

**DRAFT**

**SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT**

**FOR THE**

**LUCIA PARK PROJECT**

**City of Glendale**  
Community Development Department  
Planning Division  
633 E. Broadway, Room 103  
Glendale, CA 91206

**JANUARY 2022**

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# 1.0 INTRODUCTION

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## 1.1 PROJECT INFORMATION

**Project Title:** Lucia Park Project

**Project Location:** The Project site is located at 620 North Brand Boulevard and 625 N. Maryland Avenue within the Glendale Downtown Specific Plan (DSP) Gateway District.

**Project Applicant:** Cimmarusti Holdings  
3061 Riverside Drive  
Los Angeles, CA 90039

**Lead Agency:** City of Glendale  
Community Development Dept., Planning Division  
633 E. Broadway, Room 103  
Glendale, CA 91206

## 1.2 PROJECT SUMMARY

This Sustainable Communities Environmental Assessment has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC). In 2008 the State legislature created an additional document for environmental review called a Sustainable Communities Environmental Assessment (SCEA). Previously, the City reviewed the environmental impacts of a project through one of three methods: categorical exemption, negative declaration/mitigated negative declaration (ND/MND), or environmental impact report (EIR).

The subject of this SCEA is the proposed development of a residential apartment building on a 63,760-square-foot site in the City of Glendale currently developed with a two-story office building (625 N. Maryland Avenue; “two-story office building”), containing approximately 5,297 square feet of floor area; the six-story Chase Bank office building (620 N. Brand Boulevard; “Chase Building”), containing approximately 45,125 square feet of floor area; and an associated parking structure fronting Maryland Avenue.

The proposed Project includes the proposed demolition of the existing parking structure and two-story office building and construction of a 24-story, 294-unit residential building containing 247 one-bedroom and 47 two-bedroom apartments, with a parking garage containing 502 parking spaces, including 373 parking spaces for the proposed apartments (30 parking spaces would be reserved for guests) in four levels of subterranean parking and two above-ground levels containing 129 replacement parking spaces for the Chase Building which will remain on the site. The total 502 automobile parking spaces and 115

bicycle parking spaces (96 long term and 19 short term) would be proposed. The proposed Project has been designed to comply with the DSP and Glendale Municipal Code (GMC) standards.

The proposed Project would add a total of 417,135 square feet (sq. ft.) of new residential building at the easterly half of the Project site for a combined 462,260 sq. ft. of floor area. The Floor Area Ratio (FAR) of the proposed Project would be 7.25, including the Chase Building which will remain.

The proposed Project would be required to provide 12,752 square feet of common open space for the Project site, 6,376 square feet of publicly accessible open space, and 1,594 square feet of landscape area. As such, the proposed Project includes 15,844 square feet of common open space, 6,994 square feet of public accessible open space, and 1,595 square feet of landscaping on the first level. 41,160 square feet of residential development open space and 6,927 square feet of landscape area would also be required on-site. As such, the proposed Project would provide 41,625 square feet of residential development open space and 7,064 square feet of landscape area throughout the residential building. A number of community spaces are proposed throughout the building, including outdoor and private terraces and a pool on the fourth floor and a dog park on the fifth floor. Terraces are also proposed on the sixth, seventeenth, nineteenth, and twenty-first floors, including roof terraces on the twenty-third and twenty-fourth floors.

The Applicant is requesting approval of the following discretionary actions by the City:

- Design Review pursuant to GMC Chapter 30.47; and
- Development Agreement.

### 1.3 REGULATORY BACKGROUND

Through the “Sustainable Communities and Climate Protection Act of 2008,” known as Senate Bill 375 (SB 375), the State legislature created a new document for environmental review called a Sustainable Communities Environmental Assessment (SCEA). The intent of a SCEA is to encourage projects that would implement regional plans to reduce greenhouse gas emissions (e.g., by building housing near public transit) by providing for streamlined environmental review of “Transit Priority Projects” that are consistent with an adopted sustainable communities strategy. The SCEA provides complete environmental analysis by evaluating the potential effects of a Project in an Initial Study similar to a Mitigated Negative Declaration, with additional requirements specific to a SCEA as described below.

SB 375 sought to integrate transportation and land use planning to reduce greenhouse gas emissions by directing the State’s Metropolitan Planning Organizations (MPO) that prepare regional transportation plans to include in those plans a “sustainable communities strategy” to achieve greenhouse gas emission targets set by the California Air Resources Board.<sup>1,2</sup> The Southern California Association of Governments

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1 Stats. 2008, ch. 728, Section 1; Stats. 2009, ch. 354, Section 5.

2 Gov. Code, Section 65080, subd. (b)(2)(B).

(SCAG) is the MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), which outlines strategies to meet or exceed the greenhouse gas emission targets set by CARB.

## 1.4 TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provided CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain other criteria. Cities acting as lead CEQA agency within the SCAG region can now prepare a SCEA as the environmental CEQA Clearance for "transit priority projects" that are consistent with SCAG's 2020-2045 RTP/SCS. A transit priority project is a project that meets the following four criteria:

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage or, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

## 1.5 SCEA PROCESS

A transit priority project may be approved if it has been determined that the project will not result in significant and unavoidable environmental impacts. For a SCEA, an initial study shall be prepared to identify all potentially significant impacts.<sup>3</sup> As with an MND, mitigation must be identified for any potentially significant impacts. In addition, for a project to qualify to be evaluated through a SCEA, the project should incorporate all feasible mitigation measures, performance standards and criteria set forth in prior applicable EIRs.<sup>4</sup> This would include the SCAG 2020-2045 RTP/SCS Program EIR.

A SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs; growth-inducing impacts are not required to be referenced, described or addressed; and project-specific or cumulative impacts from cars and light-duty truck trips on global warming or the regional transportation network need not be analyzed.<sup>5</sup> The SCEA does not analyze alternatives to a project because, like with an ND or MND, there are no significant impacts that need to be reduced or eliminated through project alternatives.

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3 PRC Section 21155.2(b)(1).

4 PRC Section 21155.2(a).

5 PRC Section 21159.28.

A draft of the SCEA will be circulated for public comment for a period of not less than 30 days with notice provided in the same manner as required for an environmental impact report.<sup>6</sup> Prior to acting on the SCEA, the lead agency shall conduct a public hearing and shall review and consider all comments received.<sup>7</sup>

The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:

- a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
- b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
  - i. Changes or alternations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
  - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

## 1.6 REQUIRED FINDINGS

The City has determined that:

1. The proposed Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG);
2. The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2020-2045 RTP/SCS would, if implemented, achieve the greenhouse gas emission reduction targets;
3. The proposed Project qualifies as a transit priority project pursuant to PRC Section 21155(b);
4. The proposed Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);

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6 PRC Section 21155.2(b)(3).

7 PRC Section 21155.2(b)(5).

5. The proposed Project incorporates all relevant and feasible mitigation measures, performance standards, or criteria set forth in prior environmental reports, including the RTP/SCS Program Environmental Impact Report;
6. All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) have been identified and analyzed in an initial study; and
7. The proposed Project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the proposed Project required to be analyzed pursuant to CEQA.

Therefore, the City finds that the proposed Project complies with the requirements of CEQA for using an SCEA as authorized pursuant to PRC Section 21155.2(b).

## 1.7 ORGANIZATION OF THE SCEA

This SCEA is organized into the following sections:

**Section 1.0: Introduction** provides introductory information about the proposed Project.

**Section 2.0: Project Description** provides a detailed description of the proposed Project, including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

**Section 3.0: Sustainable Communities Environmental Assessment Criteria** describes the regulatory background and criteria for the use of a SCEA in completing the CEQA process for this Project and identifies all feasible mitigation measures, performance standards, and criteria from prior Environmental Impact Reports (EIRs).

**Section 4.0: Initial Study Checklist** contains the completed SCEA Initial Study Checklist showing the significance level under each environmental impact category.

**Section 5.0: Sustainable Communities Environmental Analysis** contains an assessment and discussion of impacts associated with each environmental issue identified in the Initial Study Checklist.

**Section 6.0: Mitigation and Monitoring and Reporting Program** is the program for monitoring and reporting implementation of mitigation measures and project revisions, which a project is required to mitigate in order to avoid significant environmental effects pursuant to Public Resources Code Section 21081.6.

In addition, the **Appendices** include Project-specific reports and data used to support the analysis in this Initial Study.

## 2.0 PROJECT DESCRIPTION

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### 2.1 PROJECT LOCATION

The Project site is located directly south of State Route (SR-) 134 (Ventura) Freeway, east of Interstate (I-5) and west of SR-2 as shown in **Figure 2.0-1: Regional and Local Vicinity** at 620 North Brand Boulevard and 625 N. Maryland Avenue. The Project site is bounded by the SR-134 Eastbound On-Ramp to the north, an existing commercial building and an associated surface parking lot to the south, N. Brand Boulevard to the west, and N. Maryland Avenue to the east as shown in **Figure 2.0-2: Site Map, Existing Conditions**. The Project site includes two parcels, Assessor Parcel Numbers (APNs) 5643018032 and 5643018031.

### 2.2 EXISTING SITE CONDITIONS

The approximately 63,760-square-foot (1.46-acre) Project site is currently occupied by a two-story office building containing 5,297 square feet of floor area, the six-story Chase Building containing approximately 45,125 square feet of office floor area, an associated parking structure, and surface parking lots. There are no on-site trees and six street trees along N. Maryland Avenue and N. Brand Boulevard.

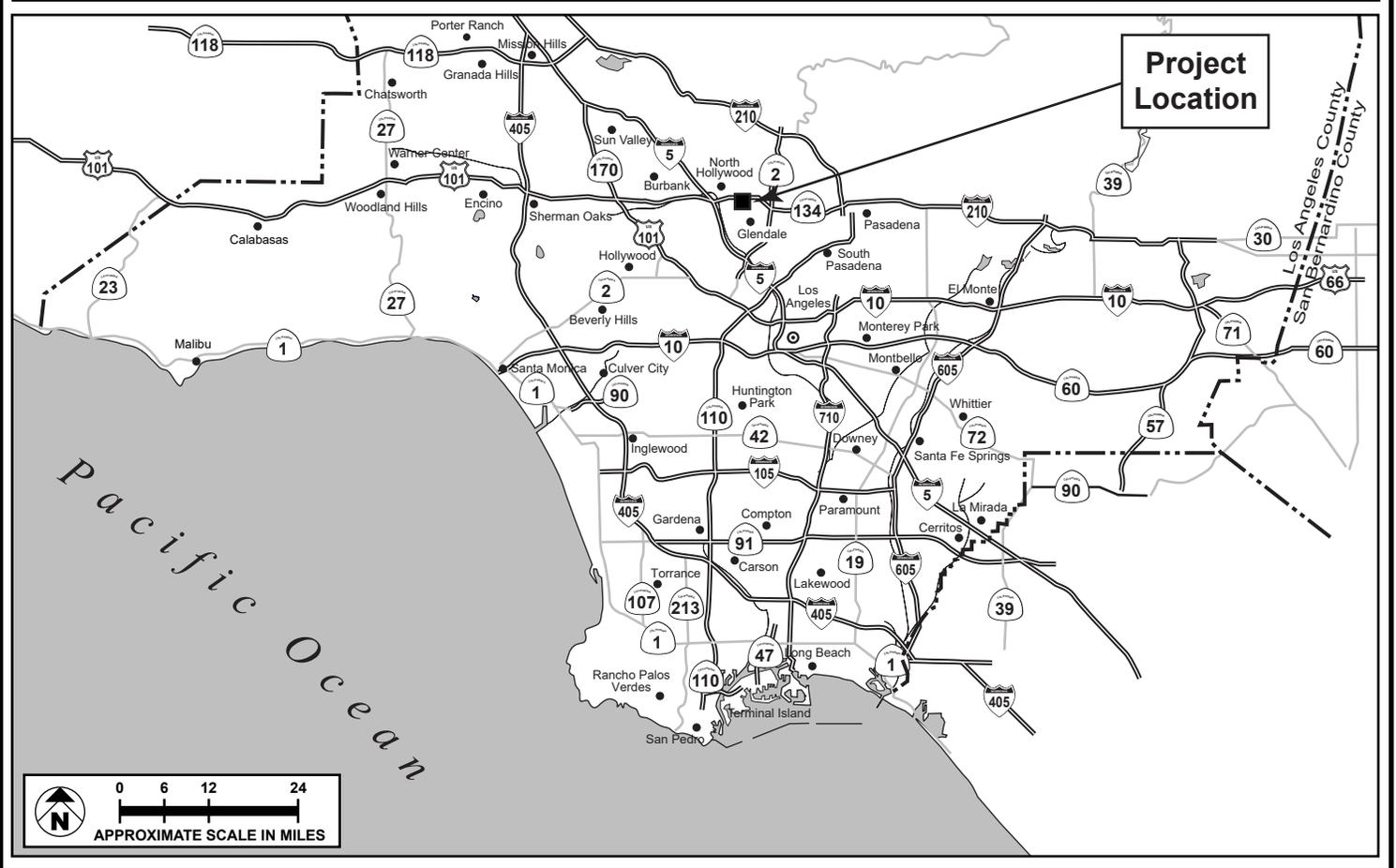
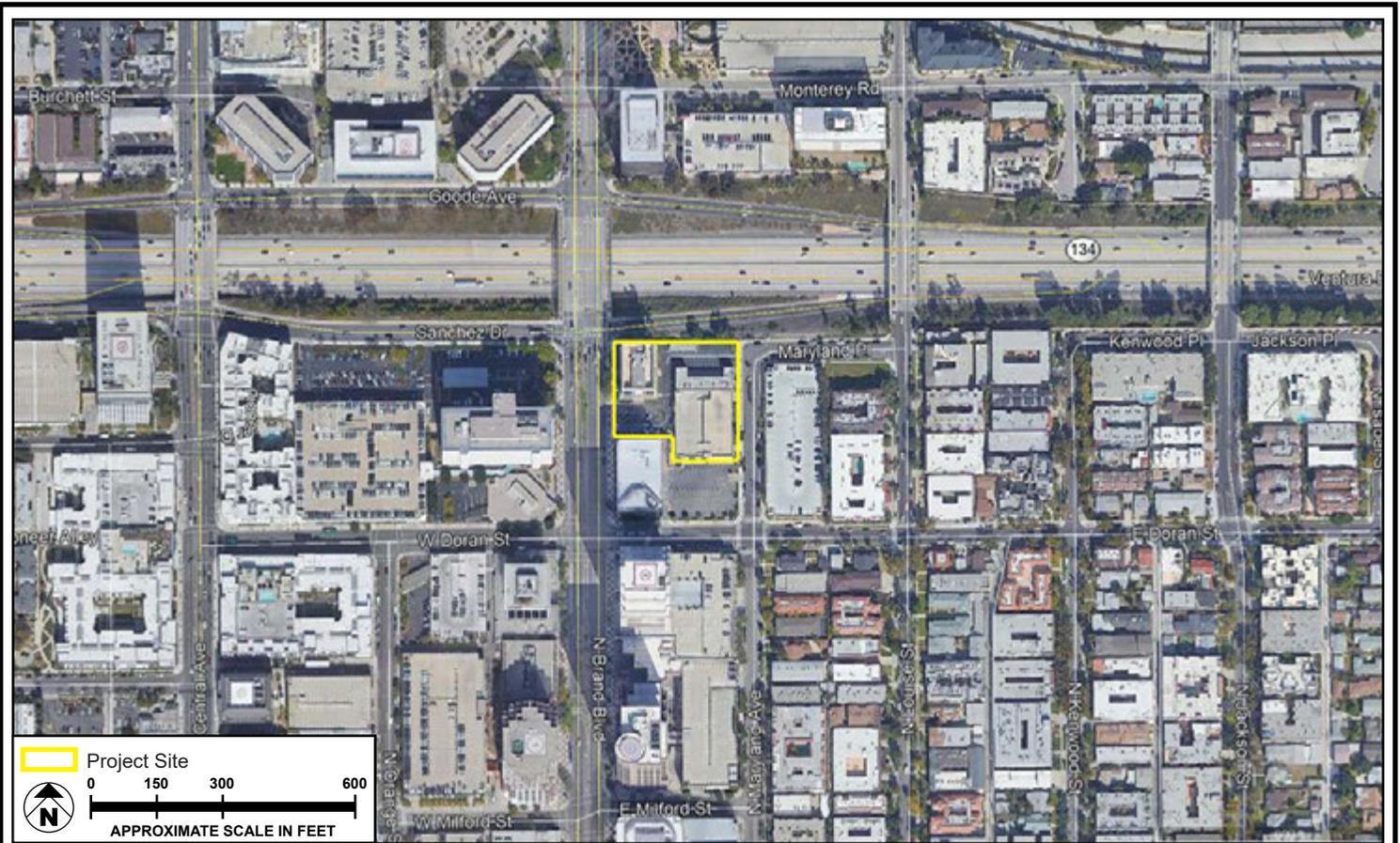
### 2.3 GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

The Project site is located within the City of Glendale Downtown Specific Plan (DSP) area. The DSP land use designation and zoning for the Project site is Gateway District as shown in **Figure 2.0-3: Downtown Specific Plan Land Use and Zoning**. The Gateway District, located at the northern portion of the DSP area, is characterized by high-rise development including numerous corporate headquarters and businesses with multi-storied towers visible from various viewpoints throughout the City and SR-134. The focus of the Gateway District is to promote and locate corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service, and retail businesses at the street level, as well as the introduction of appropriate nighttime entertainment uses.<sup>8</sup> The permitted floor area ratio (FAR) by right in the Gateway District is 7.25 and the height by right is 275 feet. The DSP Streetscape Standards contains setback requirements for Brand Boulevard, as a Primary Street Frontage. A 16-foot minimum setback from the curb face to the louvers face along Maryland Avenue is required by the DSP Streetscape Standards for Maryland Avenue as a Mixed Use Residential Street Frontage.<sup>9</sup>

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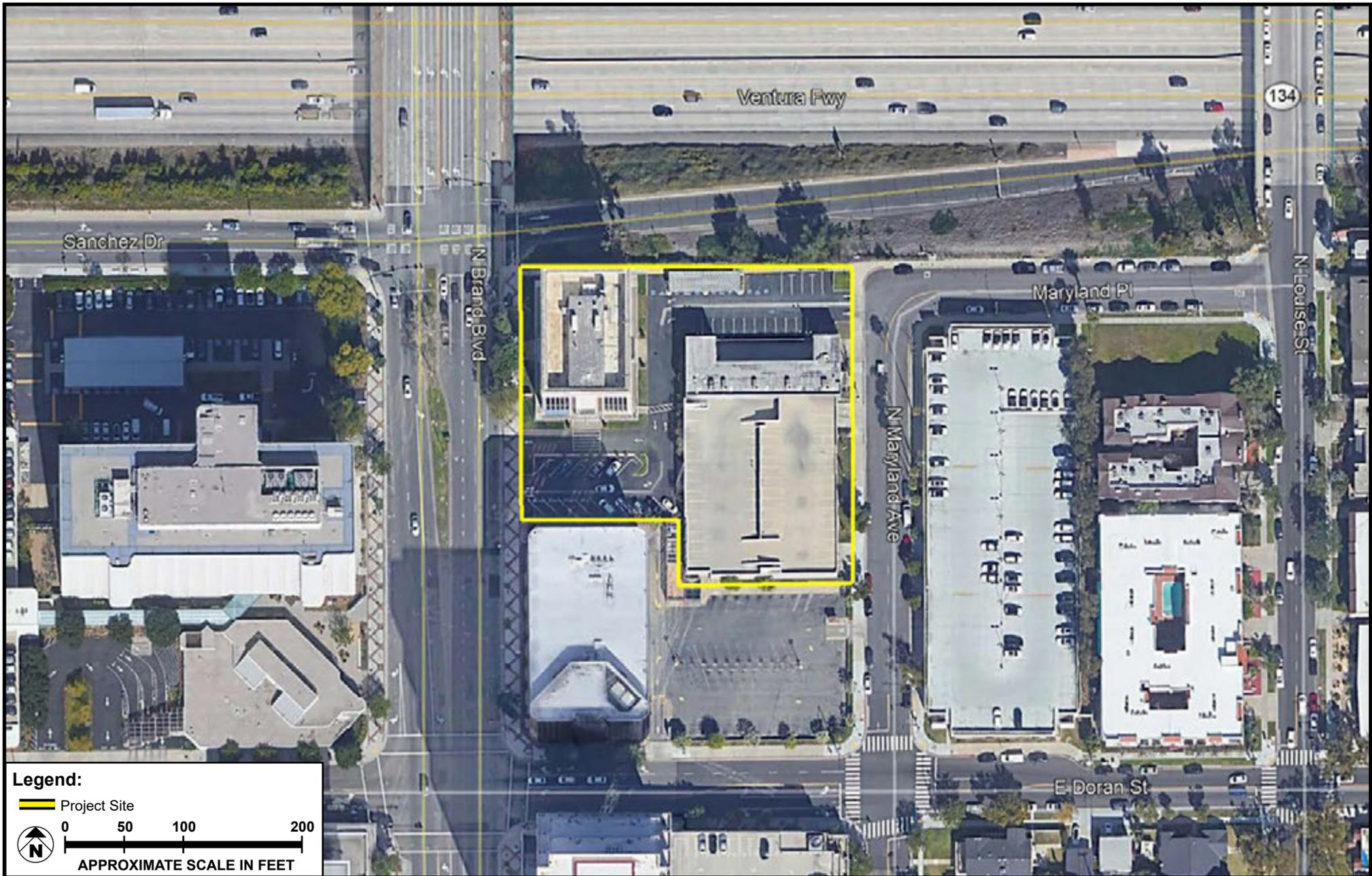
<sup>8</sup> City of Glendale, Glendale Downtown Specific Plan, website <https://www.glendaleca.gov/home/showpublisheddocument/50230/636904148989570000>, Accessed August 2021.

<sup>9</sup> City of Glendale, Glendale Downtown Specific Plan, Chapter 4, website <https://www.glendaleca.gov/home/showpublisheddocument/50230/636904148989570000>, Accessed August 2021.



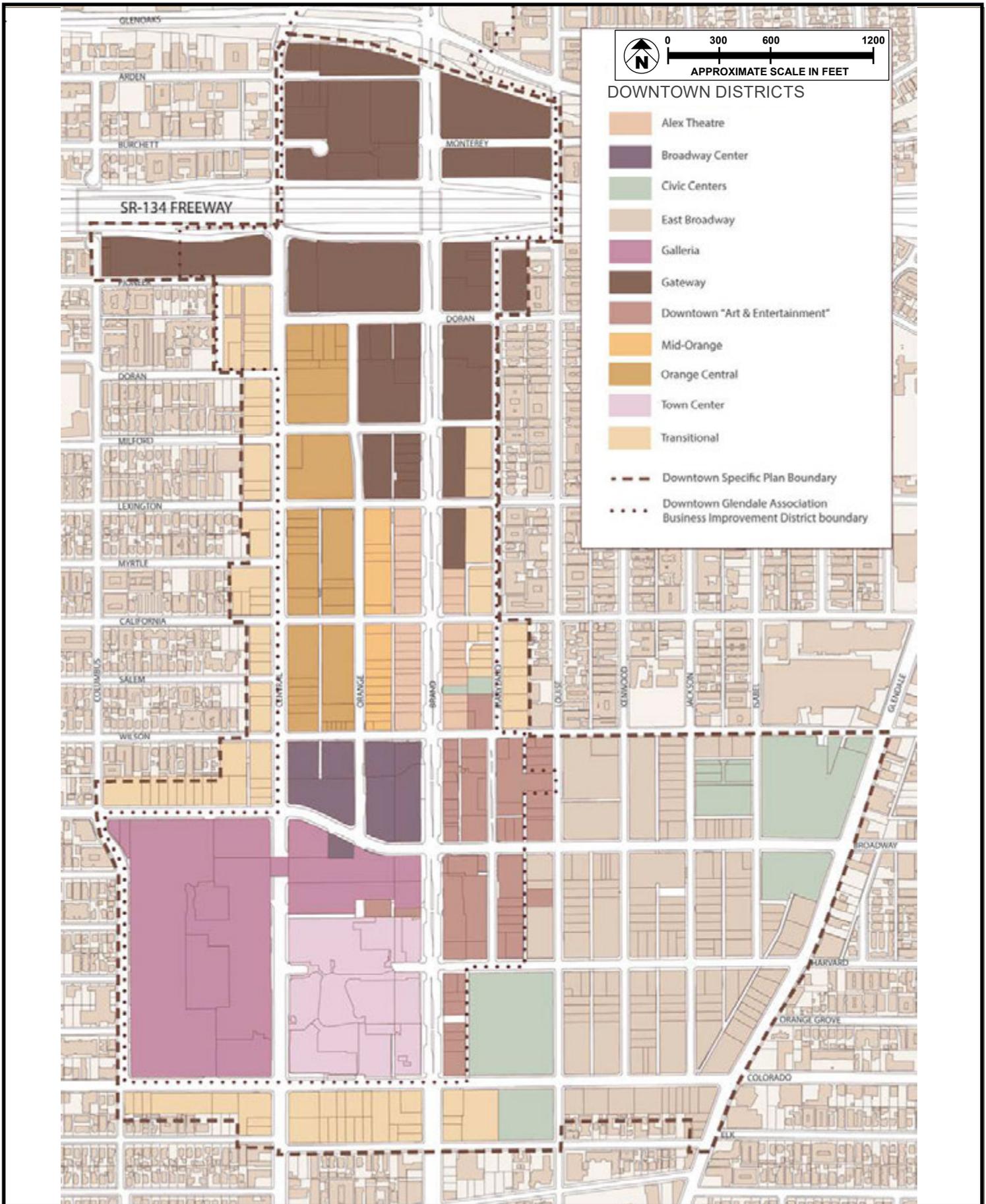
SOURCE: Google Earth - 2021; Meridian Consultants, LLC - 2021

FIGURE 2.0-1



SOURCE: Google Earth - 2021

FIGURE 2.0-2



SOURCE: City of Glendale, 2010

FIGURE 2.0-3

## 2.4 SURROUNDING LAND USES

**Figure 2.0-1** displays the Project site and surrounding uses. The Project site is located in the Downtown area of the City, an area dominated by a mix of high-rise commercial office buildings as well as residential high-rise and one- to two-story buildings. The uses around the Project site are described below:

**North:** SR-134 Eastbound On-Ramp is directly adjacent to the north of the Project site. SR-134 runs in an east-west direction. The properties directly across SR-134 and the Westbound Off-Ramp are a four-level parking structure, an approximately 24-story commercial office building, and a high-rise residential building.

**East:** Maryland Avenue is located adjacent to the Project site to the east. Across Maryland Avenue is a two-level parking structure, which is on the eastern border of the Gateway District and the DSP boundary. Further east are several three-story multiple-family buildings on sites zoned R 1250 (High Density Residential) with a land use designation of High Density.

