CRHR	California Register of Historical Resources

CR	Camino Real
CO_2e	Carbon Dioxide Equivalent
CO	Carbon Monoxide
CFCs	Chlorofluorocarbons
C_2H_6	Ethane
C_2F_6	Hexafluoroethane
CF_4	Tetrafluoromethane
CNEL	Community Noise Equivalent Level
CMP	Congestion Management Process
dB	Decibel
dBA	A-weighted decibels
DOT	Department of Transportation
DPM	Diesel Particulate Matter
DPR	Department of Parks and Recreation
Draft EIR or DEIR	Draft Environmental Impact Report
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
EA	EOPS Annex
ESL	English as a Second Language
EPA	Environmental Protection Agency
ETP	Employment Training Panel
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTEs	Full-time Equivalency Students
FTIP	Federal Transportation Improvement Program

GCC	Glendale Community College
GCCD or District	Glendale Community College District
GHG	Greenhouse Gas
GIS	Geographic Information System
GSF	Gross Square Feet
GWP	Global Warming Potential
HAPs	Hazardous Air Pollutants
Hz	Hertz
I-5	Interstate 5 Freeway
I-210	Interstate 210 Freeway
IBCC	Instructional Building and Conference Center
IS	Initial Study
IPCC	International Panel on Climate Change
ITE	Institute of Transportation Engineers
IWMB	Integrated Waste Management Board
JPL	Jet Propulsion Laboratory
L_{eq}	Equivalent sound level
L_{max}	Maximum Sound Level
LOS	Level of Service
LST Methodology	Localized Significance Threshold Methodology
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MM	Mitigation Measure
MMT	Million Metric Tons
MMTCO2e	Million Metric Tons of CO2e
mph	Miles Per Hour

MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	Nitrogen Dioxide
N_2O	Nitrous Oxide
NO_x	Nitrogen Oxides
NOP	Notice of Preparation
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O3	Ozone
ONAC	Office of Noise Abatement and Control
ONC	Office of Noise Control
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCE	Passenger Car Equivalent
PDC	Professional Development Center
PFCs	Perfluorocarbons
PFO	Potential for Occurrence
PM	Post Meridiem
$PM_{2.5}$, PM_{10}	Particulate Matter
Proposed Project or Project	The 2019 Glendale Community College District Facilities Master Plan Update to the 2015 Facilities Master Plan
ppb	Parts Per Billion
ppm	Parts Per Million
PPV	Peak Particle Velocity

RCNM	Roadway Construction Noise Model
REMEL	Reference Energy Mean Emission Level
rms	Root Mean Square
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SA	Santa Anita
SB	Santa Barbara
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCI	Science Building
SCCIC	South-Central Coastal Information Center
SF	Square Feet
SF	San Fernando Complex
SF_6	Sulfur Hexafluoride
SG	San Gabriel
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SM	Sierra Madre
SN	Sierra Nevada Gym
SO_2	Sulfur Dioxide
SOx	Sulfur Oxide
SR	State Route
ST	District Storage Facility
STEM	Science, Technology, Engineering, and Math

TAC	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TDM	Travel Demand Measures
TIA	Traffic Impact Analysis
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	United States Environmental Protection Agency
USGS	U.S. Geological Survey
V/C	Volume-to-Capacity
VdB	Vibration in Decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WPA	Works Progress Administration
WSCH	Weekly Student Contact Hours