**South:** An existing commercial office building and associated surface parking lot is located to the south of the Project site. Further south across Doran Street is a high-rise commercial building with a four-level parking podium. This property is also located within the Gateway District of the DSP.

**West:** Directly adjacent to the Project site to the west is Brand Boulevard. Brand Boulevard is a north-south oriented roadway designated as a Major Arterial south of Glenoaks Boulevard. A surface parking lot, 14-story commercial office building, and a one-story commercial office building are located across Brand Boulevard to the east. These uses are also located within the Gateway District of the DSP.

## 2.5 ACCESS

### Regional Vehicular Access

Regional access to the Project site is provided by SR-134. SR-134 is an east-west freeway that extends from the Toluca Lake area of the City of Los Angeles to Pasadena. In the Project vicinity, five mainline freeway lanes (four mixed-flow lanes and one carpool lane) are provided on SR-134 in each direction. Eastbound and westbound ramps are provided at Central Avenue and Brand Boulevard on SR-134 in the proposed Project vicinity.

### Local Street Access

Local street access is provided by the following streets:

**Brand Boulevard:** Brand Boulevard is a north-south oriented roadway that borders the Project site to the west. Within the proposed Project study area, Brand Boulevard is designated as a Major Arterial south of Glenoaks Boulevard, and as a Minor Arterial north of Glenoaks Boulevard in the City of Glendale Circulation Element. Two to three through travel lanes are generally provided in each direction on Brand Boulevard within the proposed Project study area.

**Maryland Avenue:** Maryland Avenue is a north-south oriented roadway that borders the Project site to the east. Within the proposed Project study area, Maryland Avenue is designated as an Urban Collector south of Doran Street, and as a Local Street north of Doran Street in the City of Glendale Circulation Element. One through travel lane is generally provided in each direction on Maryland Avenue within the proposed Project study area.

**Louise Street:** Louise Street is a north-south oriented roadway located east of the Project site. Within the proposed Project study area, Louise Street is designated as an Urban Collector south of Glenoaks Boulevard, and as a Neighborhood Collector north of Glenoaks Boulevard in the City of Glendale Circulation Element. One through travel lane is generally provided in each direction on Louise Street within the proposed Project study area.

**Goode Avenue:** Goode Avenue is an east-west oriented roadway located north of the Project site. Specifically, Goode Avenue is a one-way westbound roadway between Central Avenue and Brand Boulevard. Within the proposed Project study area, Goode Avenue is designated as a Major Arterial in the City of Glendale Circulation Element. Two through travel lanes are generally provided on Goode Avenue within the proposed Project study area. A separate exclusive left-turn lane is provided on Goode Avenue at the Central Avenue intersection. Goode Avenue connects the SR-134 Freeway Ramps in the westbound direction between Central Avenue and Brand Boulevard.

**Sanchez Drive:** Sanchez Drive is an east-west oriented roadway located north of the Project site. Specifically, Sanchez Drive is a one-way eastbound roadway between Central Avenue and Brand Boulevard. Within the proposed Project study area, Sanchez Drive is designated as a Major Arterial in the City of Glendale Circulation Element. Two through travel lanes are generally provided on Sanchez Drive within the proposed Project study area. A separate exclusive right-turn lane is provided on Sanchez Drive at the Brand Boulevard intersection. Sanchez Drive connects the SR-134 Freeway Ramps in the eastbound direction between Central Avenue and Brand Boulevard.

**Doran Street:** Doran Street is an east-west oriented roadway located south of the Project site. Within the proposed Project study area, Doran Street is designated as an Urban Collector in the City of Glendale Circulation Element. One through travel lane is generally provided in each direction on Doran Street within the proposed Project study area.

Existing vehicular access to the Project site is provided via multiple driveways located along Brand Boulevard and Maryland Avenue. Along the east side of Brand Boulevard, vehicular access to the existing site is provided via one inbound-only driveway and one outbound-only driveway. Along the west side of Maryland Avenue, vehicular access to the existing site is available via one inbound-only driveway, two outbound-only driveways, and one full access driveway.

## Public Transit

Public transit service within the proposed Project area is currently provided by the City (Glendale Beeline), Los Angeles County Metropolitan Transit Authority (Metro), and the Los Angeles Department of Transportation (LADOT) Transit Commuter Express. The proposed 294-unit Project is located within one-half mile of the following existing bus routes or planned bus routes, as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity** in Section 3.0 of this SCEA.

**Glendale Beeline Route 1:** Glendale Beeline Route 1 operates weekday and weekend services from Glendale Transportation Center (GTC) to Stocker Square via North on Central Avenue and South on Brand Boulevard. Weekday service is from 5:50 AM to 7:45 PM, and weekend service is from 9:00 AM and 6:24 PM. This route does not have service during select holidays. The roadways on this route near the proposed Project site are Central Avenue and Brand Boulevard.<sup>10,11</sup> Glendale Beeline Route 1, provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays with a stop located approximately 0.2 miles southwest of the Project site.<sup>12</sup>

**Glendale Beeline Route 7:** Glendale Beeline Route 7 operates weekday and Saturday services from Riverside Rancho to Glendale Community College (GCC) via Western Avenue, Glenoaks Boulevard, Stocker Street, and Glendale Avenue. Weekday service is from 6:18 AM to 6:34 PM, and Saturday service is from 9:00 AM to 5:29 PM. This route does not have service on Sundays and during select holidays. The roadways on this route near the proposed Project site are Brand Boulevard and Glenoaks Boulevard.<sup>13,14</sup> The nearest stop is located approximately 0.25 miles north of the Project site.<sup>15</sup>

**Glendale Beeline Route 11:** Glendale Beeline Route 11 operates weekday services from Glendale Transportation Center (GTC) to Downtown Glendale via Central Avenue, Brand Boulevard, Wilson Street, and Colorado Street. Weekday service is from 6:05 AM to 9:43 AM and 2:28 PM to 6:39 PM. This route does not have service on weekends and during select holidays. The roadways on this route near the proposed

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10 See Traffic Impact Study (Appendix E).

11 Transportation Glendale, CA website, <https://www.glendaletransit.com/tools/system-map/beeline-timetables-route-maps>, Accessed August 2021.

12 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

13 See Traffic Impact Study (Appendix E).

14 Transportation Glendale, CA website, <https://www.glendaletransit.com/tools/system-map/beeline-timetables-route-maps>, Accessed August 2021.

15 City of Glendale, Beeline Route 7 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42234/637642105269230000>. Accessed December 2021.

Project site are Central Avenue, Brand Boulevard, and Doran Street.<sup>16,17</sup> The nearest stop is located approximately 275 feet south of the Project site.<sup>18</sup>

**Metro 92:** Metro 92 line operates weekday, weekend, and holiday service from Sylmar to Downtown Los Angeles via Glendale Boulevard, Brand Boulevard, and Glenoaks Boulevard. Weekday, Saturday, and Sunday and Holiday service services are from 4:08 AM to 4:59 PM. The roadway on this route near the proposed Project site is Brand Boulevard.<sup>19,20</sup> The nearest stop is located approximately 0.1 miles north of the Project site.<sup>21</sup>

**Metro 501:** Metro 501 Express line operates weekday, weekend, and holiday services from Pasadena to North Hollywood via SR-134. Weekday service is from 5:00 AM to 10:32 PM, and weekend and holiday service is between 6:00 AM and 10:15 PM. The roadway on this route near the proposed Project site is SR-134.<sup>22,23</sup> The nearest stop is located approximately 400 feet west of the Project site.<sup>24</sup>

**LADOT Transit Commuter Express 549:** Commuter Express 549 operates weekday services from San Fernando Valley to Pasadena via Ventura Blvd, Burbank Blvd and SR-134 Freeway. No service on Saturdays, Sundays, or select holidays. Weekday service is from 5:55 AM to 7:21 PM. The roadway on this route near the Project site is SR-134.<sup>25,26</sup> The nearest stop is located approximately 400 feet west of the Project site.<sup>27</sup>

As discussed further in **Section 3.0** of this SCEA, one of the criteria to be considered a transit priority project is the project site must be located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan, such as the SCAG 2020-2045 RTP/SCS. <sup>28</sup> PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes

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16 See Traffic Impact Study (Appendix E).

17 Transportation Glendale, CA website, <https://www.glendaletransit.com/tools/system-map/beeline-timetables-route-maps>, Accessed August 2021.

18 City of Glendale, Beeline Route 11 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/48123/637606608810930000>. Accessed December 2021.

19 See Traffic Impact Study (Appendix E).

20 Metro website, <https://media.metro.net/documents/7e32ca23-131e-45b2-8086-9604d6f9ce0e.pdf>, Accessed August 2021.

21 Metro website, <https://media.metro.net/documents/7e32ca23-131e-45b2-8086-9604d6f9ce0e.pdf>, Accessed August 2021.

22 See Traffic Impact Study (Appendix E).

23 Metro website, <https://media.metro.net/documents/f1f33eab-7226-40eb-9e1b-618300fe6653.pdf>, accessed August 2021.

24 Metro website, <https://media.metro.net/documents/f1f33eab-7226-40eb-9e1b-618300fe6653.pdf>, accessed August 2021.

25 See Traffic Impact Study (Appendix E).

26 LADOT Transit, Commuter Express 549, website <https://www.ladottransit.com/comexp/routes/549/549.html>, accessed August 2021.

27 LADOT Transit, Commuter Express 549, website <https://www.ladottransit.com/comexp/routes/549/549.html>, accessed August 2021.

28 PRC, “California Legislative Information,” [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” A high-quality transit corridor is “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours” (PRC Section 21155(b)).<sup>29</sup> Per Appendix M of the CEQA Guidelines, an “existing stop along a high-quality transit corridor” may include a planned and funded stop that is included in an adopted regional transportation improvement program.<sup>30</sup>

Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. The Glendale Beeline Route 1 currently provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays along Central Avenue and Central Avenue qualifies as an existing high quality transit corridor based on this service.<sup>31,32</sup>

Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2: SCAG 2045 Planned High Quality Transit Corridors**.<sup>33,34,35</sup> Central Avenue is identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS because Central Avenue is included in the route for the planned North Hollywood to Pasadena Bus Rapid Transit (BRT) line. The North Hollywood to Pasadena BRT Corridor Project was approved by the Los Angeles County Metropolitan Transit Authority (Metro) in May 2021.<sup>36</sup> This North Hollywood to Pasadena BRT line is scheduled to be operation by 2024. The proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station, at the intersection of Lexington Drive and Central Avenue, for the

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29 PRC, “California Legislative Information,”[https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

30 California Environmental Quality Act (CEQA) Statute and Guidelines, Appendix M: Performance Standards for Infill Projects Eligible for Streamlined Review, 2021.

31 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

32 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

33 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

34 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

35 PRC, “California Legislative Information,”[https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

36 Los Angeles County Metropolitan Transit Authority, Metro Board Approves Proposed Project for North Hollywood to Pasadena Bus Rapid Transit Corridor Project, May 27, 2021, <https://www.metro.net/about/metro-board-approves-proposed-project-for-north-hollywood-to-pasadena-bus-rapid-transit-corridor-project/>, Accessed January 2022.

North Hollywood to Pasadena Bus Rapid Transit BRT Corridor Project as shown in **Figure 3.0-1**.<sup>37</sup> For these reasons, the proposed Project is within 0.5 miles of a high quality transit corridor.

As discussed above, the existing Glendale Beeline 1 bus route also travels on Central Avenue with a stop at the intersection of Lexington Drive and Central Avenue, as shown in **Figure 3.0-3: Glendale Beeline Route 1**, where the Lexington Drive station is proposed for the North Hollywood to Pasadena BRT line and also located approximately 0.3 miles southwest of the Project site. Glendale Beeline 1 is an existing major bus route due to the current service it provides.<sup>38</sup> Therefore, because the proposed Project is within the 0.5 miles of this planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1, the proposed Project is within a transit priority area (TPA). Additionally, the proposed Project is considered within a TPA under SB 743 per the City's Transportation Impact Analysis Guidelines (Glendale TIA Guidelines) as shown in **Figure 3.0-4: City of Glendale SB 743 Implementation: Future High Quality Transit Areas in Section 3.0** of this SCEA.<sup>39</sup> Therefore, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines. There are also numerous bus routes within the vicinity of the Project site as discussed above and shown in **Figure 3.0-5**.

## Utilities

Water and electricity to the Project site are currently provided by Glendale Water and Power (GWP). The GWP is a municipal utility that provides approximately 34,000 potable and recycled water service connections and electricity to approximately 89,000 customers.<sup>40</sup> Wastewater generated by the City is processed at the Los Angeles-Glendale Water Reclamation Plant (LAGWRP) facility and the Hyperion Treatment Plant (HTP) which processes the solid waste from the wastewater.<sup>41</sup> The LAGWRP service area includes the east San Fernando Valley communities that are within and outside of the Los Angeles City limits. Southern California Gas Company (SoCalGas) is the natural gas purveyor to the Project site, which delivers to 21.8 million consumers through 5.9 million meters in more than 500 communities.<sup>42</sup>

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37 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

38 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

39 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

40 City of Glendale, Glendale Water and Power, About Us, website <https://www.glendaleca.gov/government/departments/glendale-water-and-power/about-us>. Accessed November 2021.

41 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

42 Southern California Gas Company, Company Profile, About SoCalGas, website <https://www.socalgas.com/about-us/company-profile>, Accessed November 2021.

## 2.6 PROJECT CHARACTERISTICS

The proposed Project includes the redevelopment of the easterly half of the Project site as shown in **Figure 2.0-4: Proposed Site Plan**. Demolition of the existing two-story office and the parking structure on the eastern portion as well as the surface parking lots on the southwestern and northeastern portions of the Project site is proposed to allow the construction of a new 24-story residential building with four (4) levels of subterranean parking and two (2) levels of above-ground parking. The existing six-story Chase Building on the northwestern portion of the Project site would remain with the parking for this building provided in the two (2) levels of above-ground parking in the residential building. The proposed residential building would contain 294 units, as shown in **Figure 2.0-5: Proposed Project Rendering**.

The overall Project site is approximately 63,760 square feet (1.46 acres) in size. The proposed Project includes approximately 462,260 square feet of total building area with a FAR of 7.25. The 294 residential units would include 247 one-bedroom units and 47 two-bedroom units. The proposed residential building would have a maximum height of 265.5 feet to the top of the roof shade structure with varied massing and open terrace spaces. Level 21 would contain outdoor terraces at a height of approximately 218.5 feet; Level 19 with outdoor terraces would be at a height of approximately 197.5 feet; Level 17 would contain an outdoor terrace at a height of approximately 176.5 feet; Levels 6, 7, and 8 would contain outdoor terraces at approximately 61 feet, 71.5 feet, and 82 feet, respectively; Level 5 with a dog park would be at approximately 50.6 feet; and Level 4 would contain the residential units, community spaces, outdoor and private terraces, and pool would be at a height of approximately 38 feet.

The proposed Project would contain four subterranean levels for residential parking and storage, as shown in **Figure 2.0-6: Floor Plan – Levels B1-B4**. The ground floor plan would include a residential lobby, mailroom, storage, trash, breakroom, utility, substation, 6,994 square feet of public accessible open space (6,376 square feet is required) and 1,595 square feet of landscaping (1,594 square feet is required), and parking garage access, which would contain storage, a valet staging area, and bicycle parking, as shown in **Figure 2.0-7: Floor Plan – Level 1**. Levels 2 and 3 would include parking and storage space, as shown in **Figures 2.0-8: Floor Plan – Level 2** and **2.0-9: Floor Plan – Level 3**. Level 4 would include residential units, community spaces, outdoor and private terraces, and a pool, as shown in **Figure 2.0-10: Floor Plan – Level 4**. Level 5 would include residential units and a dog park while Levels 6, 7, 8, 17, and 19 would contain residential units and outdoor terraces. Typical floor plans for these and other floors provided for the proposed residential building are in **Figures 2.0-11: Floor Plan – Level 5-13**, **2.0-12: Floor Plan – Levels 14-18**, **2.0-13: Floor Plan – Levels 19-22**, and **2.0-14: Floor Plan – Level 23-Roof**. Photovoltaic arrays would be located on the roof as shown in **Figure 2.0-14**. **Figures 2.0-15: Sections – East-West**, and **2.0-16: Sections – North-South** show the cross section of the building. A summary of the development proposed on the Project site is provided in **Table 2.0-1: Proposed Project Development Summary**.

**TABLE 2.0-1  
PROPOSED PROJECT DEVELOPMENT SUMMARY**

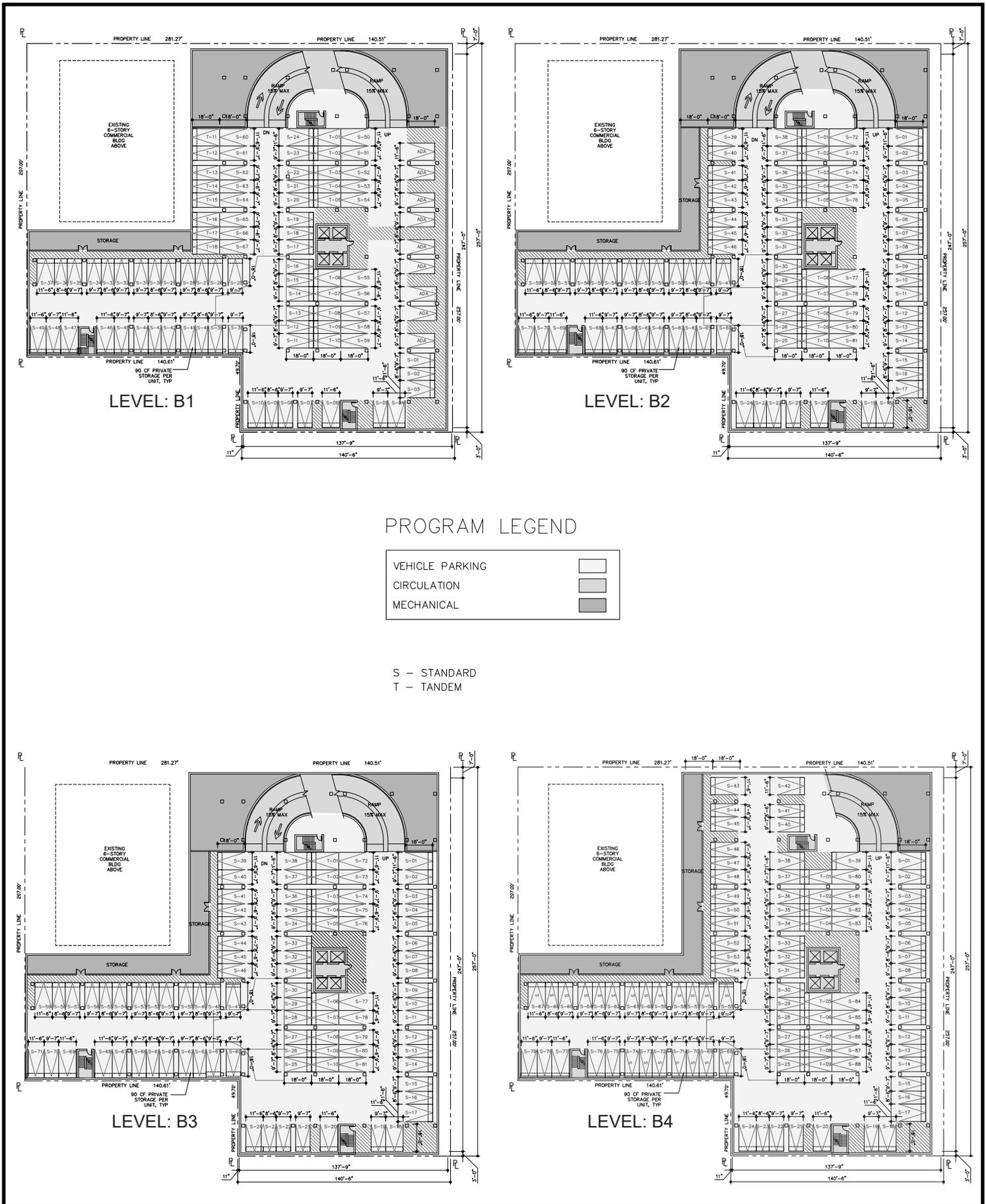
Level	Uses
Basement 1-4	Residential Automobile parking (373 parking spaces) and storage
1	Residential lobby, mailroom, storage, trash, breakroom, improved landscaping, and parking garage access which would contain storage, a valet staging area and bicycle parking (96 long term and 19 short term parking spaces)
2-3	Commercial automobile parking (129 parking spaces) and storage
4	Residential units (11 units), community spaces, outdoor and private terraces, and a pool
5	Residential units (12 units) and dog park
6-8	Residential units (17 units per floor) and outdoor terrace
9-13	Residential units (17 units per floor)
14-16	Residential units (18 units per floor)
17	Residential units (16 units) and outdoor terrace
18	Residential units (15 units)
19	Residential units (13 units) and outdoor terraces
20	Residential units (13 units)
21	Residential units (12 units) and outdoor terrace
22	Residential units (12 units)
23	Roof terraces and mechanical building operations
24	Roof terraces and building operations
Roof	Photovoltaic arrays





SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-5



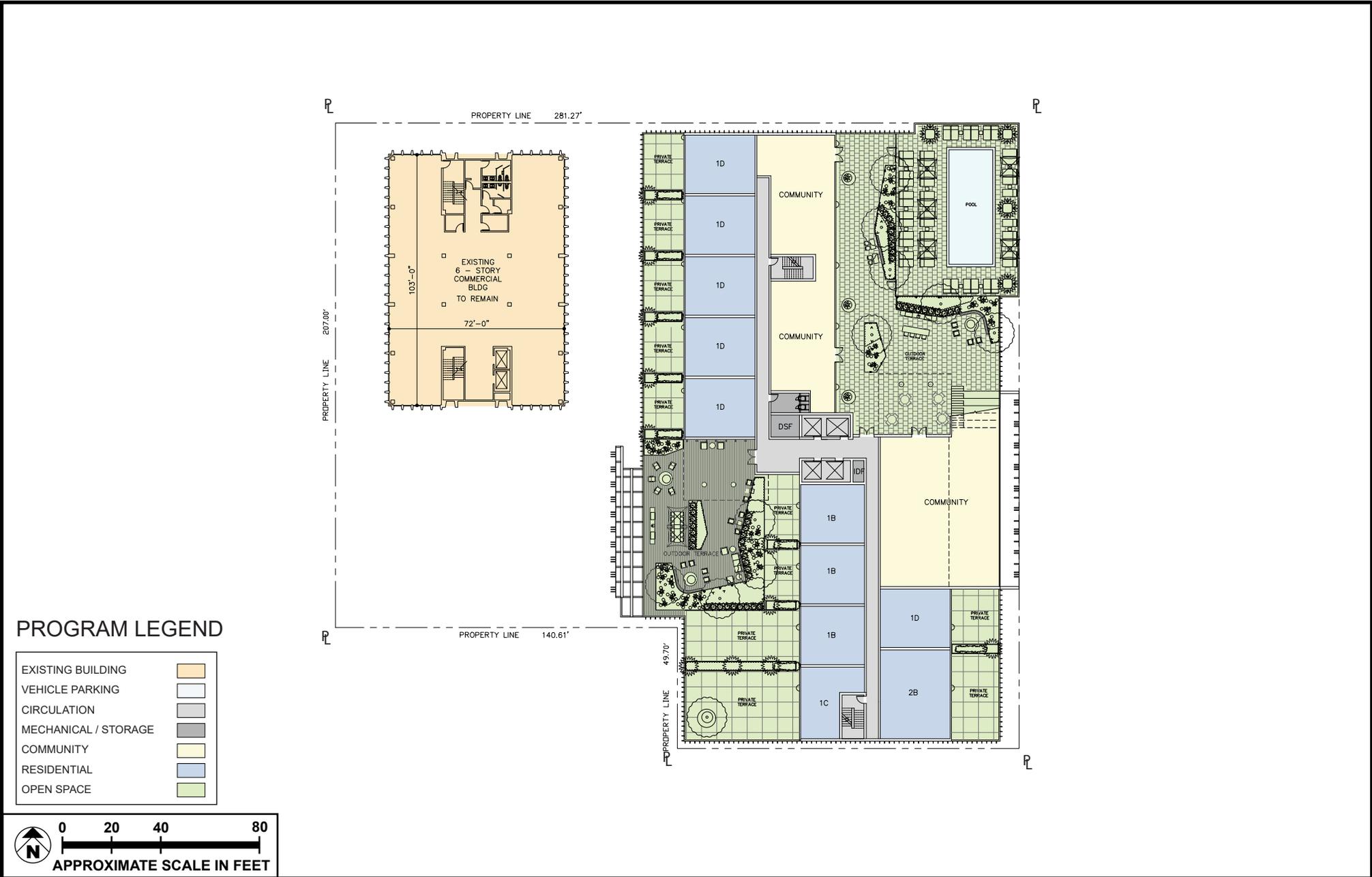
SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-6









SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-10



Floor Plan - Level 4



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-11



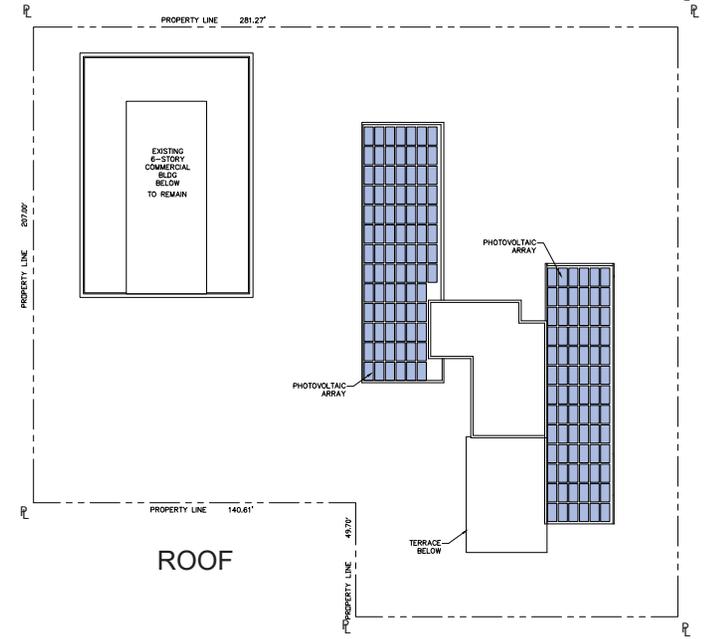
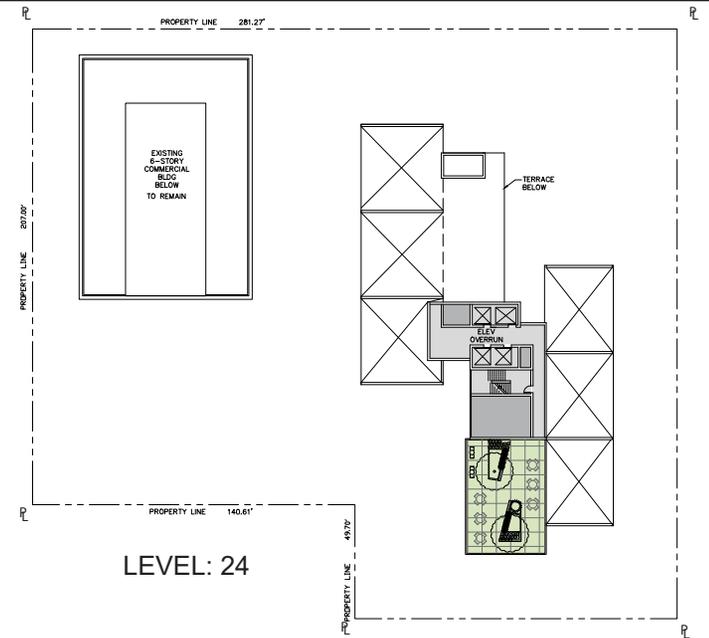
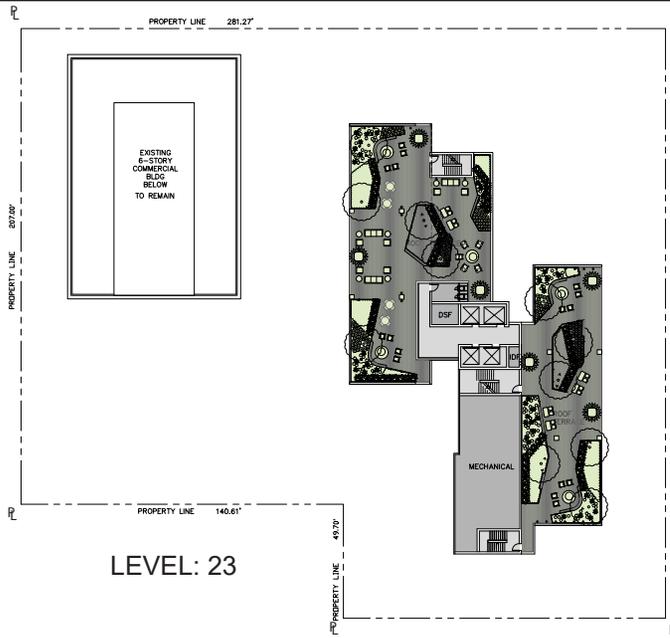
SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-12



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-13



**PROGRAM LEGEND**

EXISTING BUILDING	
VEHICLE PARKING	
CIRCULATION	
MECHANICAL / STORAGE	
COMMUNITY	
RESIDENTIAL	
OPEN SPACE	



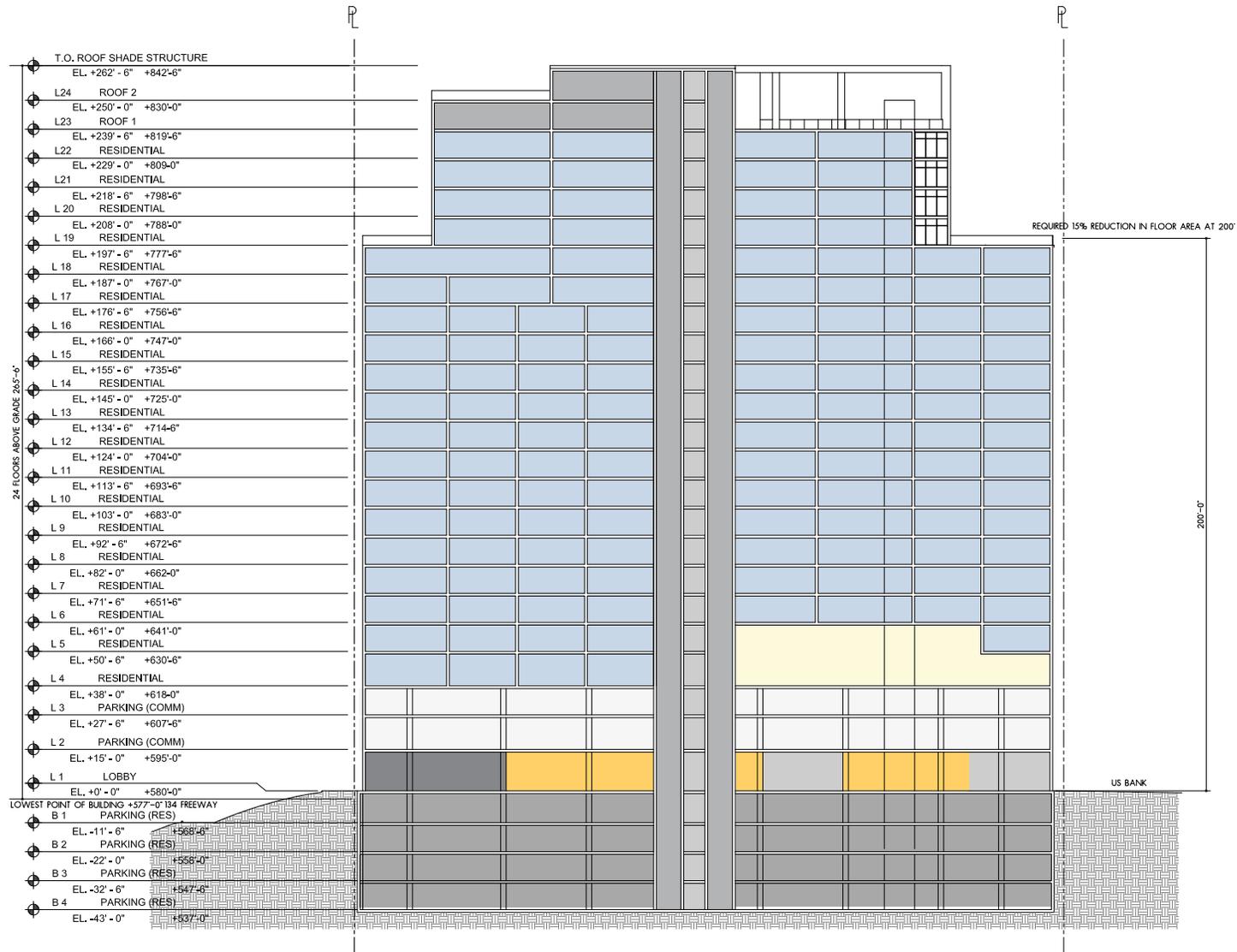
SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-14



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-15



NORTH-SOUTH SECTION PARALLEL TO BRAND



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-16

**Figure 2.0-17: Open Space Diagram** shows the proposed Project would provide a total of 15,844 square feet of common open space for the Project site, 6,994 square feet of publicly accessible open space, and 1,595 square feet of landscape area on Level 1. The location of the publicly accessible open space and landscape area is shown in **Figure 2.0-18: Publicly Accessible Open Space and Landscape Diagram**. A total of 41,625 square feet of residential development open space (34,633 square feet of public open space and 6,992 square feet of private open space) and 7,064 square feet of landscape area would be provided on several levels of the proposed residential building (Levels 1, 4, 5, 6, 7, 17, 19, 21, 23, and 24) as shown in **Figures 2.0-7 through 2.0-14** and in **Figure 2.0-19: Residential Common and Private Open Space and Landscape Diagram**.

The exterior of the proposed residential building would consist of predominantly white and blue metal panels, blue and white metal louvers, limestone cladding, transparent glazing and glazing with operable windows aluminum frame. The scale, massing, and setbacks for the proposed Project would comply with the requirements in the DSP Streetscape Standards for Brand Boulevard as a Primary Street Frontage and Maryland Avenue as a Mixed Use Residential Street Frontage, as shown in **Figures 2.0-20: North and East Elevation** and **2.0-21: South and West Elevation**.

Vehicular access to the Project site will be provided via two driveways along the west side of Maryland Avenue. The northern Maryland Avenue driveway would provide access to the two above-grade levels of the garage only. The southern Maryland Avenue driveway would provide access to the four subterranean levels of the parking garage. Each driveway would accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

A total of 502 vehicle parking spaces would be provided in the four subterranean levels and two above ground levels. The 373 vehicle parking spaces for the residential units would include 30 residential guest parking spaces, 247 residential parking spaces for the one-bedroom units, and 94 residential parking spaces (including 47 tandem parking spaces, which is allowed per GMC) for the two-bedroom units. The residential parking spaces would be provided in the four subterranean levels of the proposed residential building. The Chase Building on site would be allocated 129 vehicle parking spaces to be provided in the two above ground levels. The proposed residential building would also provide a total of 115 bicycle parking spaces (96 long term and 19 short term). Parking for the proposed Project would comply with the DSP and GMC standards.

As mentioned above, solar photovoltaic arrays would be located on the roof. Two-hundred and forty-two (242) solar panels are proposed, which would occupy 6,856 square feet in area. Each panel would produce 300 watts, equating to approximately 220,825 kilowatt-hours annually. In addition, the proposed Project would comply with CALGreen building standards by incorporating eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. The proposed Project would be designed and constructed to incorporate environmentally sustainable design features in compliance with the Greener Glendale Plan. On November 4, 2021, the

City's Sustainability Commission approved a motion (Motion 5a) to recommend the City Council hire a consultant to assist in the preparation of reach code(s) that include building electrification.<sup>43</sup> The City has not yet prepared a draft reach code and no reach code has been adopted by the City that would be applicable to the proposed Project.

### 2.7 APPROVAL ACTIONS

The proposed Project would require approval of the following discretionary actions by the City:

- Design Review pursuant to GMC Chapter 30.47; and
- Development Agreement.

The City requires construction of affordable housing or payment of an In-Lieu fee. The proposed Project would be required to meet the City's affordable housing requirements. The Applicant is requesting approval of a Development Agreement, which includes the option to pay an In-Lieu fee for affordable housing.

### 2.8 CONSTRUCTION

Construction of the proposed Project is projected to take approximately 35 months, with construction anticipated to begin in August 2022 and continue through June 2025.<sup>44</sup> Construction activities would fall into four principal phases: (1) demolition; (2) grading; (3) site improvements, including paving; and (4) building construction.

The existing two-story office building, the, parking structure, and surface parking lots would be demolished in the first phase. Approximately 76,000 cubic yards of soil would be excavated for construction of the subterranean garage and exported during construction.

### 2.9 RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the potential cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

*When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental*

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<sup>43</sup> City of Glendale Sustainability Commission, November 4, 2021, <https://gec.eco/commission-watch-sustainability-november-4-2021/>. Accessed December 2021.

<sup>44</sup> The proposed Project would be subject to a proposed Development Agreement requesting a six (6) year term. While the construction could start as early as August 2022, it could start as late as July 2028 depending on when the building permits are issued. The most conservative analysis of construction impacts would be to assume construction would begin August 2022 through June 2025 as emissions would be higher in earlier years. Thus, this SCEA analyzes construction impacts between August 2022 through June 2025.

*effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

*A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*

*A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

*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.*

Based on this guidance, an adequate discussion of potential cumulative impacts can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, Statewide plan, or related planning document that describes conditions contributing to the cumulative effect (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the proposed Project, were identified for evaluation.

**Table 2.0-2: Related Projects List** identifies the 17 related projects identified within a 0.5-mile radius of the Project site. The locations of these related projects are shown in **Figure 2.0-22: Related Projects**. An analysis of the cumulative impacts associated with these related projects and the proposed Project are provided for each environmental topic in **Section 3.0: SCEA Criteria** of this SCEA.

## 2.0 Project Description

**TABLE 2.0-2  
RELATED PROJECTS LIST**

Project ID	Title	Address	Description		
			Land Use	Size	Status
1	Next on Lex	275 W. Lexington Drive	Apartments Commercial	489 DU 8,140 GSF	Constructed and occupied
2	Orange/Milford Project	413 N. Brand Boulevard	Apartments Commercial	228 DU 5,000 GSF	Under construction
3	aLoft Hotel	1100-1108 N. Brand Boulevard	Hotel	85 Rooms	Constructed and occupied
4	429 N. Kenwood Street Residential Project	429-503 N. Kenwood Street	Apartments	21 DU	Entitlements expired
5	Hotel Louise	145 N. Louise Street	Hotel	147 Rooms	Constructed and occupied
6	352-358 W. Milford Street Affordable Housing Project	352-358 W. Milford Street	Affordable Family Housing Condominiums	32 DU (5) DU	Under construction
7	601-611 N. Brand Boulevard Mixed-Use Project	601-611 N. Brand Boulevard	Hotel Commercial	857 Rooms 7,500 GSF	Proposed
8	361 Myrtle Street Residential Project	361 Myrtle Street	Condominiums Single-Family Homes	12 DU (2) DU	Under construction
9 <sup>a</sup>	534 N. Kenwood Street Residential Project	534 N. Kenwood Street	Apartments Single Family Home	11 DU 1 DU	--
10	373 W. Doran Street Residential Project	373 W. Doran Street	Condominiums	5 DU	Under construction
11	344 W. Milford Street Residential Project	344 W. Milford Street	Apartments Single-Family Home	6 DU (1) DU	Constructed and occupied
12	520 N. Central Avenue Residential Project	520 N. Central Avenue	Apartments	99 DU	Under construction
13 <sup>b</sup>	340 N. Central Avenue Office Project	340 N. Central Avenue	Office	14,229 GSF	--
14	515-523 N. Central Avenue Hotel Project	515-523 N. Central Avenue	Hotel	142 Rooms	In plan check
15	135 W. Glenoaks Boulevard Hotel Project	135 W. Glenoaks Boulevard	Hotel	219 Rooms	Proposed
16	400 N. Maryland Avenue Affordable Housing Project	400 N. Maryland Avenue	Affordable Housing	28 DU	In process
17	314-324 W. Doran Street Affordable Housing Project	314-324 W. Doran Street	Affordable Housing	33 DU	In plan check

**Notes:**

DU = dwelling units

GSF = gross square footage

<sup>a</sup> This project is currently in litigation.

<sup>b</sup> This project was denied and a new project is being designed. While evaluated in the Transportation Impact Analysis (See **Appendix E**), it is not included in the related projects and cumulative analysis presented in this SCEA.

Source: Transportation Impact Analysis (See **Appendix E**).



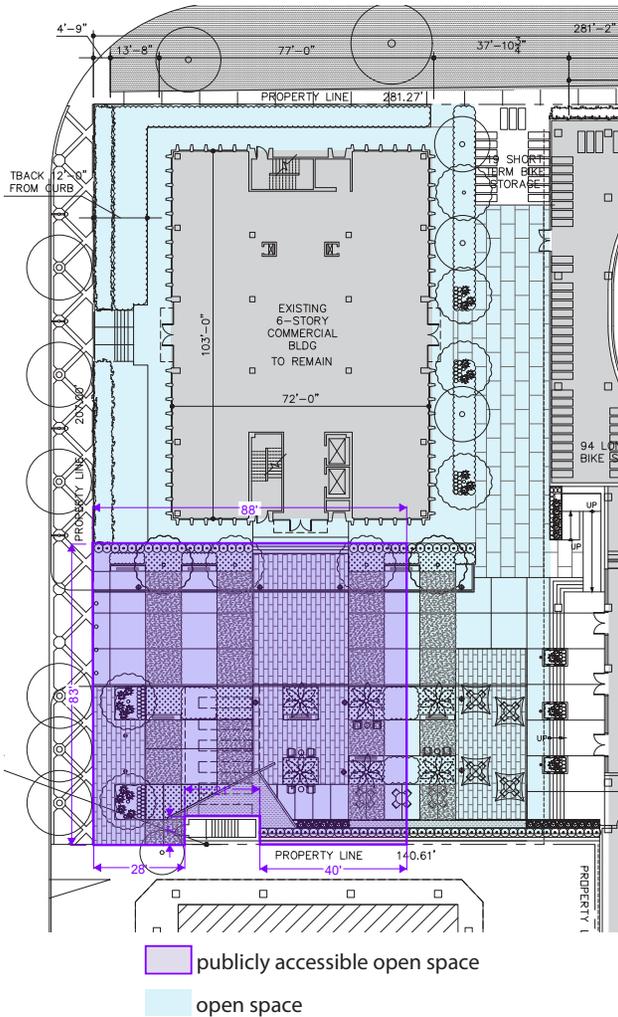
### PUBLICLY ACCESSIBLE OPEN SPACE DIAGRAM

REQUIRED OPEN SPACE  
= 63,760 x 20%  
= 12,752 SQFT

PROVIDED OPEN SPACE  
= 15,844 SQFT

REQUIRED PUBLICLY  
ACCESSIBLE OPEN SPACE  
= 12,752 x 50%  
= 6,376 SQFT

PROVIDED PUBLICLY  
ACCESSIBLE OPEN SPACE  
= 6,994 SQFT



### LANDSCAPE DIAGRAM

REQUIRED LANDSCAPE  
= 6,376 x 25%  
= 1,594 SQFT

PROVIDED LANDSCAPE  
= 1,595 SQFT

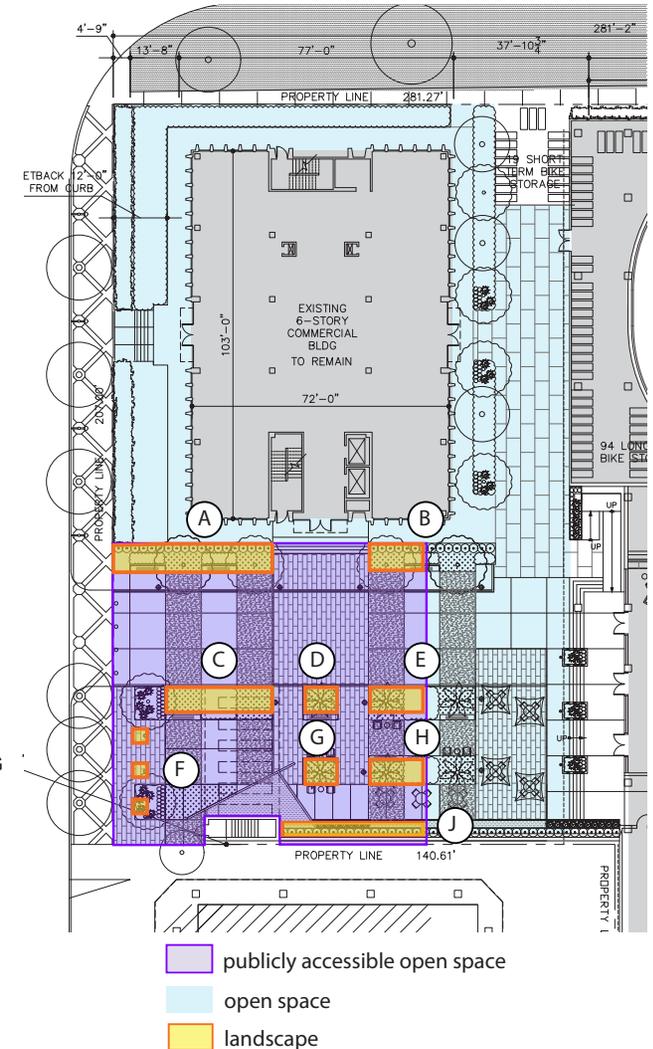
A - 311 SQFT  
B - 118 SQFT  
C - 346 SQFT  
D - 78 SQFT  
E - 154 SQFT  
F - 225 SQFT  
G - 110 SQFT  
H - 117 SQFT  
J - 136 SQFT  
TOTAL: 1,595 SQFT

REQUIRED SHADE TREES  
= 10

PROVIDED SHADE TREES  
= 10

REQUIRED 75% PLANTING  
AT GRADE  
= 1,595 x 75%  
= 1,196 SQFT

PROVIDED PLANTING  
AT GRADE  
= 1,459 SQFT



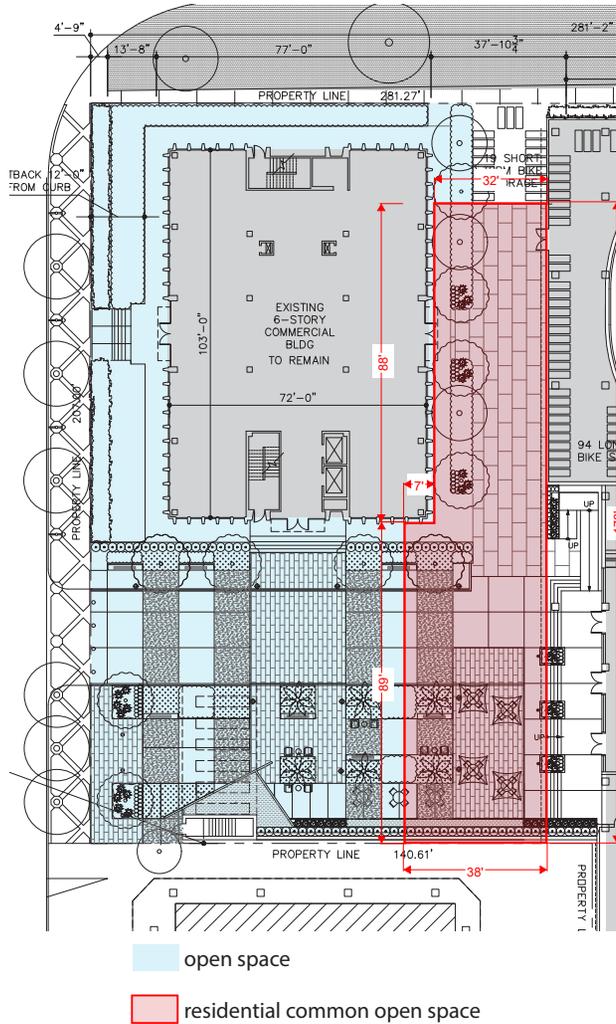
SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-18

RESIDENTIAL DEVELOPMENT  
OPEN SPACE PROVIDED

	COMMON (SF)	PRIVATE (SF)	TOTAL (SF)
LEVEL 1	6,034	-	6,034
LEVEL 4	11,949	6,992	18,941
LEVEL 5	1,228	-	1,228
LEVEL 6	438	-	438
LEVEL 7	366	-	366
LEVEL 17	731	-	731
LEVEL 19	2,300	-	2,300
LEVEL 21	731	-	731
LEVEL 23	9,118	-	9,118
LEVEL 24	1,738	-	1,738
<b>TOTAL</b>	<b>34,633</b>	<b>6,992</b>	<b>41,625</b>
REQUIRED	-	-	41,160

RESIDENTIAL  
COMMON AND PRIVATE OPEN SPACE DIAGRAM

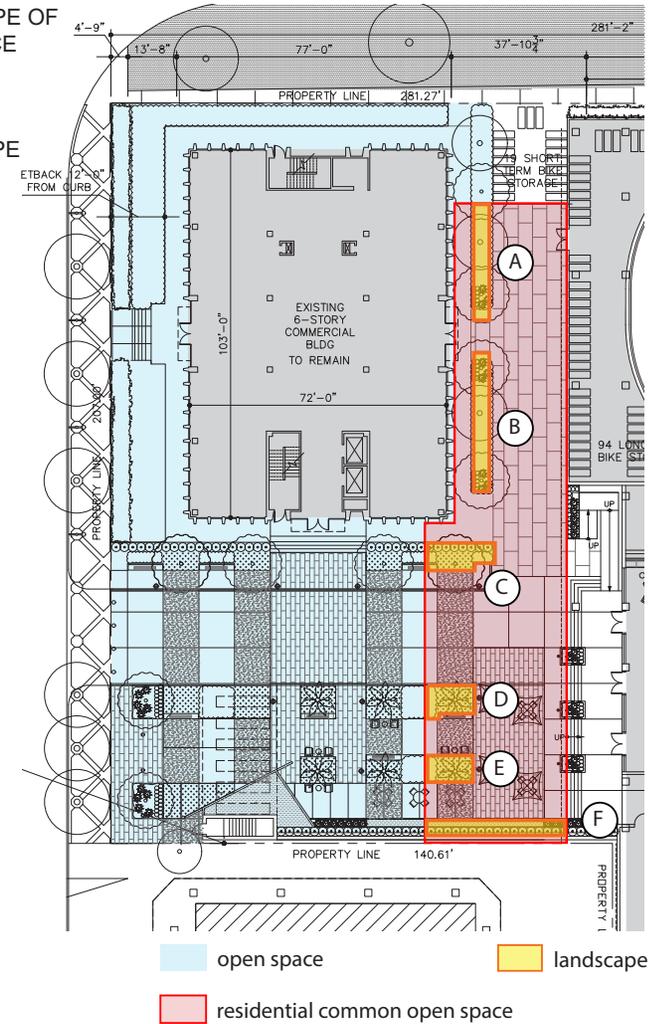


LANDSCAPE DIAGRAM

REQUIRED LANDSCAPE OF  
COMMON OPEN SPACE  
= 34,633 x 20%  
= 6,927 SQFT

PROVIDED LANDSCAPE  
ON GROUND FLOOR  
= 1,595 SQFT

- A - 234 SQFT
- B - 234 SQFT
- C - 145 SQFT
- D - 132 SQFT
- E - 113 SQFT
- F - 268 SQFT
- TOTAL : 1,126 SQFT**



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-19

# NORTH ELEVATION



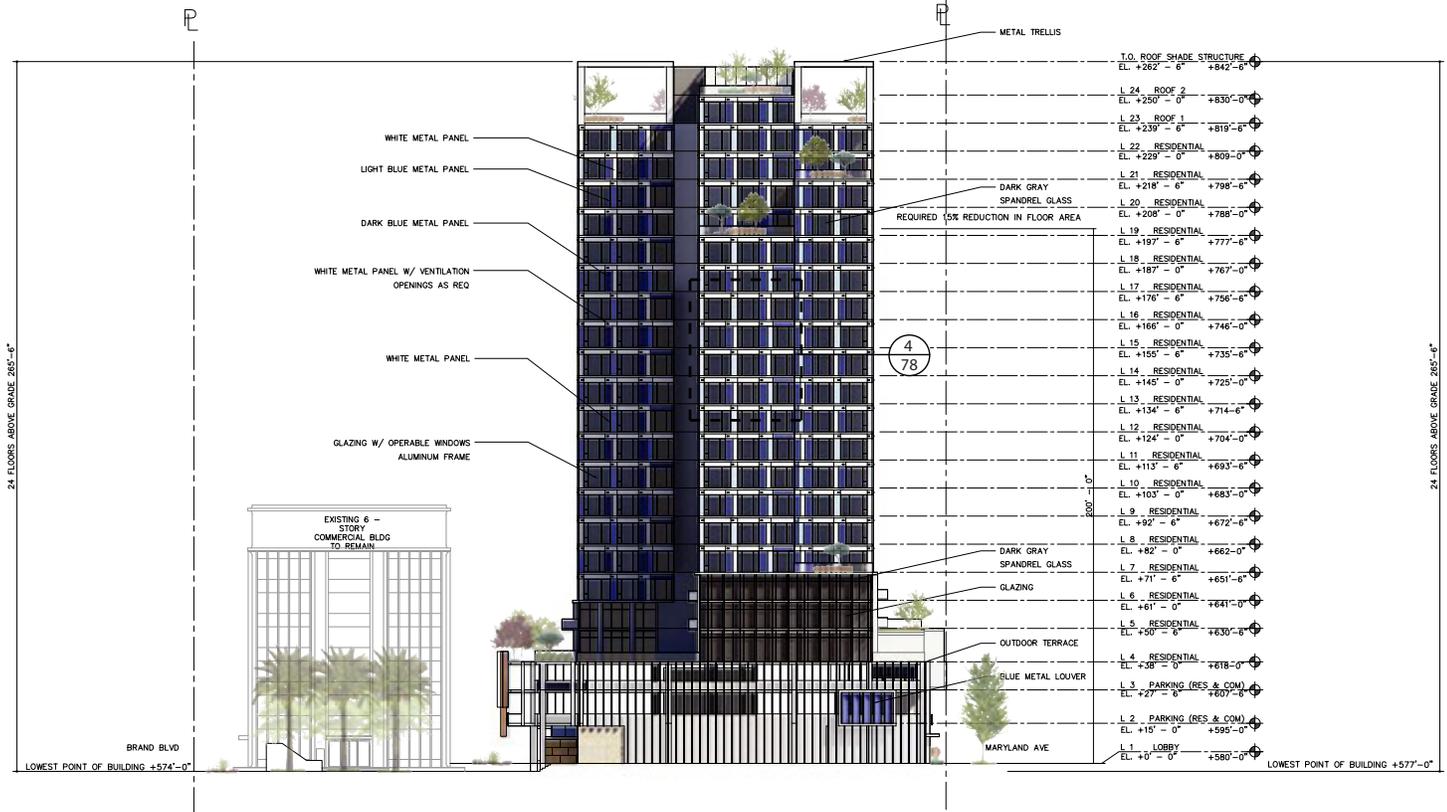
# EAST ELEVATION



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-20

# SOUTH ELEVATION

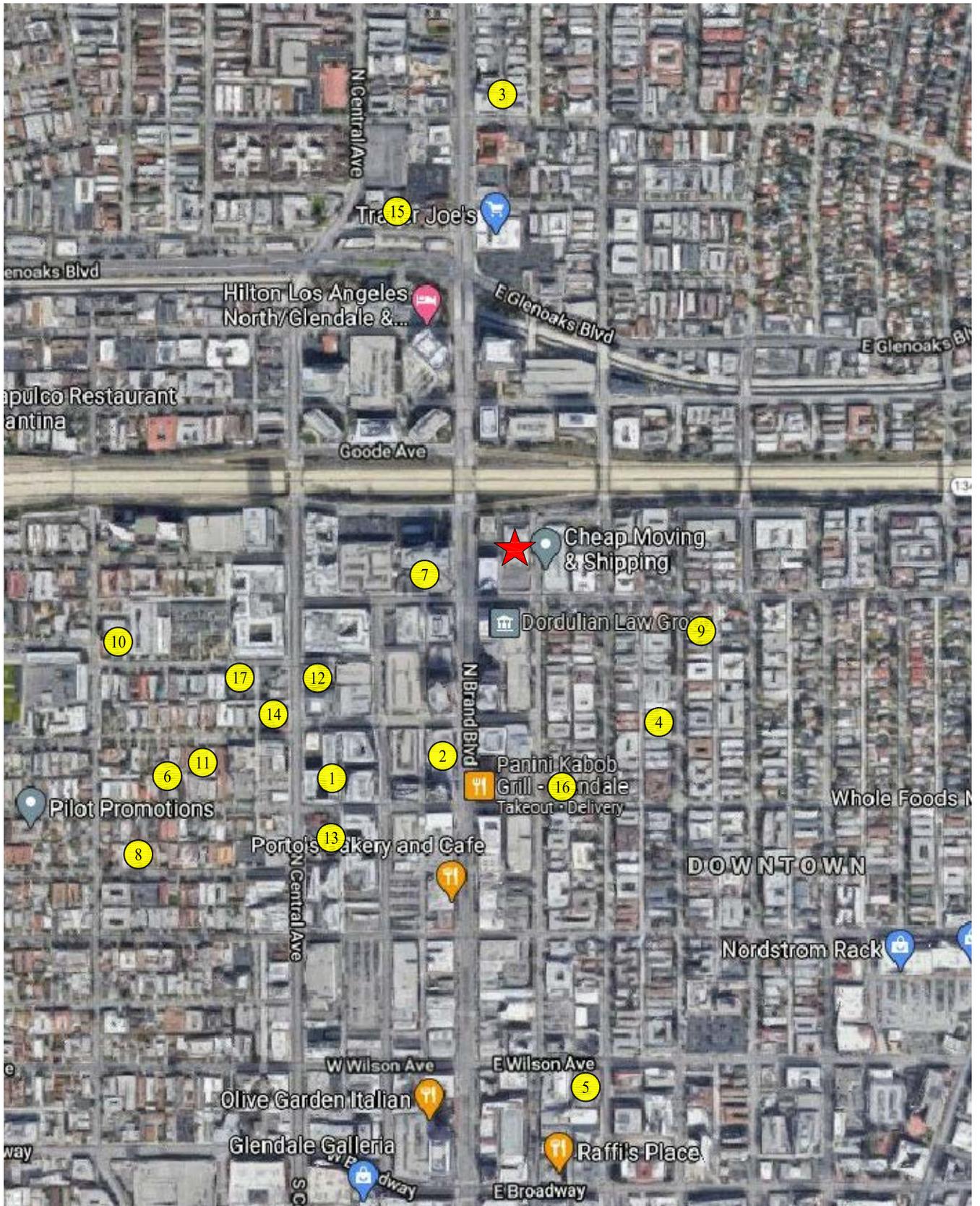


# WEST ELEVATION



SOURCE: John Friedman Alice Kimm Architects - 2021

FIGURE 2.0-21



★ PROJECT SITE      ⬆️ NOT TO SCALE  
 ● RELATED PROJECT

SOURCE: Google Earth - 2021; Linscott, Law & Greenspan, engineers - 2021

FIGURE 2.0-22

## 3.0 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT CRITERIA

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### 3.1 REGULATORY BACKGROUND

Through the “Sustainable Communities and Climate Protection Act of 2008,” known as Senate Bill 375 (SB 375), the State legislature created an additional type of environmental review document called a Sustainable Communities Environmental Assessment (SCEA). The intent of a SCEA is to encourage projects that would implement regional plans to reduce greenhouse gas emissions (e.g., by building housing near public transit) by providing for streamlined environmental review of “Transit Priority Projects” that are consistent with an adopted Sustainable Communities Strategy (SCS). The SCEA provides complete environmental analysis by evaluating the potential effects of a Project in an Initial Study, with additional information specific to an SCEA as described below.

SB 375 sought to integrate transportation and land use planning to reduce greenhouse gas emissions by directing the State’s Metropolitan Planning Organizations (MPO) that prepare regional transportation plans to include in those plans a “sustainable communities strategy” to achieve greenhouse gas emission targets set by the California Air Resources Board.<sup>1,2</sup> The Southern California Association of Governments (SCAG) is the MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On September 3, 2020, SCAG’s Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), which outlines strategies to meet or exceed the greenhouse gas emission targets set by CARB.

### 3.2 TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain other criteria. Cities acting as lead CEQA agency within the SCAG region can now prepare a SCEA as the environmental CEQA Clearance for “transit priority projects” that are consistent with SCAG’s 2020-2045 RTP/SCS. A transit priority project is a project that meets the following four criteria:

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in the SCAG 2020-2045 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage or, if the Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

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1 Stats. 2008, ch. 728, Section 1; Stats. 2009, ch. 354, Section 5.

2 Gov. Code, Section 65080, subd. (b)(2)(B).

### 3.0 Sustainable Communities Environmental Assessment Criteria

As shown in **Table 3.2-1: Transit Priority Analysis** and the analysis for each criterion following this table, the proposed Project meets the qualifications for a transit priority project.

TABLE 3.2-1 TRANSIT PRIORITY ANALYSIS		
	Yes	No
1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in the SCAG 2020-2045 RTP/SCS?	X	
2. Contains at least 50 percent residential use, based on total building square footage or, if the Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75?	X	
3. Provides a minimum net density of at least 20 units per acre?	X	
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan?	X	

**Consistency with Criterion 1: Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in the SCAG 2020-2045 RTP/SCS.**

PRC Section 21155(a) states that a SCEA is only applicable for a Transit Priority Project that is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the applicable metropolitan planning organization, in this case - SCAG.

SCAG is the applicable MPO for the Project site and SCAG developed the SCS applicable to the Project site: SCAG 2020-2045 RTP/SCS: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life, adopted by the SCAG Regional Council on September 3, 2020. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2020-2045 RTP/SCS is intended to balance the Southern California region’s future mobility and housing needs with economic, environmental, and public health goals.

#### SCAG 2020-2045 RTP/SCS

##### *Applicable Policies Specified for the Project area*

The proposed Project does not conflict with applicable goals and policies in the SCAG 2020-2045 RTP/SCS, as demonstrated by the analysis presented in **Table 5.11-1: Consistency Analysis 2020-2045 RTP/SCS** of this SCEA. Goals and policies not applicable to the proposed Project include those not identified by SCAG for implementation by local jurisdictions. The proposed Project’s consistency with all actions/strategies identified for implementation by local jurisdictions is assessed in **Section 5.11: Land Use**. Provided below is a summary of the proposed Project’s consistencies.

The proposed Project would not conflict, and would be consistent with, applicable 2020-2045 RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety

### ***3.0 Sustainable Communities Environmental Assessment Criteria***

and reliability, preserve, and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency, and facilitate the use of alternative modes of transportation. As discussed further below, the Project site is served by mass transit and is within 0.5 miles of a high-quality transit corridor and within a TPA (see below for further discussion). The proposed Project would provide residents with convenient access to mass transit and opportunities for walking and biking. The location of the proposed Project encourages a variety of transportation options and access.

The proposed Project would be consistent with policies set forth in the 2020-2045 RTP/SCS because it would redevelop an underdeveloped site within an existing urban setting. The proposed Project would include 294 residential units and would be located in an urban area served by mass transit. Furthermore, the proposed Project would place residents in proximity to corridors served by mass transit.

#### **Priority Growth Areas**

Currently only four percent of the SCAG region's total land area account for Priority Growth Areas (PGAs); however, implementation of SCAG's recommended growth strategies will help increase both household growth and employment growth in these areas. Development in PGAs reduces travel distances, increases mobility options, and improves access to workplaces as a compact form of regional development. As discussed below, the proposed Project is an infill development within one-half mile of a high-quality transit corridor and within a Transit Priority Area (TPA) (see below for further discussion). The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As such, the proposed Project would be consistent with the strategy of Priority Growth Areas and would be considered within a PGA.

#### **Job Centers**

Job Centers are areas with denser employment than their surroundings, representing areas with local employment peaks rather than places with the most jobs. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced. The area surrounding the Project site would be considered a Job Center. As discussed below, the Project site is located in Downtown Glendale within one-half mile of a high-quality transit corridor and within a TPA as defined by CEQA. Additionally, the proposed Project would develop a new residential use within walking distance to numerous employment opportunities, including the six-story office building on-site. Additionally, the Project site is located adjacent to the SR-134 with convenient freeway access and is within one-half mile of numerous bus routes (see below for further discussion). The location of the proposed Project encourages a variety of transportation options, such as walking and biking. Thus, the proposed Project would reduce VMT and promote alternatives to driving. As such, the proposed Project would be consistent with the growth concentrated in Job Centers across the SCAG region.

#### **Transit Priority Areas**

TPAs are Priority Growth Areas located within one-half mile of existing or planned 'major' transit stops in the region. A 'major' transit stop is defined as a site containing an existing or planned rail or bus rapid

### 3.0 Sustainable Communities Environmental Assessment Criteria

transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station, at the intersection of Lexington Drive and Central Avenue, for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project as shown in **Figure 3.0-1: North Hollywood to Pasadena BRT Corridor Map**.<sup>3</sup> The North Hollywood to Pasadena BRT Corridor Project was approved by the Los Angeles County Metropolitan Transit Authority (Metro) in May 2021.<sup>4</sup> This North Hollywood to Pasadena BRT line is scheduled to be operation by 2024 and qualifies Central Avenue as a planned high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2: SCAG 2045 Planned High Quality Transit Corridors**.<sup>5,6</sup> The existing Glendale Beeline 1 bus route also travels on Central Avenue with a stop at the intersection of Lexington Drive and Central Avenue, as shown in **Figure 3.0-3: Glendale Beeline Route 1**, also located approximately 0.3 miles southwest of the Project site.<sup>7</sup> Glendale Beeline 1 is an existing major bus route as it provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays with a stop located approximately 0.3 miles southwest of the Project site.<sup>8</sup> Therefore, because the proposed Project is within the 0.5 miles of this planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1, the proposed Project is within a transit priority area (TPA). Additionally, the proposed Project is considered within a TPA under SB 743 per the City's Transportation Impact Analysis Guidelines (Glendale TIA Guidelines) as shown in **Figure 3.0-4: City of Glendale SB 743 Implementation: Future High Quality Transit Areas**.<sup>9</sup> Therefore, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines (see discussion in Consistency with Criterion 4, below, for additional discussion on proposed Project Transit Priority Project designation).<sup>10</sup> There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity**. The location of

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- 3 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.
  - 4 Los Angeles County Metropolitan Transit Authority, Metro Board Approves Proposed Project for North Hollywood to Pasadena Bus Rapid Transit Corridor Project, May 27, 2021, <https://www.metro.net/about/metro-board-approves-proposed-project-for-north-hollywood-to-pasadena-bus-rapid-transit-corridor-project/>, Accessed January 2022.
  - 5 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.
  - 6 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.
  - 7 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.
  - 8 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.
  - 9 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).
  - 10 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

### 3.0 Sustainable Communities Environmental Assessment Criteria

the proposed Project encourages a variety of mobility options, such as walking, biking and the use of public transportation since the proposed Project is located within an urban center and nearby multiple mass transit stops. These multimodal travel options for future residents of the proposed Project would reduce the need for use of single occupancy vehicles. Thus, the proposed Project would reduce VMT and promote alternatives to driving. As such, the proposed Project's location in a TPA would be consistent with SCAG's strategy to focus infill development in established communities with access to high-quality transportation.

#### **High Quality Transit Area**

HQTAs are corridor-focused Priority Growth Areas located within one-half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of 15 minutes or less during peak commuting hours.

Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. The Glendale Beeline Route 1 currently provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays along Central Avenue and Central Avenue qualifies as an existing high quality transit corridor based on this service.<sup>11,12</sup>

Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2: SCAG 2045 Planned High Quality Transit Corridors** (see discussion in Consistency with Criterion 4, below, for additional discussion on transit priority project designation for the proposed Project).<sup>13,14</sup> Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line.

The proposed Project would develop a new residential use within walking distance to numerous services, retail, and employment opportunities. The location of the proposed Project encourages a variety of transportation options, such as walking and biking (see below and **Section 5.1** of this SCEA for more discussion on the North Hollywood to Pasadena BRT Corridor Project and bus routes within the vicinity of the Project site). Thus, the proposed Project would reduce VMT, promote alternatives to driving, and aim to improve air quality. Furthermore, the proposed Project would also provide approximately 115

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- 11 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.
  - 12 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.
  - 13 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.
  - 14 PRC, "California Legislative Information," [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

### 3.0 Sustainable Communities Environmental Assessment Criteria

bicycle parking spaces (96 long term and 19 short term). For these reasons, the proposed Project would be consistent with SCAG's HQTAs strategy.

#### **Neighborhood Mobility Areas**

Neighborhood mobility area (NMAs) focus on creating, improving, restoring, and enhancing safe and convenient connections to surrounding community land uses. NMAs are Priority Growth Areas with residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. The area surrounding the proposed Project would be considered an NMA. As discussed above, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and the existing Glendale Beeline 1 stop at the intersection of Lexington Drive and Central Avenue.<sup>15,16</sup> Additionally, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines as shown in **Figure 3.0-4**.<sup>17</sup> Therefore, the proposed Project is considered within a TPA under SB 743. The proposed Project qualifies as a transit priority project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. As discussed above, the current service provided by Glendale Beeline Route 1 along Central Avenue qualifies Central Avenue as an existing high quality transit corridor based on this service.<sup>18,19</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2** Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (see discussion in Consistency with Criterion 4, below, for additional discussion on the transit priority project designation for the proposed Project).<sup>20</sup> The Project site's location near mass transit, walking distance to services, employment opportunities, and the availability of bike parking located on the Project site would promote a variety of transportation options, allowing residents to connect to surrounding destinations. As such, the proposed Project would be consistent with the strategy of Neighborhood Mobility Areas by creating more walkability within the Project site and surrounding area.

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15 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

16 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

17 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

18 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

19 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

20 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

#### **Livable Corridors**

The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story under-performing retail with well-designed, higher density housing and employment centers. The Livable Corridors strategy aims to encourage density through transit improvements, active transportation improvements, and land use policies such as mixed-use zoning. The area surrounding the Project site would be considered a Livable Corridor. As discussed above, the proposed Project’s location encourages the use of alternative transportation, including walking and bicycling opportunities. As discussed above, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1 at the intersection of Lexington Drive and Central Avenue. Additionally, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines as shown in **Figure 3.0-4**.<sup>21</sup> Therefore, the proposed Project is considered within a TPA under SB 743. The proposed Project qualifies as a transit priority project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. The current service provided by Glendale Beeline Route 1, as discussed above, along Central Avenue qualifies Central Avenue as an existing high quality transit corridor.<sup>22,23</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**. Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (see discussion in Consistency with Criterion 4, below, for additional discussion on the transit priority project designation for the proposed Project).<sup>24</sup> There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5**. The Project site is located in the DSP area of the City surrounded by numerous commercial uses and would promote the use of alternative transportation or future employment within walking or biking distance from residential uses. As such, the proposed Project would be consistent with the strategy of Livable Corridors.

#### **Use Designation, Density, and Building Intensity**

Use Designation, Density, and Building Intensity standards applicable to the Project site are contained in the Glendale General Plan and Glendale Downtown Specific Plan (DSP). The General Plan Land Use Designation for the site is Downtown Specific Plan and the applicable use, density and building intensity standards are in the DSP. The Project Site is located in the DSP Gateway District, which allows for the tallest and densest buildings in the City. Gateway District which is characterized by high-rise development

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21 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

22 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

23 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

24 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

### 3.0 Sustainable Communities Environmental Assessment Criteria

and home to numerous corporate headquarters and businesses whose multi-storied towers are visible from the various viewpoints throughout the City and SR-134. The focus of the area is the continued promotion and location of corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service, and retail businesses at the street level, as well as the introduction of appropriate night-time entertainment uses. Per Chapter 3 of the DSP, residential development is permitted in the Gateway District.<sup>25</sup> Density in the DSP districts is governed by floor area ratios (FAR), and not by dwelling units to the acre (DU/AC). The maximum permitted FAR by right in the Gateway District is 7.25 and the density of the proposed Project is 7.25. The Project is, therefore, consistent with the applicable use designation and building intensity standards.

Additionally, one of the criteria to be considered a transit priority project is the project site must be located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan, such as the SCAG 2020-2045 RTP/SCS.<sup>26</sup> A high-quality transit corridor is “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours” (PRC Section 21155(b)).<sup>27</sup> Per Appendix M of the CEQA Guidelines, an “existing stop along a high-quality transit corridor” may include a planned and funded stop that is included in an adopted regional transportation improvement program.<sup>28</sup> The proposed Project qualifies as a transit priority project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. Central Avenue is also identified as a planned high-quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2** (see discussion in Consistency with Criterion 4, below, for additional discussion on proposed Project Transit Priority Project designation).<sup>29</sup>

PRC Section 21099 defines a “transit priority area” as an area within 0.5 miles of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” As discussed above, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1 at the intersection of Lexington Drive and Central Avenue. Additionally, the proposed Project is considered within a TPA under SB 743 per

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25 City of Glendale, Downtown Specific Plan, <https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

26 PRC, “California Legislative Information,” [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

27 PRC, “California Legislative Information,” [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

28 California Environmental Quality Act (CEQA) Statute and Guidelines, Appendix M: Performance Standards for Infill Projects Eligible for Streamlined Review, 2021.

29 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

### 3.0 Sustainable Communities Environmental Assessment Criteria

the Glendale TIA Guidelines as shown in **Figure 3.0-4**.<sup>30</sup> Therefore, the proposed Project is considered within a TPA under SB 743. There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5**. Furthermore, the Project site is within walking distance of many community services and amenities.

Based on the City's current household demographics the average residents per unit is 2.6.<sup>31</sup> Based on an average of 2.6 residents per unit, the proposed Project would generate approximately 765<sup>32</sup> new residents. As shown in **Table 3.2-2: SCAG Population Projections for the City of Glendale, Los Angeles County, and SCAG Region**, the City had an estimated permanent population of 201,200, 74,500 total dwelling units, and 117,000 employees based on the regional growth projections in the 2020-2045 RTP/SCS in 2016,<sup>33</sup> and an estimated population of 203,834 and 76,804 total dwelling units in 2021.<sup>34</sup> SCAG estimates the population of the City will increase to 214,100 residents, 82,300 dwelling units, and 125,900 employees by 2045, an increase of 12,900 residents, 7,800 dwelling units, and 8,900 employees from 2016 to 2045.<sup>35</sup> The proposed Project would account for approximately 5.9 percent of the anticipated increase in residents from 2016 to 2045, and approximately 7.5 percent of the anticipated increase in residents from 2021 to 2045.<sup>36,37</sup> The addition of approximately 765 people would be well within the SCAG population forecasts for the City.

As presented above, the proposed Project would be consistent with Criterion 1.

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30 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

31 State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed August 2021.

32  $294 \text{ units} * 2.6 \text{ (average persons per household)} = 765$ .

33 SCAG Connect SoCal, Demographics & Growth Forecast Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579). Accessed August 2021.

34 State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed August 2021.

35 SCAG Connect SoCal, Demographics & Growth Forecast Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579). Accessed August 2021.

36  $765 \text{ Project residents} / 12,900 \text{ (the increase in residents in Glendale between 201,200 [2016] and 214,100 [2045])} = 0.059$ .

37  $765 \text{ Project residents} / 10,266 \text{ (the increase in residents in Glendale between 203,834 [2021] and 214,100 [2045])} = 0.075$ .

### 3.0 Sustainable Communities Environmental Assessment Criteria

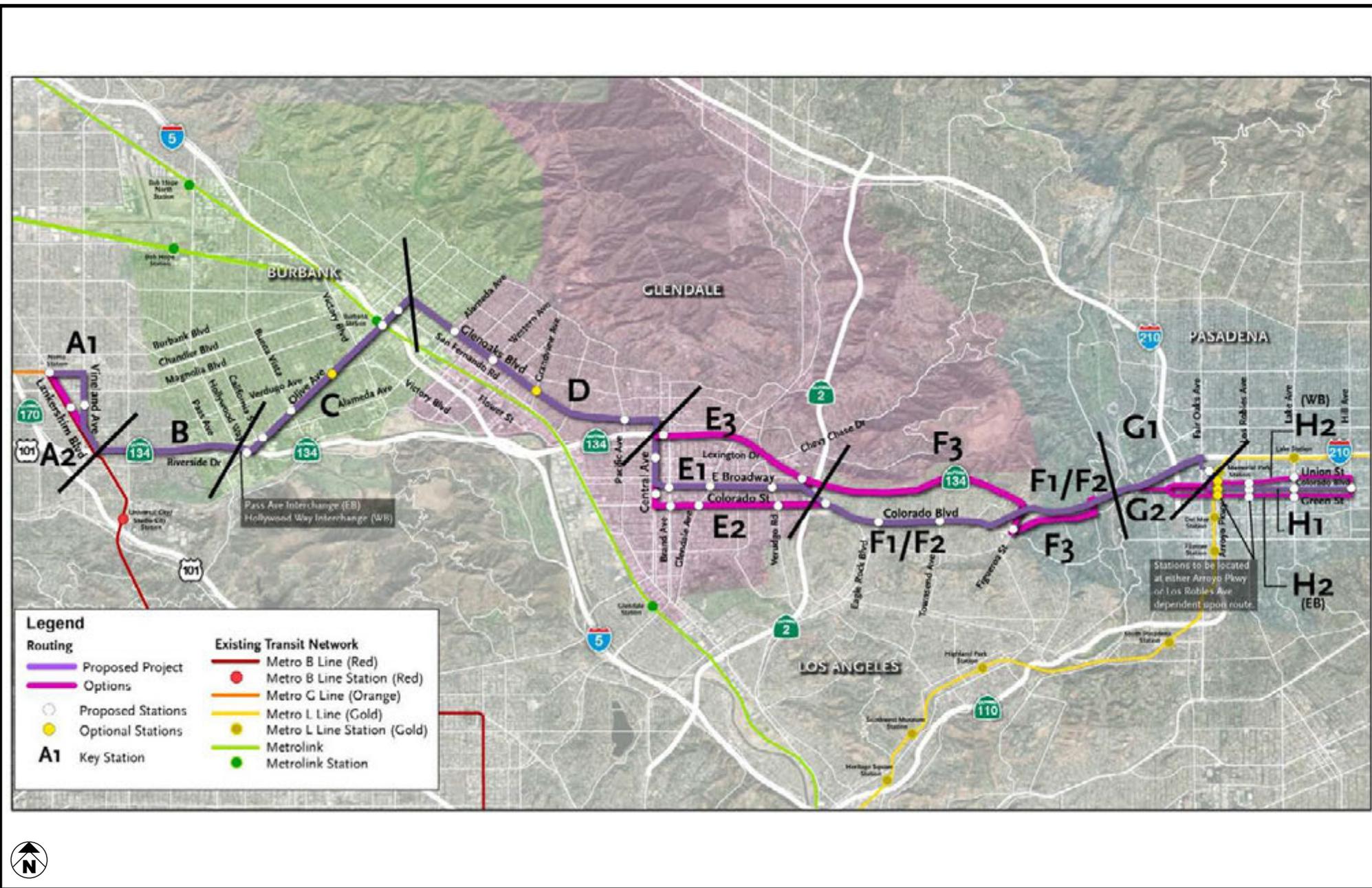
**TABLE 3.2-2  
SCAG POPULATION PROJECTIONS FOR THE CITY OF GLENDALE, LOS ANGELES COUNTY, AND SCAG REGION**

Region	Population		
	2016	2045	% Growth (2016-2045)
Glendale City	201,200	214,100	12,900
Los Angeles County	10,110,000	11,674,000	1,564,000
SCAG Region	18,832,000	22,504,000	3,672,000

*Source: SCAG Connect SoCal, Demographics & Growth Forecast Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial_demographics-and-growth-forecast.pdf?1606001579). Accessed August 2021.*

**Consistency with Criterion 2:** Based on total building square footage, the Project contains at least 50 percent residential use, and if Project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75.

The proposed Project includes approximately 462,260 square feet of total building area of which there would be approximately 255,396 square feet of residential floor area, which is equivalent to approximately 55 percent. The total building area includes the at-grade and above-grades parking levels, as required for the FAR calculation per the Zoning Code. The existing bank building (45,125 square feet) is to be maintained, and no other commercial uses are proposed within the new residential building. As such, the proposed Project is consistent with Criterion 2 since the proposed Project would contain more than 50 percent residential use.



SOURCE: METRO - 2020

FIGURE 3.0-1

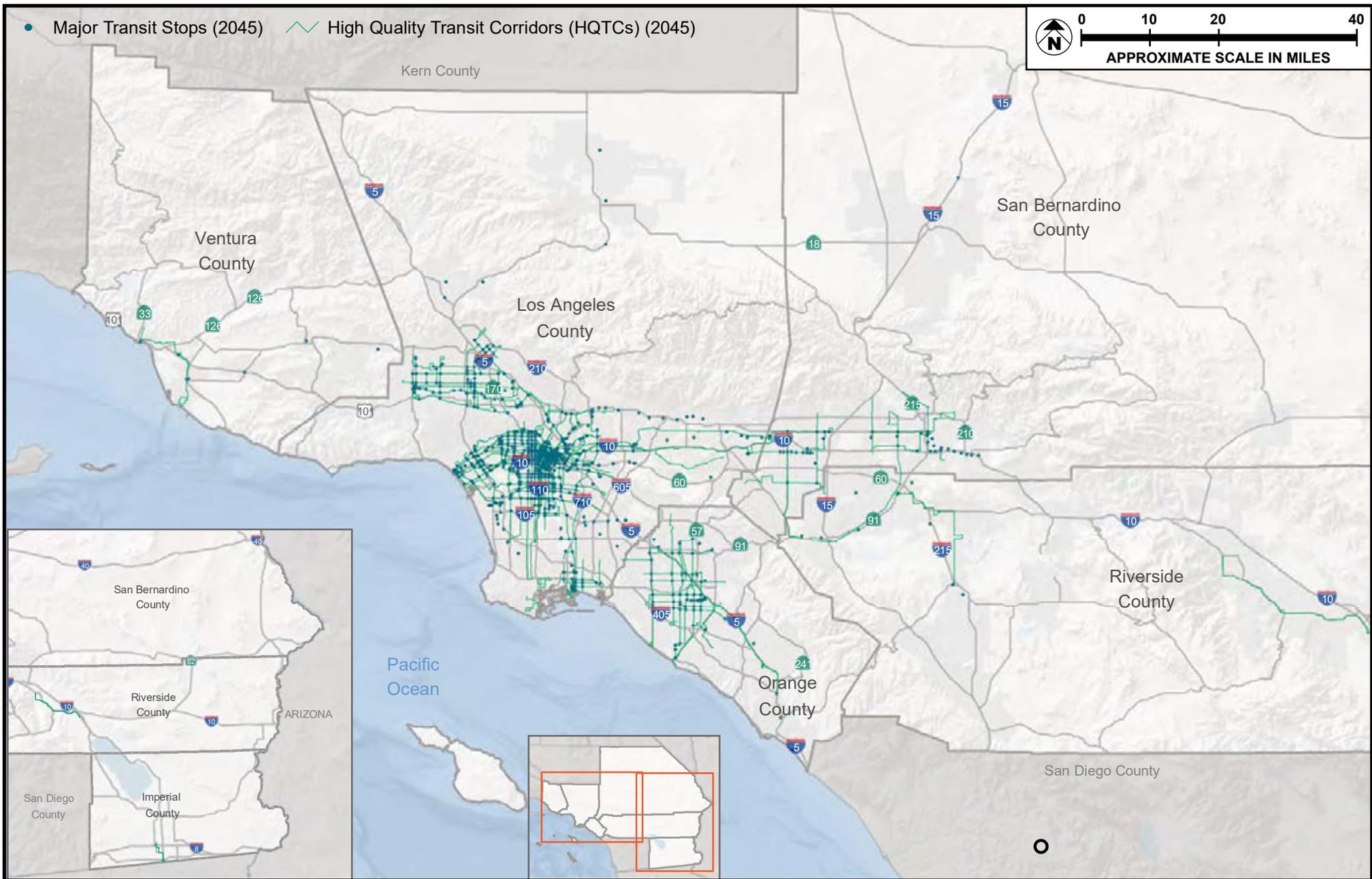
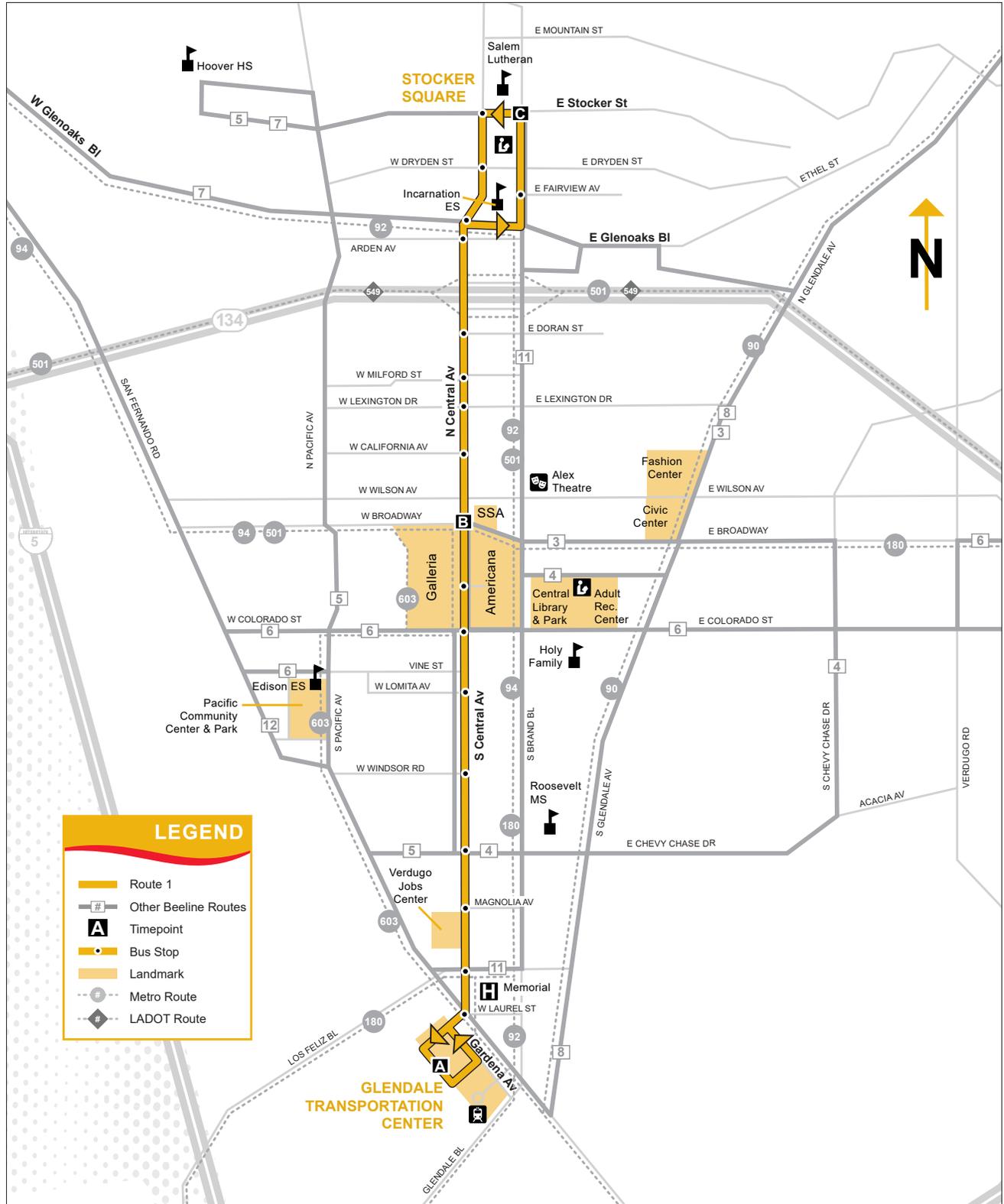


FIGURE 3.0-2



SOURCE: Transportation City of Glendale, 2020

FIGURE 3.0-3

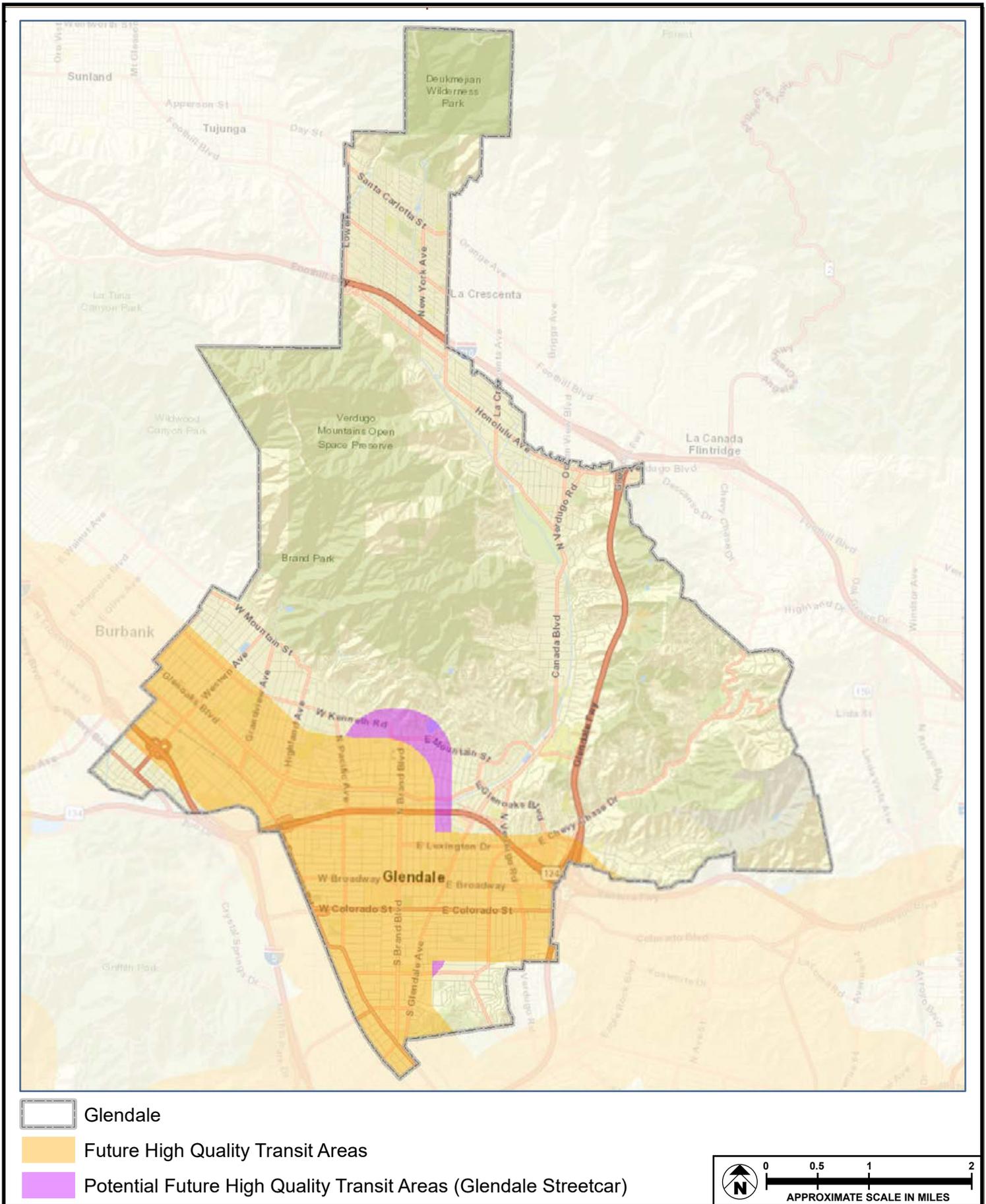


FIGURE 3.0-4

City of Glendale SB 743 Implementation:  
Future High Quality Transit Areas



SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

NOT TO SCALE ★ PROJECT SITE

SOURCE: Linscott, Law & Greenspan, engineers – 2021

FIGURE 3.0-5

### 3.0 Sustainable Communities Environmental Assessment Criteria

**Consistency with Criterion 3: The Project includes a minimum net density of at least 20 dwelling units per acre.**

The Project site includes 63,760 square feet (1.46 acres). The proposed Project includes 294 dwelling units, which results in a density of 201 dwelling units per acre. As such, the proposed Project is consistent with Criterion 3 in that it would exceed a net density of 20 units per acre.

**Consistency with Criterion 4: The Project site is located within one-half mile of a major transit stop or high-quality transit corridor included in the 2020-2045 RTP/SCS.**

A major transit stop is defined as “[a] site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods” and is included in the applicable regional transportation plan (PRC Sections 21064.3 and 21155(b)).

A high-quality transit corridor is “[a] corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours” (PRC Section 21155(b)).<sup>38</sup> Per Appendix M of the CEQA Guidelines, an “existing stop along a high-quality transit corridor” may include a planned and funded stop that is included in an adopted regional transportation improvement program.<sup>39</sup>

Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. The Glendale Beeline Route 1 currently provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays along Central Avenue and Central Avenue qualifies as an existing high quality transit corridor based on this service.<sup>40,41</sup>

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38 PRC, “California Legislative Information,” [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

39 California Environmental Quality Act (CEQA) Statute and Guidelines, Appendix M: Performance Standards for Infill Projects Eligible for Streamlined Review, 2021.

40 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

41 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

### 3.0 Sustainable Communities Environmental Assessment Criteria

Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2: SCAG 2045 Planned High Quality Transit Corridors**.<sup>42,43,44</sup> Central Avenue is identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line. The North Hollywood to Pasadena BRT Corridor Project was approved by the Los Angeles County Metropolitan Transit Authority (Metro) in May 2021.<sup>45</sup> This North Hollywood to Pasadena BRT line is scheduled to be operation by 2024. The proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station, at the intersection of Lexington Drive and Central Avenue, for the North Hollywood to Pasadena Bus Rapid Transit BRT Corridor Project as shown in **Figure 3.0-1**.<sup>46</sup> For these reasons, the proposed Project is within 0.5 miles of a high quality transit corridor.

In addition, the Project site is well served by regional and local public transit, specifically the Glendale Beeline, Los Angeles County Metropolitan Transit Authority (Metro), and the Los Angeles Department of Transportation (LADOT) Transit Commuter Express. The Project site is within a half mile of numerous bus stops along Central Avenue, Brand Boulevard, Western Avenue, Glenoaks Boulevard, Stocker Street, Glendale Avenue, Wilson Street, Colorado Street, and Doran Street as shown in **Figure 5.0-5**. For these reasons, the proposed Project is consistent with this Criterion 4.

### 3.3 INCORPORATION OF MITIGATION MEASURES FROM PRIOR EIRS

PRC Section 21151.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. There are three prior EIRs applicable to the Project site:

1. SCAG 2020-2045 RTP/SCS Program EIR, September 2020.
2. City of Glendale South Glendale Community Plan EIR, June 2018.
3. City of Glendale Downtown Specific Plan EIR, October 2006.

To comply with PRC Section 21151.2, the City has reviewed all mitigation measures contained in the SCAG 2020-2045 RTP/SCS Program EIR, City of Glendale South Glendale Community Plan EIR, City of Glendale Downtown Specific Plan EIR and determined their applicability to the proposed Project. For each such applicable mitigation measure, the City considered whether to incorporate the prior mitigation

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42 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

43 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

44 PRC, "California Legislative Information," [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

45 Los Angeles County Metropolitan Transit Authority, Metro Board Approves Proposed Project for North Hollywood to Pasadena Bus Rapid Transit Corridor Project, May 27, 2021, <https://www.metro.net/about/metro-board-approves-proposed-project-for-north-hollywood-to-pasadena-bus-rapid-transit-corridor-project/>, Accessed January 2022.

46 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

### **3.0 Sustainable Communities Environmental Assessment Criteria**

measures as stated in those EIR's or an equally or more effective City mitigation measure or federal, State, regional, or City regulation.

The SCAG 2020-2045 RTP/SCS Program EIR identified mitigation measures designed to help avoid or minimize significant environmental impacts. Mitigation measures in the Program EIR are categorized into two categories: (1) Mitigation measures to be implemented by SCAG in its role as the Metropolitan Planning Organization (MPO) for the SCAG Region; and (2) mitigation measures that may be considered by Lead Agencies in conjunction with evaluation and consideration of individual projects. This table addresses category (2): mitigation measures that may be considered by Lead Agencies in conjunction with evaluation and consideration of individual projects.

The tables below include the mitigation measures from each of these prior applicable EIRs and identifies which measures have been incorporated into the proposed Project. Measures incorporated into the proposed Project are also identified within **Section 5.0 Sustainable Communities Environmental Analysis** of this SCEA:

- **Table 3.3-1: Mitigation Measures from the 2020-2045 RTP/SCS Program EIR Incorporated into the Proposed Project**
- **Table 3.3-2: Mitigation Measures from the 2020-2045 RTP/SCS Program EIR Not Incorporated into the Proposed Project**
- **Table 3.3-3: Mitigation Measures from the South Glendale Community Plan EIR Incorporated into the Proposed Project**
- **Table 3.3-4: Mitigation Measures from the South Glendale Community Plan EIR Not Incorporated into the Proposed Project**
- **Table 3.3-5: Mitigation Measures from the Downtown Specific Plan EIR Incorporated into the Proposed Project**
- **Table 3.3-6: Mitigation Measures from the Downtown Specific Plan EIR Not Incorporated into the Proposed Project**

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Air Quality</b>		
Violation of air quality standards.	<p><b>PMM AQ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Minimize land disturbance.</li> <li>(b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> <li>(c) Cover trucks when hauling dirt.</li> <li>(d) Stabilize the surface of dirt piles if not removed immediately.</li> <li>(e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>(f) Minimize unnecessary vehicular and machinery activities.</li> <li>(g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>(h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>(i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>(j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB approved fleet. Daily logging of the operating hours of the equipment should also be required.</li> <li>(k) Ensure that all construction equipment is properly tuned and maintained.</li> <li>(l) Minimize idling time to 5 minutes or beyond regulatory requirements—saves fuel and reduces emissions.</li> </ul>	<p>This mitigation measure is incorporated as <b>SCAG EIR PMM-AQ-1</b> as identified in the analysis of this topic in <b>Section 5.0</b> of this SCEA.</p> <p>The proposed Project complies with this measure. Demolition, grading and construction activities must comply with provisions of the SCAQMD District Rule 403, including the following:</p> <ul style="list-style-type: none"> <li>• Apply water to disturbed areas of the site three times a day</li> <li>• Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes</li> <li>• Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation</li> <li>• Limit soil disturbance to the amounts analyzed in this air quality analysis</li> <li>• All materials transported off-site shall be securely covered</li> <li>• Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more)</li> <li>• Traffic speeds on all unpaved roads to be reduced to 15 mph or less</li> <li>• Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings</li> </ul>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>(m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the Project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>(n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>(o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>(p) As appropriate require that portable engines and portable engine-driven equipment units used at the Project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the State or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>(q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer’s recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where</p>	<p>Item “i” is not incorporated into the proposed Project because it is specifically applicable to Caltrans projects.</p>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	appropriate and feasible.	
	(r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD “SOON” funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.	Item “r” is not incorporated into the proposed Project because SCAQMD “SOON” funds would not be included as part of the proposed Project.
	(s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.	Item “s” is not incorporated into the proposed Project because the Project site is not located within an AB 617 community.
	(t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.	Item “t” is not incorporated into the proposed Project because it is specifically applicable to school projects.
	(u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).	
	(v) As applicable for airport projects, the following measures should be considered: i) Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. ii) Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. iii) Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.	Item “v” is not incorporated into the proposed Project because it is specifically applicable to airport projects.
	(w) As applicable for port projects, the following measures should be considered: i) Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). ii) Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. iii) Use short side electric power for ships, which may include	Item “w” is not incorporated into the proposed Project because it is specifically applicable to port projects.

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.</p> <p>iv) Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.</p> <p>v) Maximize participation in the Port of Los Angeles’ Vessel Speed Reduction Program or the Port of Long Beach’s Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.</p> <p>vi) Encourage the participation in the Green Ship Incentives.</p> <p>vii) Offer incentives to encourage the use of on-dock rail.</p> <p>(x) As applicable for rail projects, the following measures should be considered:</p> <p>i) Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.</p> <p>(y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>(z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <p>i) Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.</p> <p>ii) Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.</p> <p>iii) Disclose the potential increase in energy costs for running the HVAC system to prospective residents.</p> <p>iv) Provide information to residents on where MERV filters can be</p>	<p>Item “x” is not incorporated into the proposed Project because it is specifically applicable to rail projects.</p>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>purchased.</p> <ul style="list-style-type: none"> <li>v) Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.</li> <li>vi) Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time.</li> <li>vii) Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> <li>viii) Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> <li>ix) Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> </ul> <p>(aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities</p> <p>(bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:</p> <ul style="list-style-type: none"> <li>i) Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> <li>ii) Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> <li>iii) Nonroad diesel engines on site shall be Tier 2 or higher.</li> <li>iv) Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.</li> <li>v) Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.</li> <li>vi) Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a</li> </ul>	<p>Item “aa” is not incorporated into the proposed Project as Glendale is not identified as a low-income and/or minority community.</p>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.</p>	
	<p>vii) The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:</p> <ol style="list-style-type: none"> <li>(1) Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.</li> <li>(2) Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.</li> <li>(3) For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.</li> </ol>	
	<p>viii) The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.</p>	
	<p>ix) The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator on site, includes:</p> <ol style="list-style-type: none"> <li>(1) Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.</li> <li>(2) Any problems with the equipment or emission controls.</li> <li>(3) Certified copies of fuel deliveries for the time period that identify:                             <ol style="list-style-type: none"> <li>(a) Source of supply</li> <li>(b) Quantity of fuel</li> <li>(c) Quantity of fuel, including sulfur content (percent by weight)</li> </ol> </li> </ol>	
	<p>(cc) Project should exceed Title-24 Building Envelope Energy Efficiency</p>	

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:	
	<ul style="list-style-type: none"> <li>i) Install programmable thermostat timers</li> <li>ii) Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).</li> <li>iii) Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.)</li> <li>iv) Install higher efficacy public street and area lighting</li> <li>v) Limit outdoor lighting requirements</li> <li>vi) Replace traffic lights with LED traffic lights</li> <li>vii) Establish on-site renewable or carbon neutral energy systems - generic, solar power and wind power</li> <li>viii) Utilize a combined heat and power system</li> <li>ix) Establish methane recovery in Landfills and Wastewater Treatment Plants.</li> <li>x) Locate project near bike path/bike lane</li> <li>xi) Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks, and public spaces, minimize pedestrian barriers.</li> <li>xii) Provide traffic calming measures, such as:               <ul style="list-style-type: none"> <li>(1) Marked crosswalks</li> <li>(2) Count-down signal timers</li> <li>(3) Curb extensions</li> <li>(4) Speed tables</li> <li>(5) Raised crosswalks</li> <li>(6) Raised intersections</li> <li>(7) Median islands</li> </ul> </li> </ul>	<p>Item “cc vi” is not incorporated into the proposed Project because the proposed project would not result in substantial adverse effects related to aesthetics or transportation (see <b>Appendix E</b>) that would require replacement of traffic lights.</p> <p>Item “cc ix” is not incorporated into the proposed Project because the Project site is not a landfill or wastewater treatment plant.</p> <p>Item “cc xii” is not incorporated into the proposed Project because the proposed project would not result in substantial adverse effects</p>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	(8) Tight corner radii	related to transportation (see <b>Appendix E</b> ) that would require traffic calming measures.
	(9) Roundabouts or mini-circles	
	(10) On-street parking	
	(11) Chicanes/chokers	
	xiii) Create urban non-motorized zones	
	xiv) Provide bike parking in non-residential and multi-unit residential projects	Item “cc xiii” is not incorporated into the proposed Project because non-motorized zones would not be included as part of the proposed Project. it is not applicable to individual private development projects.
	xv) Dedicate land for bike trails	
	xvi) Limit parking supply through:	
	(1) Elimination (or reduction) of minimum parking requirements	Item “cc xv” is not incorporated into the proposed Project because dedicated bike trails would not be included as part of the proposed Project.
	(2) Creation of maximum parking requirements	
	(3) Provision of shared parking	
	xvii) Require residential area parking permit	
	xviii) Provide ride-sharing programs	Item “cc xvii” is not incorporated into the proposed Project because the proposed Project would not provide residential streets and permits would not be required. All 373 parking spaces would be provided within four subterranean levels for the residential use proposed on the site. The amount of parking supplied for the proposed Project would be consistent with the GMC.
	(1) Designate a certain percentage of parking spacing for ride sharing vehicles	
	(2) Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles	
	(3) Providing a web site or messaging board for coordinating rides	
	(4) Permanent transportation management association membership and finding requirement.	

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Geology and Soils</b>		
<p>Earthquake or other seismic activity. Unstable geologic unit or soil, expansive soils.</p>	<p><b>PMM GEO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</li> <li>(b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</li> <li>(c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</li> <li>(d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</li> </ul>	<p>This mitigation measure is incorporated as <b>SCAG EIR PMM-GEO-1</b> as identified in the analysis of this topic in <b>Section 5.0</b> of this SCEA.</p> <p>The proposed Project complies with this measure and would not exacerbate geologic impacts related to earthquake or other seismic activity because no known active faults cross the site, nor is the site located in a currently established Alquist-Priolo (AP) Special Studies Zone. Further, the proposed Project already substantially conforms with this Mitigation Measure as it is subject to regulatory compliance measures, which are capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground- failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Regulatory compliance measures include submitting a geology/soils report prior to any issuance of permit, which provides design recommendations for the proposed grading/construction along with an evaluation by the project geologist to confirm that the proposed habitable structures are located within the shadow zone of the fault study exploration. In addition, during construction, the Project engineering geologist shall observe all excavations that expose the natural alluvial soils and bedrock to verify the conclusions of the fault investigation.</p> <p>Item “d” is not incorporated because there are no new oil wells proposed or abandoned oil wells on the Project site.</p>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<p><b>Noise</b></p> <p>Expose people to noise in excess of local standards. Excessive groundborne vibration or noise levels. Substantial permanent increase in noise level. Substantial temporary increase in noise levels.</p>	<p><b>PMM NOISE-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Install temporary noise barriers during construction.</li> <li>(b) Include permanent noise barriers and sound-attenuating features as part of the Project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>(c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</li> <li>(d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</li> <li>(e) Notify neighbors and occupants within 300 feet of the Project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</li> <li>(f) Designate an on-site construction complaint and enforcement manager for the Project.</li> <li>(g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> <li>(h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this</li> </ul>	<p>This mitigation measure is incorporated as <b>SCAG EIR PMM NOISE-1</b> as identified in the analysis of this topic in <b>Section 5.0</b> of this SCEA.</p>

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p>	
	(i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.	
	(j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.	
	(k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned	
	(l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.	
	(m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;	
	(n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.	
	(o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.	
	(p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed	

**TABLE 3.3-1  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</p> <p>(q) Use of portable barriers in the vicinity of sensitive receptors during construction.</p> <p>(r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.</p> <p>(s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p> <p>(t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise generating facilities.</p> <p>(u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.</p> <p>(v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</p> <p>(w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</p> <p>(x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.</p> <p>(y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</p>	

Source: 2020 - 2045 SCAG/RTP SCS FEIR

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Aesthetics</b>		
Scenic Vistas	<p><b>PMM AES-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>(b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>(c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>(d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>(e) Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>(f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</li> <li>(g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;</li> <li>(h) Use see-through safety barrier designs (e.g., railings rather than walls)</li> </ul>	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, states that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project would not have an adverse effect on scenic vistas.</p>
Visual Character	<p><b>PMM AES-2:</b> In accordance with provisions of sections 15091(a) ( 2 ) and 15126.4(a)(1)( B ) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Minimize contrasts in scale and massing between the Projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match</li> </ul>	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, states that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>surrounding terrain in accordance with county and city hillside ordinances, where applicable.</p> <p>(b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</p> <p>(c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.</p> <p>(d) Design projects consistent with design guidelines of applicable general plans.</p> <p>(e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of Project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.</p> <p>(f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:</p> <ul style="list-style-type: none"> <li>i) use transparent panels to preserve views where sound walls would block views from residences;</li> <li>ii) use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> <li>iii) construct sound walls of materials whose color and texture complements the surrounding landscape and development.</li> </ul> <p>(g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>	<p>SCEA that the proposed Project would not have an adverse effect on the visual character of the site and the surrounding area.</p>
Light, glare, shade	<p><b>PMM AES-3:</b> In accordance with provisions of sections 15091(a) ( 2 ) and 15126.4(a)(1)( B ) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, states that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>(a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li>(b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> <li>(c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>(d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> <li>(e) Design exterior lighting to confine illumination to the Project site, and/or to areas which do not include light sensitive uses.</li> <li>(f) Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>(g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li>(h) Use nonreflective glass or glass treated with a nonreflective coating for all exterior windows and glass used on building surfaces.</li> <li>(i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	<p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project would not result in adverse light, glare, or effects.</p>
<b><i>Agricultural and Forest Resources</i></b>		
<p>Conversion of farmland to nonagricultural uses. Conversion of forest land.</p>	<p><b>PMM AG-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.</li> <li>(b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> <li>(c) Maintain and expand agricultural land protections such as urban growth boundaries.</li> </ul>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.2</b> that the proposed Project would not result in potential adverse effects to agriculture and forest resources.</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>(d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>(e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> <li>(f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</li> </ul>	
Zoning for Ag use, Williamson Act Contract	<p><b>PMM AG-2:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>(a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> <li>(b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.) or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.2 that the proposed Project would not result in substantial adverse effects on Williamson Act contracts.
Loss of forest land or conversion to nonforest	<p><b>PMM AG-3:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>(a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.2 that the proposed Project would not result in substantial adverse effects to agriculture and forest resources
Conversion of Farmland	<p><b>PMM AG-4:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>(a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.2 that the proposed Project would not result in substantial adverse effects to agriculture and forest resources.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>(b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-Project area is of a size sufficient to allow economically viable farming operations. The Project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.</p> <p>(c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the Project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</p>	
Other changes	<p><b>PMM AG-5:</b> Project level mitigation measures can and should be considered by Lead Agencies as applicable. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>(a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the Project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interrupt ion in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</p>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.2</b> that the proposed Project would not result in substantial adverse effects to agriculture and forest resources.
<b>Biological Resources</b>		
Candidate, sensitive, or special status species.	<p><b>PMM BIO-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</p>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.4</b> that the proposed Project would not result in substantial adverse effects to any candidate, sensitive, or special status species.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>(b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:</p> <ul style="list-style-type: none"> <li>i. Impact minimization strategies</li> <li>ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts</li> <li>iii. Use of in-kind mitigation bank credits</li> <li>iv. Funding of research and recovery efforts</li> <li>v. Habitat restoration</li> <li>vi. Establishment of conservation easements</li> <li>vii. Permanent dedication of in-kind habitat</li> </ul> <p>(c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</p> <p>(d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</p> <p>(e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.</p> <p>(f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</p> <p>(g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.</p> <p>(h) Appoint a qualified biologist to monitor implementation of mitigation measures.</p> <p>(i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the</p>	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.	
	(j) Develop an invasive species control plan associated with project construction.	
	(k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.	
	(l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.	
	(m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.	
	(n) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings.	
	(o) Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.	
Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances protection biological resources.	<p><b>PMM BIO-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</p> <p>(b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <p>(c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare,</p>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.4 that the proposed Project would not result in substantial adverse effects to riparian or other sensitive natural communities, wetlands, or species movement.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.	
	(d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.	
	(e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.	
	(f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.	
	(g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors.	
	(h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.	
	(i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.	
	(j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.	
	(k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.	
	(l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m)	
	(m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>(n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> <li>(o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the Project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.</li> <li>(p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</li> <li>(q) Complete habitat enhancement (e.g., through removal of nonnative invasive wetland species replacement with more ecologically valuable native species).</li> <li>(r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</li> </ul>	
Wetlands. Species movement.	<p><b>PMM BIO-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> <li>(a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.</li> <li>(b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.</li> <li>(c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and State protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.4 that the proposed Project would not result in substantial adverse effects to agriculture and forest resources.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>Permit or issuance of an individual permit requires the Project applicant to demonstrate compliance with the USACE’s Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACE permit may require a project proponent to restore, establish, enhance, or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> <li>i) Permittee-responsible mitigation</li> <li>ii) Contribution of in-kind in-lieu fees</li> <li>iii) Use of in-kind mitigation bank credits</li> <li>iv) Where avoidance is determined to be infeasible and</li> </ul> <p>(d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> <li>i) Avoidance</li> <li>ii) Impact Minimization</li> <li>iii) On-site alternatives</li> <li>iv) Off-site alternatives</li> </ul> <p>(e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
Species movement. Local policies or ordinances protection biological	<b>PMM BIO-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.4 that the

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
resources. HCP, NCCP or other conservation plans.	<p>measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> <li>(b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.</li> <li>(c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</li> <li>(d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at Project sites from February 1 through August 31.</li> <li>(e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.</li> <li>(f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1 or following the nesting season.</li> <li>(g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.</li> <li>(h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</li> <li>(i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</li> <li>(j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</li> </ul>	proposed Project would not result in substantial adverse effects on wildlife movement.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>(k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore off-site habitat).</li> <li>(l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</li> <li>(m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in Project areas should also be considered for wildlife crossings for purposes of mitigation.</li> <li>(n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</li> <li>(o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:                             <ul style="list-style-type: none"> <li>i) Wildlife movement buffer zones</li> <li>ii) Corridor realignment</li> <li>iii) Appropriately spaced breaks in center barriers</li> <li>iv) Stream rerouting</li> <li>v) Culverts</li> <li>vi) Creation of artificial movement corridors such as freeway under- or overpasses</li> <li>vii) Other comparable measures</li> </ul> </li> <li>(p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</li> </ul>	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>(q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</li> <li>(r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.</li> <li>(s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to:                             <ul style="list-style-type: none"> <li>i) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>ii) Design exterior lighting to confine illumination to the Project site</li> <li>iii) Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>iv) Use reflective glass or glass treated with a nonreflective coating for all exterior windows and glass used on buildings surfaces</li> <li>v) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties</li> </ul> </li> <li>(t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:                             <ul style="list-style-type: none"> <li>i) Install temporary noise barriers during construction.</li> <li>ii) Include permanent noise barriers and sound-attenuating features as part of the Project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>iii) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> <li>iv) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air</li> </ul> </li> </ul>	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <ul style="list-style-type: none"> <li>v) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned</li> <li>vi) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</li> <li>vii) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> </ul> <p>(u) Require large buffers between sensitive uses and freeways</p> <p>Create corridor redundancy to help retain functional connectivity and resilience</p>	
Local policies or ordinances protecting biological resources. HCP, NCCP or other conservation plans.	<p><b>PMM BIO-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</li> <li>(b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.4</b> of this SCEA, that the proposed Project would not conflict with local policies and ordinances protecting biological resources.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>(c) If specific Project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.</p> <p>(d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction, or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) f) g)</p> <p>(e) Establish a scheme for the removal and disposal of logs, brush, earth, and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>(f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>(g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>(h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of</p>	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</p> <p>(i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> <li>i) Avoidance strategies</li> <li>ii) Contribution of in-lieu fees</li> <li>iii) Planting of replacement trees</li> <li>iv) Re-landscaping areas with native vegetation post-construction</li> <li>v) Other comparable measures developed in consultation with local agency and certified arborist.</li> </ul>	
HCP, NCCP or other conservation plans.	<p><b>PMM BIO-6:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</p> <p>(b) Wherever practicable and feasible, the Project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</p> <p>b) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in <b>SMM-BIO-2</b>, where applicable.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.4</b> of this SCEA, that the proposed Project would not result in a substantial adverse effect on Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs).</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Cultural Resources</b>		
Paleontological resources, unique geological features	<p><b>PMM CULT-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(c) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the Project planning phase at the appropriate Information Center to determine whether the Project area has been previously surveyed and whether historical resources were identified.</li> <li>(d) During the Project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the Project or if recommended by the Information Center.</li> <li>(e) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: <ul style="list-style-type: none"> <li>i) Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</li> <li>ii) Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> </ul> </li> <li>(f) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the mitigation measure <b>South Glendale Community Plan EIR MM 4.4-4</b> identified below in <b>Section 5.5</b> in this SCEA would apply to the proposed Project and this measure is equal to or more effective than <b>SCAG EIR PMM CULT-1</b>.</p> <p><b>South Glendale Community Plan EIR MM 4.4-4</b> states the City shall evaluate the likelihood of the Project site to contain archaeological resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.</p>

**TABLE 3.3-2  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p>	
	<p>(g) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the Project level in coordination with the Lead Agency.</p>	
	<p>(h) During the Project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the Project area has been previously surveyed and whether resources were identified.</p>	
	<p>(i) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p>	
	<p>(j) During the Project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the Project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the Project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p>	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>(k) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the Project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the Project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p> <p>(l) In cases where the Project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the Project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the Project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>(m) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be</p>	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>significant under State or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>(n) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository reinternment in an area designated by the tribe.</p>	
Human remains	<p><b>PMM CULT-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the Project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has investigation of the cause of death is required.</p> <p>(b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:</p> <p>i) Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.</p> <p>ii) If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the land owner or his representative rejects the recommendation of the MLD and the mediation by</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.5 of this SCEA, that the proposed Project would not result in a potentially significant impact to human remains. As discussed in Section 5.5, in accordance with the State’s Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to</p>

**TABLE 3.3-2  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</p>	<p>believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Additionally, the proposed Project would implement <b>South Glendale Community Plan mitigation measure MM 4.4-8</b> related to human remains.</p> <p>Pursuant to AB 52, the City provided notification to the following two tribes on October 14, 2021 - Fernandeno Tataviam Band of Mission Indians and Soboba Band of Luiseno Indians. The Fernandeno Tataviam Band of Mission Indians deferred consultation for the proposed Project to the Gabrielino-Tongva Tribe. The City provided notification to the Gabrielino-Tongva Tribe on November 1, 2021, requesting responses no later than 30 days after receipt of the letter. As of December 8, 2021, neither the Soboba Band of Luiseno Indians nor Gabrielino-Tongva Tribe have responded to the notification for consultation. As such, consultation has been deemed complete.</p>
<b>Geology and Soils</b>		
<p>Paleontological resources</p>	<p><b>PMM GEO-2:</b> In accordance with provisions of sections 15091(a) (2) and 15 126.4(a)(1)( B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, State, and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of paleontological resources.</li> <li>(b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the Project has the potential to require ground disturbance of parent material with potential to contain unique</li> </ul>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.7</b> of this SCEA, that the proposed Project would not result in a potentially significant impact to paleontological resources.</p> <p>In addition, the proposed Project would be consistent with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of paleontological resources. In addition, the proposed Project would be consistent with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of paleontological resources. In addition, the proposed Project would implement project specific mitigation measure <b>MM-PALEO-1</b> as identified in <b>Section 5.7</b> of this SCEA.</p>

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	<p>paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</p> <p>(c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>(d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ul style="list-style-type: none"> <li>i) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</li> <li>ii) A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.</li> <li>iii) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</li> <li>iv) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas</li> </ul> <p>(e) Avoid routes and project designs that would permanently alter unique geological features.</p>	

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	<p>(f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>(g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>(h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	
<b>Greenhouse Gases</b>		
GHG Emissions, plan consistency.	<p><b>PMM GHG-1:</b> In accordance with provisions of sections 15091(a) ( 2 ) and 15126.4(a)(1)( B ) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:</p> <ul style="list-style-type: none"> <li>i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.</li> <li>iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> <li>v) Use high-efficiency lighting and cooking devices.</li> <li>vi) Incorporate passive solar design.</li> <li>vii) Use high-reflectivity building materials and multiple glazing.</li> </ul>	<p>This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.8</b> of this SCEA, the GHG emissions generated by the project would not result in substantial adverse effects related to greenhouse gas emissions and the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs. The proposed Project would reduce greenhouse gas emissions and improve air quality by concentrating residential uses within one-half mile of a high-quality transit corridor and within a transit priority area. The proposed Project would provide new housing near public transit, which would encourage the use and productivity of the existing public transportation system. The Project would comply with the California Green Building Standards Code (CALGreen), and would incorporate eco-friendly building materials, systems, and high-performance building envelope. In addition, the proposed Project would comply with the Greener Glendale Plan, which incorporates twelve (12) measures in addition to the mandatory Green Building Standards for new construction projects. As such, the Project’s location, land use characteristics, and design render it consistent with statewide and regional climate change mandates, plans, policies, and</p>

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	<ul style="list-style-type: none"> <li>viii) Prohibit gas-powered landscape maintenance equipment.</li> <li>ix) Install electric vehicle charging stations.</li> <li>x) Reduce wood burning stoves or fireplaces.</li> <li>xi) Provide bike lanes accessibility and parking at residential developments.</li> </ul>	<p>recommendations. The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases.</p>
	<ul style="list-style-type: none"> <li>(b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> <li>(c) Include off-site measures to mitigate a project’s emission</li> <li>(d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction, and operation of projects to minimize GHG emissions, including but not limited to:                             <ul style="list-style-type: none"> <li>i) Use energy and fuel-efficient vehicles and equipment;</li> <li>ii) Deployment of zero- and/or near zero emission technologies;</li> <li>iii) Use lighting systems that are energy efficient, such as LED technology;</li> <li>iv) Use the minimum feasible amount of GHG-emitting construction materials;</li> <li>v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;</li> <li>vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;</li> <li>vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy;</li> <li>viii) Incorporate design measures to reduce water consumption;</li> <li>ix) Use lighter-colored pavement where feasible;</li> <li>x) Recycle construction debris to maximum extent feasible;</li> <li>xi) Plant shade trees in or near construction projects where feasible; and</li> <li>xii) Solicit bids that include concepts listed above.</li> </ul> </li> </ul>	

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	<p>(e) Measures the encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>i) Promote transit-active transportation coordinated strategies;</li> <li>ii) Increase bicycle carrying capacity on transit and rail vehicles;</li> <li>iii) Improve or increase access to transit;</li> <li>iv) Increase access to common goods and services, such as groceries, schools, and day care;</li> <li>v) Incorporate affordable housing into the Project;</li> <li>vi) Incorporate the neighborhood electric vehicle network;</li> <li>vii) Orient the Project toward transit, bicycle and pedestrian facilities;</li> <li>viii) Improve pedestrian or bicycle networks, or transit service;</li> <li>ix) Provide traffic calming measures;</li> <li>x) Provide bicycle parking;</li> <li>xi) Limit or eliminate park supply through;               <ul style="list-style-type: none"> <li>(1) Elimination (or reduction) of minimum parking requirements</li> <li>(2) Creation of maximum parking requirements</li> <li>(3) Provision of shared parking.</li> </ul> </li> <li>xii) Unbundle parking costs;</li> <li>xiii) Provide parking cash-out programs;</li> <li>xiv) Implement or provide access to commute reduction program;</li> </ul> <p>(f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</p> <p>(g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h)</p>	

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	<p>(h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:</p> <ul style="list-style-type: none"> <li>i) Provide car-sharing, bike sharing, and ride-sharing programs;</li> <li>ii) Provide transit passes;</li> <li>iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;</li> <li>iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;</li> <li>v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;</li> <li>vi) Provide employee transportation coordinators at employment sites;</li> <li>vii) Provide a guaranteed ride home service to users of nonauto modes.</li> </ul> <p>(i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;</p> <p>(j) Land use siting and design measures that reduce GHG emissions, including:</p> <ul style="list-style-type: none"> <li>i) Developing on infill and brownfields sites;</li> <li>ii) Building compact and mixed-use developments near transit;</li> <li>iii) Retaining on-site mature trees and vegetation, and planting new canopy trees;</li> <li>iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</li> <li>v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</li> </ul> <p>(k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The</p>	

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	<p>measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.</p> <ul style="list-style-type: none"> <li>(l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric vehicles and trucks to plug-in.</li> <li>(m) Encourage telecommuting and alternative work schedules, such as:                             <ul style="list-style-type: none"> <li>i) Staggered starting times</li> <li>ii) Flexible schedules</li> <li>iii) Compressed work weeks</li> </ul> </li> <li>(n) Implement commute trip reduction marketing such as:                             <ul style="list-style-type: none"> <li>i) New employee orientation of trip reduction and alternative mode options</li> <li>ii) Event promotions</li> <li>iii) Publications</li> </ul> </li> <li>(o) Implement preferential parking permit program</li> <li>(p) Implement school pool and bus programs</li> <li>(q) Price workplace parking, such as:                             <ul style="list-style-type: none"> <li>i) Explicitly charging for parking for its employees;</li> <li>ii) Implementing above market rate pricing;</li> <li>iii) Validating parking only for invited guests;</li> <li>iv) Not providing employee parking and transportation allowances; and</li> <li>v) Educating employees about available alternatives.</li> </ul> </li> </ul>	
<b>Hazards</b>		
Routine transport, use or disposal of hazardous materials, reasonably foreseeable upset, accident. Hazardous emissions near a school	<p><b>PMM HAZ-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of</li> </ul>	<p>This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, the proposed Project would not have a substantial adverse effect on the environment as the types and amounts of hazardous materials that would be used in connection with the proposed Project would be typical of those used during construction of</p>

**TABLE 3.3-2  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

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	<p>travel demonstrating use of roadways designated for the transport of such materials.</p> <p>(b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.</p> <p>(c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> <li>i) The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>ii) The location of such hazardous materials.</li> <li>iii) An emergency response plan including employee training information.</li> <li>iv) A plan that describes the way these materials are handled, transported and disposed.</li> </ul> <p>(d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>(e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>(f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>(g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>(h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>(i) Identify and implement more stringent tank car safety standards.</p>	<p>residential developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers’ instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. Therefore, significant impacts would not occur, and no mitigation beyond compliance with regulatory requirements is applicable.</p>

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	<ul style="list-style-type: none"> <li>(j) Improve rail transportation route analysis, and modification of routes based on that analysis.</li> <li>(k) Use the best available inspection equipment and protocols and implement positive train control.</li> <li>(l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</li> <li>(m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</li> <li>(n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</li> <li>(o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</li> <li>(p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</li> <li>(q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</li> </ul>	
Upset and accident	<p><b>PMM HAZ-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>(a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</li> <li>(b) More stringent tank car safety standards;</li> <li>(c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> <li>(d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</li> </ul>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, that the proposed Project would not result in hazards related to the accidental release of hazardous materials.</p>

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	<p>(e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</p> <p>(f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;</p> <p>(g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</p> <p>Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.</p>	
Schools	<p><b>PMM HAZ-3:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</p> <p>(b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.</p>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.9 of this SCEA, that the proposed Project would not result in substantial adverse effects related to release of hazardous materials near schools.
Hazardous materials sites, Government Code section 65962.5.	<p><b>PMM HAZ-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</p> <p>(b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment</p>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.9 of this SCEA, that the proposed Project would not result in a substantial adverse effects related to hazardous materials sites.

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	<p>report if warranted by a Phase I report for the Project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <p>(c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the Project, for remedial action.</p> <p>(d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</p> <p>(e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p> <p>(f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</p> <p>(g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>(h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>(i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be</p>	

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	<p>hazardous or nonhazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state, and federal laws and policies.</p>	
	<p>(j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p>	
	<p>(k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, State, and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p>	
	<p>(l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</p>	
	<p>(m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.</p>	
	<p>(n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.</p>	
	<p>(o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's</p>	

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	(Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001-36100, as may be amended. If other materials classified as hazardous waste by State or federal law are present, the Project sponsor should submit written confirmation to the appropriate local agency that all State and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.	
Emergency response plan	<p><b>PMM HAZ-5:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</li> <li>(b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> <li>(c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, that the proposed Project would not result in substantial adverse effects related to emergency evacuation plans. Furthermore, the proposed Project does not involve changes to the existing street network.
<b>Hydrology and Water Quality</b>		
Violation of water quality standards or waste discharge requirements. Alteration of site drainage, runoff exceeding stormwater drainage system capacity, other degrading water quality.	<p><b>PMM HYD-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>(b) Implement Best Management Practices to reduce the peak stormwater runoff from the Project site to the maximum extent practicable.</li> <li>(c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.</li> </ul>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.10</b> of this SCEA, that the Project would not result in substantial adverse effects related to water quality, waste discharge or groundwater.</p> <p>The proposed Project conforms with this Mitigation Measure as it is required to satisfy all applicable requirements of Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan (SUSMP), of the GMC, at the time of the construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a Stormwater Pollution Prevention Plan (SWPPP) containing</p>

**TABLE 3.3-2  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	(d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.	structural treatment and source control measures appropriate and applicable to the proposed Project. The SWPPP will incorporate best management practices (BMPs) by requiring controls of pollutant discharges that utilize best available technology (BAT) economically achievable and best conventional pollutant control technology (BCT) to reduce pollutants. Examples of BAT/BCT that may be implemented during site grading and construction of the proposed Project could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences. Preparation of the SWPPP would be incorporated as a condition of approval. Implementation of BMPs such as fences, sandbag barriers, and/or stabilization of the construction entrance/exit would ensure that Regional Water Quality Control Board (RWQCB) water quality standards are met during construction activities of the proposed Project.
	(e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.	
	(f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:	
	(g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the Project.	
	(h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.	
	(i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.	
	(j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.	
	(k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.	
	(l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.	

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	(m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate, and manage stormwater runoff flows in all new developments, where practical and feasible.	
Depletion of groundwater supply, interfere with groundwater supply	<p><b>PMM HYD-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Avoid design that requires continual dewatering where feasible</p> <p>For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the Project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</p> <p>(a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious SURfaces, including the use of in-lieu fees and off-site mitigation.</p> <p>(b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</p> <p>(c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.10 of this SCEA, that the proposed Project would not result in substantial adverse effects to groundwater supply.</p> <p>The Project Site does not serve as a primary area of groundwater recharge within the San Fernando or Verdugo Basin, which are both located within the City of Glendale. However, because the Project site is more than 1 acre in size, it would be subject to the requirements under Section 13.42.060 of the GMC to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) that would be administered throughout proposed Project construction. The SWPPP would incorporate BMPs to ensure that potential water quality impacts from water driven erosion during construction. Construction of the Project would result in a minimal change to the amount of impervious surface and drainage characteristics of the site by adherence to the SWPPP.</p>
Structures within 100-year floodplain hazard area, risk due to levee or dam failure, seiche, tsunami, or mud flow.	<p><b>PMM HYD-4:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.10 of this SCEA, that the proposed Project would not result in a potentially significant impact related to flood hazards.</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Land Use</b>		
Land use plans, policies, and regulations.	<p><b>PMM LU-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Facilitate good design for land use projects that build upon and improve existing circulation patterns.</li> <li>(b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:                             <ul style="list-style-type: none"> <li>i) Selecting alignments within or adjacent to existing public rights of way.</li> <li>ii) Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</li> <li>iii) Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> </ul> </li> <li>(b) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:                             <ul style="list-style-type: none"> <li>i) Alignment shifts to minimize the area affected.</li> <li>ii) Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>iii) Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</li> </ul> </li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.11 of this SCEA, that the proposed Project would not result in substantial adverse effects related to physically dividing a community, and will be designed to facilitate good design based on the DSP, and that takes into consideration existing circulation patterns.
Physically divide a community.	<p><b>PMM LU-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate</li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.11 of this SCEA, that the proposed Project would not result in substantial adverse effects related to creating a physical division of the existing community.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	the conflict; or determine if the environmental, social, economic, and engineering benefits of the Project warrant an amendment to the general plan or land use regulation.	
<b>Mineral Resources</b>		
Loss of availability of a known mineral resource.	<p><b>PMM MIN-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation, and maintenance of projects.</li> <li>(b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:                             <ul style="list-style-type: none"> <li>i) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>ii) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the Project site.</li> <li>iii) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.</li> <li>iv) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of Project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</li> </ul> </li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.11 of this SCEA, that the proposed Project would not result in a potentially significant impact related to the use of mineral resources that could be of value to the region.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Noise</b>		
Expose people to excessive groundborne vibration or noise.	<p><b>PMM NOISE-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</li> <li>(b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</li> <li>(c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</li> <li>(d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</li> <li>(e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).</li> <li>(f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</li> </ul>	<p>This mitigation measure is not incorporated because the proposed Project’s generation of groundborne vibration would not have a substantial adverse effect on the environment. The proposed Project would be constructed using typical construction techniques; no blasting, impact pile driving, or jackhammers would be required. Forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.12 peak particle velocity (ppv) as discussed in <b>Section 5.13</b> of this Draft SCEA.</p>
<b>Population, Housing and Employment</b>		
Displacement of housing requiring replacement housing elsewhere.	<p><b>PMM POP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.14</b> of this SCEA, that the proposed Project would not result in a potentially significant impact related to displacement of housing, since no residential uses currently exist on site.</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	involved to minimize the potential of impacts on housing and displacement of people.	
	(b) Prioritize the use existing ROWs, wherever feasible.	
	(c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.	
	(d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).	
	(e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	
<b>Public Services</b>		
Adverse effects associated with new or physically altered government facilities for police protection.	<p><b>PMM PSP-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the Project description.</p> <p>(b) Where current levels of services at the Project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.</p> <p>(c) Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.</p>	This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5.15 of this SCEA, that the proposed Project would not result substantial adverse effects related to emergency response facilities for police protection because the proposed Project would not result in a significant change in the overall ratio of officers to residents.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
Adverse effects associated with new or physically altered government facilities for schools.	<p><b>PMM PSS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</li> </ul>	This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.15</b> of this SCEA, that the proposed Project would not result in substantial adverse effects related to the construction of new or physically altered school facilities, since the Project would be required to pay the statutorily required school impact fees.
Adverse effects associated with new or physically altered government facilities for Library Services.	<p><b>PMM PSL-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</li> </ul>	This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.15</b> of this SCEA, that the proposed Project would not result in substantial adverse effects related to the construction of library facilities with the payment of the Public Use Facilities Development Impact Fee Ordinance (GMC 4.10).
<b>Recreation</b>		
Increase use and physical deterioration of recreational facilities.	<p><b>PMM REC-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed Project area, in coordination with local and regional open space planning and/or responsible management agencies.</li> <li>(b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</li> </ul>	This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.16</b> of this SCEA, that the proposed Project would not result in substantial adverse effects related to the construction of recreational facilities with the payment of the Public Use Facilities Development Impact Fee Ordinance (GMC 4.10).

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>i) Increasing the accessibility to natural areas for outdoor recreation</li> <li>ii) Utilizing “green” development techniques</li> <li>iii) Promoting water-efficient land use and development</li> <li>iv) Encouraging multiple uses, such as the joint use of schools</li> <li>v) Including trail systems and trail segments in General Plan recreation standards.</li> </ul>	
<b>Traffic and Transportation</b>		
Conflict with measures of effectiveness for performance of the circulation system.	<p><b>PMM TRA-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and nonmotorized modes of transportation and reduce vehicle miles traveled on the region’s roadways: <ul style="list-style-type: none"> <li>i) include TDM mitigation requirements for new developments;</li> <li>ii) incorporate supporting infrastructure for nonmotorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>iii) provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road, and parking pricing;</li> <li>iv) implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>v) develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>vi) incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, that the proposed Project would not result in a substantial adverse effects related to transportation or circulation.</p> <p>The proposed Project would provide a total of 129 spaces for commercial uses that would remain on site in the two above ground levels and 373 parking spaces for the residential use proposed on the site within four subterranean levels. The amount of parking provided on site would not result in overflow parking into the downtown-adjacent neighborhoods during the operation of the proposed Project. The proposed Project would comply with GMC 30.32.171 to develop a TDM plan, pay dues to a designated transportation management association, and include bicycle facilities on-site. Additionally, the proposed Project is located within one-half mile of a high-quality transit corridor and within a TPA, as discussed above in <b>Section 3.2</b>. As such, the proposed Project would promote active transportation modes within the vicinity of the Project site.</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>vii) implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>viii) set aside funding for TDM initiatives.</li> <li>ix) The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</li> </ul>	
Inadequate emergency access. Impair or interfere with Emergency Response Plan or Evacuation Plan.	<p><b>PMM TRA-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Prior to construction, project implementation agencies can and should ensure that all necessary local and State road and railroad encroachment permits are obtained. The Project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:                             <ul style="list-style-type: none"> <li>i) Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.</li> <li>ii) Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</li> <li>iii) Scheduling of truck trips outside of peak morning and evening commute hours.</li> </ul> </li> </ul>	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.17 of this SCEA, that the proposed Project would not result in a substantial adverse effects related to the impairment or interference with an emergency response plan or evacuation plan. Furthermore, the proposed Project does not involve changes to the existing street network.

**TABLE 3.3-2  
MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>iv) Limiting of lane closures during peak hours to the extent possible.</li> <li>v) Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> <li>vi) Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> <li>vii) Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> <li>viii) Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</li> <li>ix) Storage of construction materials only in designated areas.</li> <li>x) Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.</li> <li>xi) Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</li> <li>xii) Enhance emergency preparedness awareness among public agencies and with the public at large.</li> </ul>	

**Tribal Cultural Resources**

<p>Reduce effects on TCRs.</p>	<p><b>PMM TCR-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect</li> </ul>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in Section 5.18 of this SCEA, that the proposed Project would not result in a substantial adverse effects to tribal cultural resources because the proposed Project would comply with the State’s Health and Safety Code Section 7050.5 and <b>South Glendale Community Plan EIR MM 4.4-8</b>. Pursuant to AB 52, the City</p>
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TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;</p> <p>(b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</p> <p>(c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</p>	<p>provided notification to the following two tribes on October 14, 2021 - Fernandeno Tataviam Band of Mission Indians and Soboba Band of Luiseno Indians. The Fernandeno Tataviam Band of Mission Indians deferred consultation for the proposed Project to the Gabrielino-Tongva Tribe. The City provided notification to the Gabrielino-Tongva Tribe on November 1, 2021.</p>
<b>Utilities and Service Systems</b>		
Landfill capacity, solid waste diversion.	<p><b>PMM USSW-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <p>(a) Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</p> <p>(b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</p> <p>(c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</p> <p>(d) Reuse of existing structure and shell in renovation projects.</p> <p>(e) Development of indoor recycling program and space.</p> <p>(f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</p> <p>(g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project.</p>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in Section 5.19 of this SCEA, that the proposed Project would not result in a potentially significant impact solid waste impacts. The Project would generate solid waste requiring approximately 0.02 percent of the currently available daily capacity at the Scholl Canyon Landfill Facility and thus would be easily accommodated.</p>

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>(h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <p>(i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction, and recycling practices.</p> <p>(j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</p> <p>(k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>(l) Integrate reuse and recycling into residential industrial, institutional, and commercial projects.</p> <p>(m) Provide education and publicity about reducing waste and available recycling services.</p> <p>(n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>	
Require new or expanded entitlements for wastewater treatment.	<p><b>PMM-USWW-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.19</b> of this SCEA, that the proposed Project would not result in substantial adverse effects related to wastewater treatment facilities because the proposed Project construction water generation would be sufficiently accommodated as part of the remaining 10 MGD treatment capacity of the LAGWRP. The proposed Project would generate approximately 0.04 MGD over existing uses. Given that the LAGWTP is currently operating below</p>

3.0 Sustainable Communities Environmental Assessment Criteria

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project’s CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	capacity, the additional wastewater generated by the proposed Project would not result in the plant’s exceeding capacity.
Require new or expanded entitlements for water supply.	<p><b>PMM USWS-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</li> <li>b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for nonpotable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater on site to tertiary standards and use it for nonpotable uses on site.</li> </ul>	This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.19</b> of this SCEA, that the proposed Project would not result in a potentially significant impact to water supply. In addition, the Project would be consistent with the State Water Code (Section 10910-10915, the California Green Building Code, and the City’s 2020 Urban Water Management Plan (UWMP) which addresses water supply within the City.
<b>Wildfire</b>		
Due to slope or winds exacerbate wildfire risks.	<p><b>PMM WF-1:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>(a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related</li> </ul>	This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.20</b> of this SCEA, that the proposed Project would not result in a potentially significant impact related to wildfire risk because the Project site is not located in or near a State Responsibility Area of land classified as Very High Fire Hazard Severity Zone.

TABLE 3.3-2 MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	2020-2045 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>procedures to curb or lessen any activities that might initiate fire ignition.</p> <p>(b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.</p> <p>(c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</p> <p>(d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</p> <p>(e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</p> <p>(f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place</p>	
Require installation or maintenance of associated infrastructure.	<p><b>PMM WF-2:</b> In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>(a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</p> <p>i) Submit a fire protection plan including the designation of fire watch staff;</p> <p>ii) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities</p> <p>iii) Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustibile materials; and</p> <p>iv) Designate trained fire watch staff during project construction to reduce risk of fire hazards.</p>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 5.20</b> of this SCEA, that the proposed Project would not result in a potentially significant impact related to wildfire risk because the Project site is not located in or near a State Responsibility Area of land classified as Very High Fire Hazard Severity Zone.</p>

Source: 2020 - 2045 SCAG/RTP SCS FEIR

**TABLE 3.3-3  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
<i>Air Quality</i>		
Violation of air quality plan.	<p><b>MM 4.2-1:</b> The following policies shall be incorporated into the SGCP to reduce construction related emissions associated with future development projects implemented under the proposed SGCP.</p> <p><b>Policy AQ-1:</b> Require conditions of approval for construction projects near sensitive receptors and/or that would generate substantial levels of mass emission to implement emissions reduction strategies such as:</p> <ul style="list-style-type: none"> <li>(a) Install PM or other exhaust reducing filters on generators;</li> <li>(b) Require construction contractors to use off-road equipment that meets CARB’s most recent certification for off-road diesel engines or Best Available Control Technology (BACT);</li> <li>(c) Use of electric-powered construction equipment;</li> <li>(d) Phase construction activities;</li> <li>(e) Provide grid or renewable electricity in place of generators;</li> <li>(f) Use alternative fuel such as high performance renewable diesel for construction equipment and vehicles;</li> <li>(g) Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or</li> <li>(h) Require construction contractors to provide clear signage that posts the California Code of Regulations, Title 13, section 2449 (d) (3) and 2485 requirement to reduce idling time to 5 minutes or less at construction sites.</li> </ul> <p><b>Policy AQ-2:</b> Require area businesses, residents, and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to TACs, which encourage voluntary reduction of construction exhaust emissions, as well as exposure to these emissions;</p> <p><b>Policy AQ-3:</b> The City shall continue to work with CARB and SCAQMD in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution; and</p> <p><b>Policy AQ-4:</b> The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction emissions for VOC, NOX, and particulate matter (PM10 and PM2.5) through project design.</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.2-1</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.</p>

**TABLE 3.3-3  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
Operational Emissions	<p><b>MM 4.2-2:</b> The following policies shall be incorporated into the SGCP to reduce operational emissions associated with future development projects implemented under the proposed SGCP.</p> <p><b>Policy AQ-5:</b> Create a more multi-modal transportation network of comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel, which would lead to reduced VMT, thereby reducing operational emissions;</p> <p><b>Policy AQ-6:</b> Provide a complete streets design that balances the diverse needs of users of the public right-of-way, which would reduce VMT, thereby reducing operational emissions;</p> <p><b>Policy AQ-7:</b> Provide and manage a balanced approach to parking that meets economic development and sustainability goals by reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking;</p> <p><b>Policy AQ-8:</b> Implement traffic calming features such as sidewalks, protected bike lanes, reduced speed limits, narrow lane widths, lane reconfiguration, and roundabouts;</p> <p><b>Policy AQ-9:</b> Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership;</p> <p><b>Policy AQ-10:</b> Support high-density transit-oriented and compact development within the City to improve transit ridership and to reduce automobile use and traffic congestion;</p> <p><b>Policy AQ-11:</b> The City shall review discretionary proposed development projects to ensure projects incorporate feasible measures that reduce operational emissions for VOC, NOX, and particulate matter (PM10 and PM2.5) through project design; and</p> <p><b>Policy AQ-12:</b> Encourage the use of low or no VOC-emitting materials.</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.2-2</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.</p>

**TABLE 3.3-3  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
Sensitive Receptors	<p><b>MM 4.2-3:</b> The following policies shall be incorporated into the SGCP to reduce exposure of new sensitive receptors to pollution sources associated with future development projects implemented under the proposed SGCP.</p> <p><b>Policy HRA-1:</b> The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TACs) and fine particulate matter (PM2.5), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM2.5-emitting sources in order to minimize exposure to health risk; and</p> <p><b>Policy HRA-2:</b> At the time of discretionary approval of new sensitive land uses proposed in close proximity to existing TAC sources, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs and PM2.5. Available measures include, but are not limited to, barriers (e.g., vegetation, concrete walls) between the source and the receptor, high efficiency filtration with mechanical ventilation, and portable air filters. Specific reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.2-3</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.</p>
Objectionable Odors	<p><b>MM 4.2-4:</b> The following policies shall be incorporated into the SGCP to reduce impacts associated with objectionable odors associated with future development projects implemented under the proposed SGCP.</p> <p><b>Policy Odor-1:</b> Land uses that have the potential to emit objectionable odorous emissions and conflict with SCAQMD Rule 402 (e.g., dry cleaning establishments, restaurants, and gasoline stations) shall be located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors; and</p> <p><b>Policy Odor-2:</b> If an odor-emitting facility is to occupy space in commercial or retail areas, odor control devices shall be installed to mitigate the exposure of receptors to objectionable odorous emissions. The use of setbacks, site design considerations, and emission controls are typically sufficient to ensure that receptors located near commercial or retail uses would not be exposed to odorous emissions on a frequent basis.</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.2-4</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.</p>
<b>Biological Resources</b>		
Candidate, sensitive, or special status species. Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances protection biological resources. HCP,	<p><b>MM 4.3-1:</b> If future projects implemented under the SGCP are constructed during the bird-nesting season (June 1-July 31) a Biological Monitor shall survey the construction area and establish a buffer area for nesting activity or juvenile birds. Surveys shall be conducted 5 days prior to any construction activity. If protected bird species are observed nesting within 100 feet for non-raptors and 300 feet for raptor species of the nearest work site, the biological monitor shall establish a buffer around the tree, and no construction activities shall be permitted within the restricted area, unless</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.3-1</b> as identified in the analysis of this topic in <b>Section 5.4</b> of this SCEA.</p>

**TABLE 3.3-3  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
NCCP or other conservation plans	directly related to the management or protection of the protected species. If the tree is designated for removal, the removal shall be deferred until after August 30th, or until the adults and young have fledged or left the nest.	
<b>Cultural Resources</b>		
Historical resources, archaeological resources	<b>MM 4.4-1:</b> All properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits.	This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.4-1</b> as identified in the analysis of this topic in <b>Section 5.5</b> of this SCEA.
Cultural Resources	<p><b>MM 4.4-4:</b> To prevent impacts to cultural resources, the City shall evaluate the likelihood of the Project site to contain archaeologist resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.</p> <p>(a) The City shall consult with the local Native American representatives for future development projects. Any cultural resources inventory shall include a cultural resources records search to be conducted at the South Central Coastal Information Center; scoping with the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey by the qualified archaeologist, (when appropriate); and formal recordation of all identified archaeological resources and significance evaluation of such resources presented in a technical report. The report shall also include full documentation of outreach to the Native American community. The Phase I survey shall be conducted prior to any CEQA review of development projects.</p> <p>(b) If potentially significant archaeological resources are encountered during the survey, the City shall require the resources to be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency and the appropriate Native American groups for prehistoric resources. Preservation shall be the preferred manner of mitigation to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery in consultation with the implementing agency, and any local Native American representatives</p>	This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.4-3</b> as identified in the analysis of this topic in <b>Section 5.5</b> of this SCEA.

**TABLE 3.3-3  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
	<p>expressing interest in cultural resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provision of Section 21083.2 of CEQA.</p>	
Human Remains	<p><b>MM 4.4-8:</b> Should subsurface archaeological and tribal cultural resources be discovered during construction of future projects under the SGCP, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC, who will then contact the most likely descendant of the deceased Native American. If tribal cultural resources are determined to be significant, the tribal monitor and archaeologist shall determine, in consultation with the City, appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to tribal cultural resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, with CEQA Guidelines Section 15126.4(b)(3)(C), the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of CEQA Section 21083.2.</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.4-8</b> as identified in the analysis of this topic in <b>Section 5.5</b> of this SCEA.</p>
<b>Geology and Soils</b>		
Paleontological resources, unique geological resources.	<p><b>MM 4.4-5:</b> For future individual projects that require ground disturbance, the City shall evaluate the sensitivity of the Project site for paleontological resources. If deemed necessary, at the applicant's expense the City shall retain a qualified paleontologist (following Secretary of Interior standards) to evaluate the Project and provide recommendations regarding additional work, potentially including testing or construction monitoring throughout the length of ground disturbance in paleontologically sensitive areas.</p>	<p>This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.4-5</b> as identified in the analysis of this topic in <b>Section 5.5</b> of this SCEA.</p>
<b>Greenhouse Gases</b>		
GHG Emissions, plan consistency.	<p>The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:</p> <p><b>Policy GHG-2:</b> The City shall require any new development proposals within the SGCP to demonstrate consistency with an applicable adopted Climate</p>	<p>This mitigation measure is incorporated as <b>SGCP EIR Policy GHG-2</b> as identified in the analysis of this topic in <b>Section 5.8</b> of this SCEA.</p>

**TABLE 3.3-3  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
	Action Plan, or other applicable thresholds that demonstrate how the development would not conflict with the City of Glendale’s GHG reduction targets. Specific GHG reduction requirements for individual development applications shall be determined at the time of discretionary approval and in accordance with all applicable local (e.g., City, SCAMQD) and State GHG emissions targets.	
GHG Emissions, plan consistency.	<b>Policy GHG-3:</b> The City shall reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.	This mitigation measure is incorporated as <b>SGCP EIR Policy GHG-3</b> as identified in the analysis of this topic in <b>Section 5.8</b> of this SCEA.
<b>Noise</b>		
Expose people to noise in excess of local standards.	<b>MM 4.11-1:</b> Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan, Noise Ordinance, or other applicable standards shall be required to implement measures, such as but not limited to; increase setbacks of dwelling units from area roadways or rail lines, use of developer-installed noise walls to protect exterior use area, and/or use of upgraded acoustical doors and windows in dwelling units to reduce interior noise.	This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.11-1</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.
Expose people to noise in excess of local standards.	<b>MM 4.11-2:</b> Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan Noise Ordinance, or other applicable standards, shall implement measures, such as but not limited to, the use of parking areas or garage structures to act as acoustical buffers or barriers against highway or rail noise shall be implemented.	This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.11-2</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.
Substantial permanent increase in noise level. Substantial temporary increase in noise levels.	<b>MM 4.11-5:</b> Future projects implemented under the SGCP that result in a substantial temporary or periodic increase in ambient noise levels shall be required to implement measures, such as but not limited to, the installation of temporary noise wall or curtains, use of quieter equipment and/or construction procedures, and restrictions on nighttime construction.	This mitigation measure is incorporated as <b>South Glendale Community Plan EIR MM 4.11-5</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.

Source: South Glendale Community Plan EIR

TABLE 3.3-4 MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
<b>Cultural Resources</b>		
Historical Resources	<b>MM 4.4-2:</b> The City shall require a current historical survey by a qualified historian or architectural historian meeting the secretary of the Interior’s Professional Qualification Standards for Architectural History for future projects under review after the year 2022 that could impact buildings or structures 45 years old or older. Potential resources shall be evaluated for their eligibility for listing in the national, State, or local registers prior to the City’s approval of project plans. The historic survey shall be submitted to the City for review and approval.	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, that a historic resources survey would be conducted based on the proposed Project. The Historic Resources Technical Report is included as <b>Appendix F</b> to this SCEA.
Archaeological and Tribal Cultural Resources	<b>MM 4.4-3:</b> The City shall require that archaeological and tribal monitors be retained during ground disturbing activities that can disturb previously undisturbed soils that may have the potential to impact archaeological and tribal cultural resources qualifying as historical resources or unique archaeological resources, as determined by a qualified archaeologist (following Standard of Interior Qualifications) and local Native American tribal monitors in consultation with the City. Historically built environments have not been subject to CEQA guidelines and could possess unknown cultural resources previously undiscovered. Additionally, current construction practices often require foundations to be set at a depth below that historically used for seismic stability. This new practice can result in previously undisturbed soils that contain archaeological deposits. Native American monitors shall be retained for projects that have a high potential to impact unknown and sensitive tribal cultural resources, as determined by the City in coordination with the qualified archaeologist.	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, that the proposed Project would not result in a potentially significant impact to archaeological and tribal cultural resources.</p> <p>Pursuant to AB 52, the City provided notification to the following two tribes on October 14, 2021 - Fernandeno Tataviam Band of Mission Indians and Soboba Band of Luiseno Indians. The Fernandeno Tataviam Band of Mission Indians deferred consultation for the proposed Project to the Gabrielino-Tongva Tribe. The City provided notification to the Gabrielino-Tongva Tribe on November 1, 2021.</p> <p>In addition, the proposed Project shall comply consistent with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of paleontological resources. In addition, the proposed Project would implement <b>South Glendale Community Plan EIR MM 4.4-4</b> and project specific Mitigation Measure <b>MM-CULT-1</b> as identified in <b>Section 5.5</b> of this SCEA.</p>
Paleontological Resources	<b>MM 4.4-6:</b> Prior to any grading a City-certified paleontologist shall be retained, at the applicant’s expense, to observe grading activities over formations where paleontological resources have greater possibility of being discovered. The paleontologist shall be present at the pre-grade conference, establish procedures for paleontologist resource surveillance, and establish,	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, that the proposed Project would not result in a

**TABLE 3.3-4  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
	<p>in cooperation with the applicant, procedures for temporarily halting and/or redirecting work to permit identification and evaluation of paleontological resources. If unanticipated discoveries are found, the paleontologist shall evaluate the resources in cooperation with the Project applicant, for significance evaluation and proper management of the paleontological resources. If the paleontological resources are found to be significant, then the Project shall be required to perform data recovery, professional identification, and other special studies; submit materials to its designee and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.</p>	<p>potentially significant impact to paleontological resources. In addition, the proposed Project shall comply with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of paleontological resources. In addition, the proposed Project would implement <b>South Glendale Community Plan EIR MM 4.4-5</b> and project specific Mitigation Measure <b>MM-PALEO-1</b> as identified in <b>Section 5.7</b> page 5.0-60 of this SCEA.</p>
Human Remains	<p><b>MM 4.4-7:</b> Regulations and procedures of the discovery of human remains must be included in all archaeological-related programs and ground disturbance information for future projects. All references to the inadvertent discovery of human remains shall promote preservation and proper coordination with applicable Native American tribes in a timely manner.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, that the Project would not result in a potentially significant impact to human remains. In addition, since, the proposed Project shall comply with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of human remains. The proposed Project would comply with the State’s Health and Safety Code Section 7050.5 should human remains be discovered on the Project site.</p>
<b>Greenhouse Gases</b>		
GHG Emissions, plan consistency.	<p>The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:</p> <p><b>Policy GHG-1:</b> The City shall update the Greener Glendale Plan for community and municipal operations and establish GHG reduction goals that are consistent with California’s established goals of 40 percent below baseline emissions by 2030 and 80 percent below baseline emissions by 2050; this update shall be evaluated against potential environmental impacts and qualified under CEQA as a Climate Action Plan. The updated plan shall include quantifiable and feasible measures that the City can implement to achieve established GHG reduction targets;</p>	<p>This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.8</b> of this SCEA, it is not applicable to individual private development projects.</p>

TABLE 3.3-4 MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
GHG Emissions, plan consistency.	<b>Policy GHG-4:</b> The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City’s long-term GHG emissions reduction goals.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.8</b> of this SCEA, it is not applicable to individual private development projects.
<b>Noise</b>		
Operational Noise Levels	<b>MM 4.11-3:</b> Future projects implemented under the SGCP that result in substantial increase in operational noise levels shall implement measures, such as but not limited to, specification of quieter equipment, implementation of acoustical panels or enclosures around exposed noise producing equipment, relocate noise producing equipment into an acoustically-isolated space, relocate noise producing equipment further from noise-sensitive property boundary, and/or apply appropriate silencers (i.e. mufflers, baffles, or other noise reducing modifications) to noisy equipment.	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.13</b> of this SCEA, that the proposed Project would not result in a substantial increase in operational noise levels.
Expose people to noise in excess of local standards. Expose people to excessive groundborne vibration or noise.	<b>MM 4.11-4:</b> Future projects implemented under the SGCP that exceed groundborne thresholds outlined in Code Section 8.36.210 shall be required to use alternative methods to pile driving, such vibratory or pre-augured pile. When located near sensitive receptors, vibration sensitive land uses, or older fragile buildings, vibration monitoring shall be implemented.	This mitigation measure is not incorporated because the proposed Project substantially implements this measure. The proposed Project will comply with the City’s Noise Ordinance which regulates noise levels associated with construction and operation of the Project site. The proposed Project’s generation of groundborne vibration would not have a substantial adverse effect on the environment. The proposed Project would be constructed using typical construction techniques; no blasting, impact pile driving, or jackhammers would be required. Forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.12 peak particle velocity (ppv) as discussed in <b>Section 5.13</b> of this Draft SCEA.
<b>Traffic and Transportation</b>		
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-1:</b> Brand Boulevard & Glenoaks Boulevard: The addition of a second northbound left-turn lane is proposed in order to fully mitigate the impact at this intersection. The proposed turn lane would replace an existing concrete, landscaped median that measures roughly 11 feet wide and 160 feet long.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Brand Boulevard and Glenoaks Boulevard is not

TABLE 3.3-4 MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
		located near the Project site or impacted by the proposed Project.
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-2:</b> Glendale Avenue & Monterey Road: The eastbound approach of this intersection along Monterey Road consists of a left-turn lane, through lane, and right-turn lane. The proposed mitigation would restripe the through lane as a through/right-turn lane to accommodate high right-turn volumes at this location. This mitigation can be implemented within the existing ROW.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Glendale Avenue and Monterey Road is not located near the Project site or impacted by the proposed Project.
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-3:</b> Harvey Drive & Wilson Avenue: A full mitigation of this impact would require widening the westbound approach along Wilson Avenue to add a second right-turn lane to accommodate high right-turn volumes at this location, specifically in the AM peak hour. This mitigation can be implemented within the existing ROW.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Harvey Drive and Wilson Avenue is not located near the Project site or impacted by the proposed Project.
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-4:</b> Central Avenue & Colorado Street: The northbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the northbound approach within the existing ROW to two left-turn lanes, one through lane, and one through/right-turn lane. The existing receiving lanes on the west leg of this intersection can accommodate this modification.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Central Avenue and Colorado Street is not located near the Project site or impacted by the proposed Project.
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-5:</b> Central Avenue & Los Feliz Road: The southbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the southbound approach within the existing ROW to two left-turn lanes, one through lane, and one right-turn lane. There are currently two receiving lanes on the east leg of the intersection to accommodate this modification.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Central Avenue and Los Feliz Road is not located near the Project site or impacted by the proposed Project (see <b>Appendix E</b> ).
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-6:</b> Pacific Avenue & SR-134 WB Ramps: The westbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a through/left-turn lane and a right-turn lane) at the intersection. There is currently a raised concrete pad on the north side of the westbound approach that is assumed to be within Caltrans ROW. The proposed mitigation at this location would widen the westbound approach in the Caltrans ROW to add a second westbound right-turn lane. While this mitigation would widen the existing 50-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Pacific Avenue and SR-134 WB Ramps is not located near the Project site or impacted by the proposed Project (see <b>Appendix E</b> ).

**TABLE 3.3-4  
MITIGATION MEASURES FROM THE SOUTH GLENDALE COMMUNITY PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	South Glendale Community Plan Project Level Mitigation Measure	Applicability to Proposed Project
	crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.	
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-7:</b> Pacific Avenue & SR-134 EB Ramps: There are two modifications that can be made at this intersection within the existing right-of-way to fully mitigate this impact. On the northbound approach, an existing through lane would be restriped as a through/right-turn lane. The eastbound approach (the SR-134 off-ramp) would be widened within the existing Caltrans ROW to add a right-turn lane. While this mitigation would widen the existing 35-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Pacific Avenue and SR-134 EB Ramps is not located near the Project site or impacted by the proposed Project (see <b>Appendix E</b> ).
Conflict with measures of effectiveness for performance of the circulation system. Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-8:</b> SR-134 WB Ramps & Monterey Road: The northbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a left-turn lane and a right-turn lane) at the intersection. The mitigation proposed at this location would widen the off-ramp at the intersection to incorporate a second left-turn lane. There is currently additional Caltrans ROW adjacent to the ramp to make this modification. This configuration would require space for two receiving lanes on the west leg of the intersection, which could be accommodated by removing existing median paint and restricting on-street parking along Monterey Road for approximately 225 feet.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Monterey Road and SR-134 WB Ramps is not located near the Project site or impacted by the proposed Project (see <b>Appendix E</b> ).
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-9:</b> Central Avenue & Goode Avenue: The westbound approach of this intersection includes a through/right-turn lane that is approximately 20 feet wide. In order to partially mitigate this intersection, this through/right-turn lane would be restriped as a 10-foot through lane and a 10-foot right-turn lane. In order to fully mitigate the impact, the southbound approach would also need to be widened to add a new through lane. The full mitigation is considered infeasible due to physical constraints.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Central Avenue and Goode Avenue is not located near the Project site or impacted by the proposed Project (see <b>Appendix E</b> ).
Conflict with measures of effectiveness for performance of the circulation system.	<b>MM 4.15-10:</b> Verdugo Road & Broadway: The impact at this intersection would be partially mitigated if the existing northbound through/right-turn lane was restriped as a right-turn only lane. In order to fully mitigate the impact at this location, the southbound approach and the westbound approach would also both need to be widened to add a new left-turn lane on both legs. The full mitigation is not feasible due to physical constraints.	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.17</b> of this SCEA, the intersection at Verdugo Road and Broadway is not located near the Project site or impacted by the proposed Project (see <b>Appendix E</b> ).

Source: South Glendale Community Plan EIR

**TABLE 3.3-5  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
<i>Air Quality</i>		
Violation of air quality standards.	<b>MM 4.2-2(a):</b> Project applicants shall require by contract specifications that all diesel-powered equipment used be retrofitted with after-treatment products (e.g., engine catalysts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(a)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Violation of air quality standards.	<b>MM 4.2-2(b):</b> Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the Project site use low-NOX diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the Project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(b)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Violation of air quality standards.	<b>MM 4.2-2(c):</b> Project applicants shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) be utilized to the extent that the equipment is readily available and cost effective in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(c)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Equipment engine maintenance	<b>MM 4.2-2(d):</b> Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer’s specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(d)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Truck Idling	<b>MM 4.2-2(e):</b> Project applicants shall require by contract specifications that construction-related equipment, including trucks and heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(e)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.

TABLE 3.3-5 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
Electricity use during construction	<b>MM 4.2-2(f):</b> Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(f)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Violation of air quality standards.	<p><b>MM 4.2-2(g):</b> As required by South Coast Air Quality Management District Rule 403–Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:</p> <ul style="list-style-type: none"> <li>(a) Application of soil stabilizers to inactive construction areas</li> <li>(b) Quick replacement of ground cover in disturbed areas</li> <li>(c) Watering of exposed surfaces three times daily</li> <li>(d) Watering of all unpaved haul roads three times daily</li> <li>(e) Covering all stockpiles with tarp</li> <li>(f) Reduction of vehicle speed on unpaved roads</li> <li>(g) Post signs on-site limiting traffic to 15 miles per hour or less</li> <li>(h) Sweep streets adjacent to the Project site at the end of the day if visible soil material is carried over to adjacent roads</li> <li>(i) Cover all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas</li> <li>(j) Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip</li> <li>(k) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</li> <li>(l) Pave roads and road shoulders that have exposed soil</li> <li>(m) Suspend all excavating and grading operations when winds (as instantaneous gusts) exceed 25 mph</li> </ul>	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(g)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.

3.0 Sustainable Communities Environmental Assessment Criteria

TABLE 3.3-5 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
Violation of air quality standards.	<b>MM 4.2-2(h):</b> Project applicants shall require by contract specification that construction equipment used for construction of projects meets or exceed Tier 2 standards use emulsified diesel fuels, and equip construction equipment with oxidation catalysts, particulate traps or other verified or certified retrofit technologies to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(h)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Electricity use during construction	<b>MM 4.2-2(i):</b> Project applicants shall require by contract specification that electricity from power poles rather than temporary diesel or gasoline power generators be used during construction activities to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(i)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Parking during construction	<b>MM 4.2-2(j):</b> Project applicants shall require by contract specification that construction parking be configured to minimize traffic interference to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(j)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Temporary traffic controls	<b>MM 4.2-2(k):</b> Project applicants shall require by contract specification that temporary traffic controls such as a flag person be provided during all phases of construction to maintain smooth traffic flow. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(k)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Provision of dedicated turn lanes	<b>MM 4.2-2(l):</b> Project applicants shall require by contract specification that dedicated turn lanes be provided and/or utilized for movement of construction trucks and equipment on and off site to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(l)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Construction traffic	<b>MM 4.2-2(m):</b> Project applicants shall require by contract specification that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(m)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Construction traffic	<b>MM 4.2-2(n):</b> Project applicants shall require by contract specification that construction trucks be routed away from congested streets or sensitive	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(n)</b> as

**TABLE 3.3-5  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
	receptor areas to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Construction traffic	<b>MM 4.2-2(o):</b> Project applicants shall require by contract specification that traffic flow during construction be improved by signal synchronization to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(o)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Exposure to VOCs	<b>MM 4.2-2(p):</b> Project applicants shall require by contract specification that high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(p)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Exposure to VOCs	<b>MM 4.2-2(q):</b> Project applicants shall require by contract specification that required coatings and solvents with a VOC content lower than required under Rule 1113 be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(t)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Exposure to VOCs	<b>MM 4.2-2(r):</b> Project applicants shall require by contract specification that construction materials that do not require painting be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(r)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Exposure to VOCs	<b>MM 4.2-2(s):</b> Project applicants shall require by contract specification that pre-painted construction materials be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-2(s)</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.
Objectionable Odors	<b>MM 4.2-6:</b> Trash receptacles within the Project area will be required to have lids that enable convenient collection and loading and will be emptied on a regular basis, in compliance with City of Glendale regulations for the collection of solid waste.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.2-6</b> as identified in the analysis of this topic in <b>Section 5.3</b> of this SCEA.

**Cultural Resources**

TABLE 3.3-5 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
Development on or around a site with a known historic resource	<p><b>MM 4.4-4(c):</b> In the event that a future development project within the Downtown Specific Plan Area is proposed on or immediately surrounding a site containing a known historic resource, environmental review of the development project shall consider the impacts to the known historic resource and, if needed, shall include a study conducted by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance. If the Project would demolish a historic resource or if it is determined that the development project would materially alter in an adverse manner those physical characteristics that convey the resource's historic significance, the City shall impose any and all measures to avoid or substantially lessen the impact, unless the City, after having analyzed the significant impacts and proposed mitigation measures in an Environmental Impact Report, finds such mitigation measures are infeasible and adopts a statement of overriding considerations. Potential modifications to a site-specific development project to avoid or mitigate adverse impacts on historic resources include, but are not limited to:</p> <ul style="list-style-type: none"> <li>(a) Site plan modifications that incorporate the historic resource into the proposed project, and if necessary, rehabilitation of the historic resource. Rehabilitation of architecturally or historically significant buildings shall meet the U.S. Secretary of the interior's Standards for Rehabilitation;</li> <li>(b) Design changes related to height density, upper story step-backs, architectural features, or materials; and</li> <li>(c) Changes in the proposed development program to include compatible uses.</li> </ul>	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.4-4(c)</b> as identified in the analysis of this topic in <b>Section 5.5</b> of this SCEA.
Historical resource survey	<p><b>MM 4.4-4(d):</b> In the event that a future development project within the Downtown Specific Plan Area is proposed on a site containing a potential historic property, the City shall require, as part of the environmental review of the Project, an intensive level survey to determine whether the property is a historic resource under CEQA. If the intensive level survey determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under mitigation measures MM 4.4-4(a) through (c).</p>	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.4-4(d)</b> as identified in the analysis of this topic in <b>Section 5.5</b> of this SCEA.
<b>Hydrology and Water Quality</b>		
Violation of water quality standards or waste discharge requirements.	<p><b>MM 4.7-1(a):</b> Prior to the issuance of a grading or building permit for individual projects, the Project developer shall file a NOI with California to comply with the requirements of the National Pollution Discharge</p>	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.7-1(a)</b> as

**TABLE 3.3-5  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
	<p>Elimination System General Construction Permit (Municipal Code Title VII, Chapter 8 7823(d)), including the Small LUP General Permit, if applicable. This will include the preparation of a SWPPP incorporating BMPs for construction-related control of erosion and sedimentation contained in stormwater runoff. The SWPPP may include, but would not necessarily be limited to, the following applicable measures:</p> <ul style="list-style-type: none"> <li>(a) Minimum required pavement widths for residential streets needed to comply with all zoning and applicable ordinances</li> <li>(b) Use permeable materials for private sidewalks, driveways, parking lots, or interior roadway surfaces</li> <li>(c) Reduce the overall imperviousness associated with parking lots by using pervious materials in spillover parking areas.</li> <li>(d) Direct rooftop runoff to pervious areas and avoid routing rooftop runoff to the roadway or the stormwater conveyance system.</li> <li>(e) Biofilters including vegetated swales and strips</li> <li>(f) Extended/dry detention basins</li> <li>(g) Infiltration basin</li> <li>(h) Infiltration trenches or vaults</li> <li>(i) Catch basin inserts</li> <li>(j) Continuous flow deflection/separation systems</li> <li>(k) Storm drain inserts</li> <li>(l) Media filtration</li> <li>(m) Foundation planting</li> <li>(n) Catch basin screens</li> <li>(o) Normal flow storage/separation systems</li> <li>(p) Clarifiers</li> <li>(q) Filtration systems</li> <li>(r) Primary wastewater treatment systems</li> <li>(s) Dry Wells</li> </ul>	<p>identified in the analysis of this topic in <b>Section 5.10</b> of this SCEA.</p>

TABLE 3.3-5 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
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Violation of water quality standards or waste discharge requirements.	<b>MM 4.7-1(b):</b> Individual project applicants shall prepare and implement a Standard Urban Storm Water Mitigation Plan (SUSMP) per the requirements of Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Storm Water Mitigation Plan of the Glendale Municipal Code to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate and applicable BMPs.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.7-1(b)</b> as identified in the analysis of this topic in <b>Section 5.10</b> of this SCEA.
Alteration of site drainage, runoff exceeding stormwater drainage system capacity, other degrading water quality.	<b>MM 4.7-3:</b> Individual projects within the DSP area shall comply with the provision of the SUSMP to include drainage improvements, such as catch basins, surface parking drains, and other drainage improvements, as necessary. These improvements must be constructed as part of the proposed project in accordance with standard engineering practices and BMP.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.7.3</b> as identified in the analysis of this topic in <b>Section 5.10</b> of this SCEA.
<b>Noise</b>		
Expose people to noise in excess of local standards. Excessive groundborne vibration or noise levels. Substantial permanent increase in noise level. Substantial temporary increase in noise levels.	<b>MM 4.9-1(a):</b> All construction activity within the City shall be conducted in accordance with Section 8.36.080 of the City of Glendale Municipal Code.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.9-1(a)</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.
Expose people to noise in excess of local standards. Substantial permanent increase in noise level. Substantial temporary increase in noise levels.	<b>MM 4.9-1(b):</b> The Project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:  (a) Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a Project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period  (b) Ensure that construction equipment is properly muffled according to industry standards and be in good working condition  (c) Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible  (d) Schedule high noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.9-1(b)</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.

**TABLE 3.3-5  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>(e) Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources</li> <li>(f) Use electric air compressors and similar power tools rather than diesel equipment, where feasible</li> <li>(g) Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes</li> <li>(h) Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.</li> <li>(i) Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</li> </ul>	
Excessive groundborne vibration or noise levels.	<b>MM 4.9-1(c):</b> The Project applicant shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the DSP area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.9-1(c)</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.
Haul Routes	<b>MM 4.9-1(d):</b> The Project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.9-1(d)</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.
Expose people to excessive groundborne vibration or noise.	<b>MM 4.9-3(a):</b> Prior to issuance of a grading permit, the developer shall establish a 50-foot buffer zone around identified historic structures and shall provide for temporary fencing and private security patrols to prevent human and vehicular/equipment access to the structures during construction of the proposed project.	This mitigation measure is incorporated as <b>Downtown Specific Plan EIR MM 4.9-3(a)</b> as identified in the analysis of this topic in <b>Section 5.13</b> of this SCEA.

Source: City of Glendale Downtown Specific Plan EIR

**TABLE 3.3-6  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
<i>Aesthetics</i>		
Light, glare, shade	<b>MM 4.1-4(a):</b> Lighting fixtures constructed as part of new development shall be oriented and focused onto the specific on-site location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) and public rights-of-way to minimize light spillover onto off-site areas.	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project’s impacts would not result in adverse light, glare, or shade effects.</p>
Light, glare, shade	<b>MM 4.1-4(b):</b> Ensure that lighting spillover onto adjacent sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) is reduced by minimizing interior nighttime lighting of new development.	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project’s impacts would not result in adverse light, glare, or shade effects</p>
Light, glare, shade	<b>MM 4.1-4(c):</b> Where appropriate and feasible, incorporate project design features to shield light and/or glare from vehicles entering or exiting parking lots and structures that face sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p>

TABLE 3.3-6 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
		Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project’s impacts would not result in any significant impact related to glare from headlights affecting any off-site sensitive uses.
Light, glare, shade	<b>MM 4.1-4(d):</b> Where appropriate and feasible, incorporate project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interference with vehicular traffic.	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project’s impacts would not result in any significant impact related to vehicular glare affecting any off-site areas.</p>
Light, glare, shade	<b>MM 4.1-4(e):</b> To the extent feasible, locate and orient driveways into parking lots, parking structures, and subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses.	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project would not result in any significant impact related to glare from headlights affecting any off-site sensitive uses.</p>
Light, glare, shade	<b>MM 4.1-4(f):</b> To the extent practical, minimize the height of new lighting structures for surface parking areas, vehicular access ways, and walkways.	This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or

TABLE 3.3-6 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
		<p>employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project would not result in any significant impact related to glare from new lighting structures on site.</p>
Light, glare, shade	<p><b>MM 4.1-4(g):</b> To the extent feasible, proposed new structures shall be designed to maximize the use of textured or other nonreflective exterior surfaces and nonreflective glass.</p>	<p>This mitigation measure is not incorporated, because PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, state that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Furthermore, the City has determined, based on the analysis of this topic in <b>Section 5.1</b> of this SCEA that the proposed Project would design proposed new structures to maximize nonreflective exterior surfaces and the use of nonreflective glass.</p>
<b>Biological Resources</b>		
Protected Avian Migratory Species	<p><b>MM 4.3-2(a):</b> To ensure that avian species of concern, protected migratory species (e.g., MBTA), or raptors species are not injured or disturbed by construction in the vicinity of nesting habitat, the Project applicant shall implement the following measures:</p> <p>a) When feasible, all tree removal shall occur between August 30 and February 15 to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the DFG; or if it is not feasible to remove trees outside this window then, prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15 and August 30, all trees within 350 feet of any grading or earthmoving activity</p>	<p>This mitigation measure is not incorporated because the City has determined that <b>South Glendale Community Plan EIR MM 4.3-1</b> identified below in <b>Section 5.4</b> of this SCEA would apply to the proposed Project and is equal to or more effective than <b>Downtown Specific Plan EIR MM 4.3-2(a)</b>.</p> <p>Additionally, the applicable regulatory requirements include the MBTA (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation</p>

**TABLE 3.3-6  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
	<p>shall be surveyed for active raptor nests by a qualified biologist no more than 30 days prior to disturbance. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree(s) at a distance of up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City in consultation with CDFG.</p> <p>b) No construction vehicles shall be permitted within restricted areas (i.e., raptor protection zones), unless directly related to the management or protection of the legally protected species.</p> <p>c) In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG and subject to CDFG approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).</p> <p>d) If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist.</p>	<p>removal during the nesting season (February 15 to August 15) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure that any potential impacts would be less than significant.</p>
Local tree protection and replacement	<p><b>MM 4.3-2(b)</b> Large trees identified as windrows shall be retained to the extent feasible. If removal is required, these trees shall be replaced within the DSP area at a 2:1 ratio by native trees that would be similar in height at maturity.</p>	<p>This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.4</b> of this SCEA, the Project site does not include any windrows.</p>
<b>Cultural Resources</b>		
Historical resources, archaeological resources	<p><b>MM 4.4-1:</b> In the event that archeological resources are unearthed during project subsurface activities, all earth disturbing work within a 200-meter radius must be temporarily suspended or redirected until an archeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.</p>	<p>This mitigation measure is not incorporated because the City has determined that the mitigation measure <b>South Glendale Community Plan EIR MM 4.4-4</b> and project specific mitigation measure <b>MM CULT-1</b> identified below in <b>Section 5.5</b> of this SCEA would apply to the proposed Project and are equal to or more effective than <b>Downtown Specific Plan EIR MM 4.4-1</b>.</p> <p><b>South Glendale Community Plan EIR MM 4.4-4</b> states the City shall evaluate the likelihood of the Project site to contain archaeologist resources to</p>

**TABLE 3.3-6  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
Historical resources, archaeological resources	<p><b>MM 4.4-2:</b> The City shall require a current historical survey by a qualified historian or architectural historian meeting the secretary of the Interior’s Professional Qualification Standards for Architectural History for future projects under review after the year 2022 that could impact buildings or structures 45 years old or older. Potential resources shall be evaluated for their eligibility for listing in the national, state, or local registers prior to the City’s approval of project plans. The historic survey shall be submitted to the City for review and approval.</p>	<p>ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.</p> <p>This mitigation measure is not incorporated as because, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, a Historic Resources Technical Report was prepared for the proposed Project (see <b>Appendix F</b>).</p>
Paleontological resources, unique geological features	<p><b>MM 4.4-2:</b> In the event that paleontological resources are unearthed during project, subsurface activities, all earth disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, that the proposed Project would not result in a potentially significant impact to paleontological resources.</p> <p>In addition, the Project would be consistent with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of paleontological resources. In addition, the Project would implement project specific mitigation measure <b>MM-PALEO-1</b> as identified in <b>Section 5.7</b> page 5.0-61 of this SCEA.</p>
Human remains	<p><b>MM 4.4-3:</b> If human remains are unearthed during construction of any project under the DSP, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as consultant on how to proceed with the remains.</p>	<p>This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.5</b> of this SCEA, that the proposed Project would not result in a potentially significant impact to human remains.</p> <p>In addition, the proposed Project would be consistent with the Section 5097.5 of the Public Resources Code which addresses the discovery and handling of human remains. The proposed Project would comply with the State’s Health and Safety Code Section 7050.5 should human remains be discovered on the Project site.</p>

TABLE 3.3-6 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
Historic Resources Standards for Rehabilitation	<b>MM 4.4-4(a):</b> To the extent feasible, the preservation, rehabilitation, restoration, reconstruction, or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior’s Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary’s Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required.	This mitigation measure is not incorporated because the City has determined that the mitigation measure <b>South Glendale Community Plan EIR MM 4.4-1</b> from the identified in <b>Section 5.5</b> of this SCEA would apply to the proposed Project and are equal to or more effective than <b>Downtown Specific Plan EIR MM 4.4-(a)</b> .
Historic streetlamps	<b>MM 4.4-4(b):</b> Historic streetlamps, if any, should be repaired and reused, and not replaced by contemporary fixtures, when maintenance or streetscape improvements occur, unless reuse or repair is demonstrated to be infeasible.	This mitigation measure is not incorporated because the City has determined that the mitigation measure <b>South Glendale Community Plan EIR MM 4.4-1</b> from the identified in <b>Section 5.5</b> of this SCEA would apply to the proposed Project and are equal to or more effective than <b>Downtown Specific Plan EIR MM 4.4-4(b)</b> .
<b>Hazards</b>		
Routine transport, use or disposal of hazardous materials, reasonably foreseeable upset, accident. Hazardous emissions near a school	<b>MM 4.6-1(a):</b> Prepare a Phase I Environmental Site Assessment (ESA). When sites that are listed in the ERS initiate project development, the Project sponsor shall obtain a Phase I ESA for the proposed site. The Phase I ESA shall be prepared in accordance with ASTM E-1527-05 “Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process” (November 1, 2005). The purpose of a Phase I ESA is to identify environmental conditions at a proposed Project site that may suggest environmental contamination. The Phase I ESA report shall be prepared by a Registered Environmental Assessor or similarly qualified individual prior to initiating any construction activities at the site.  If recommended in the Phase I ESA, the Project sponsor shall undertake (or require the responsible party to undertake) a Phase II ESA soil sampling plan; or if any environmental contamination is identified by the Phase I ESA, the Project sponsor shall implement (or require the responsible party to implement) the recommendations of the report to further investigate and to remove any soil contamination.	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, that the proposed Project is not located on a list of hazardous materials sites complied pursuant to Government Code Section 669625.
Hazardous materials sites, Government Code section 65962.5.	<b>MM 4.6-1(b):</b> In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the DSP area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, that the proposed Project is not located on a list

TABLE 3.3-6 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
	Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Glendale Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	of hazardous materials sites complied pursuant to Government Code Section 669625.
Hazardous materials sites, Government Code section 65962.5.	<b>MM 4.6-3(a):</b> Prior to issuance of building permits, the City shall, in consultation with the Planning Department, Public Works Department–Traffic and Transportation Division, Fire Department, and Police Department, develop an Emergency Evacuation/Management Plan for the Specific Plan Area. This Emergency Evacuation/Management Plan shall be integrated with the existing Emergency Evacuation/Management Plan for the downtown area and be consistent with the City of Glendale General Plan Safety Element goals and policies	This mitigation measure is not incorporated because, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, it does not apply to individual private development projects.
Physically interfere with an adopted emergency plan.	<b>MM 4.6-3(b):</b> The construction contractors for future projects within the DSP area shall notify the City of Glendale Police Department, Fire Department, Public Works Department–Traffic and Transportation Division, and the City Planning Department that project activities shall impede movement (such as road or lane closures) along roads within the DSP area in order to allow for these first emergency response teams to reroute traffic to an alternative route, if needed. Notification will occur at least three working days in advance allowing time for the appropriate City departments to act accordingly. Consultation with the City will dictate the amount of time necessary to give notice of such an event.	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, that the proposed Project would not result in a potentially significant impact related to the impairment or interference with an adopted emergency plan. Furthermore, the proposed Project does not involve changes to the existing street network.
Physically interfere with an adopted emergency plan.	<b>MM 4.6-3(c):</b> The construction contractors for future projects within the DSP area shall keep at least one lane of traffic open at all times within the DSP area in order to allow for movement of emergency response teams to and through the Project site, if needed.	This mitigation measure is not incorporated, because the City determined, based on the analysis of this topic in <b>Section 5.9</b> of this SCEA, that the proposed Project would not result in a potentially significant impact related to the impairment or interference with an adopted emergency plan. Furthermore, the proposed

TABLE 3.3-6 MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT		
Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
Project does not involve changes to the existing street network.		
<b>Noise</b>		
Expose people to excessive groundborne vibration or noise.	<b>MM 4.9-3(b):</b> Pile-driving shall be prohibited within 200 feet of identified fragile structures within and around the DSP area. Mitigation measures MM 4.9-1(a) through MM 4.9-1(d) also apply to this impact.	This mitigation measure is not incorporated because the proposed Project’s generation of groundborne vibration would not have a substantial adverse effect on the environment. The proposed Project would be constructed using typical construction techniques; no blasting, impact pile driving, or jackhammers would be required. Forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.12 peak particle velocity (ppv) as discussed in Section 5.13 of this Draft SCEA.
<b>Traffic and Transportation</b>		
Conflict with measures of effectiveness for performance of the circulation system.	The following mitigation has been approved as part of the Town Center project, Commonwealth Office project, and the City’s Capital Improvement Program (CIP):  (a) Chevy Chase Drive at Brand Boulevard: Convert northbound through-right turn lane to through lane only; add northbound right-turn only lane (Town Center project).  (b) Colorado Street at Central Avenue: Install third westbound through lane and an exclusive right-turn only lane as well as convert existing eastbound right-turn only lane to a combination through right turn lane (Town Center project).  (c) Colorado Street at Brand Boulevard: Install northbound, southbound, and eastbound right-turn only lanes (Town Center project).  (d) Colorado Street at Glendale Avenue: Convert existing northbound combination through-right turn lane to through only lane; add northbound right-turn only lane (Town Center project).  (e) Broadway at Central Avenue: Convert northbound and westbound combination through-right turn lanes to through only lanes; add	This mitigation measure is not incorporated because, based on the analysis of this topic in Section 5.17 of this SCEA, it does not apply to individual development projects and this measure identifies specific improvements that will be implemented by the Town Center project, Commonwealth Office project and/or the City’s CIP.

**TABLE 3.3-6  
MITIGATION MEASURES FROM DOWNTOWN SPECIFIC PLAN EIR NOT INCORPORATED INTO THE PROPOSED PROJECT**

Topic	Downtown Specific Plan Project Level Mitigation Measure	Applicability to Proposed Project
	exclusive right-turn only lanes northbound and westbound (Town Center project).	
	(f) Broadway at Brand Boulevard: Add northbound right-turn only lane; add third southbound through lane (Town Center project).	
	(g) Broadway at Glendale Avenue: Add third northbound through lane during the p.m. peak hour only by prohibiting on-street parking along the east side of Glendale Avenue, south of Broadway; add southbound right turn only lane (Town Center Project)	
	(h) SR-134 Westbound On-Ramp/Goode Avenue at Central Avenue: Restripe to provide fourth lane (one left-turn lane, one combination through-left turn lane, one through lane and one right-turn lane) (Commonwealth Office project).	
	(i) SR-134 Westbound On-Ramp/Goode Avenue at Brand Boulevard: Restripe southbound Brand Boulevard north of Goode Avenue such that the inside (#1) southbound through lane is a “trap” lane aligning with the inside lane of the southbound dual left-turn lanes at Sanchez Drive; the #2 southbound lane north of Goode will align to become an optional left-turn or through lane (Commonwealth Office project).	
	(j) SR-134 Eastbound Off-Ramp/Sanchez Drive: Widen to provide fourth lane (one combination through-left turn lane, one through lane, one combination through-right-turn lane, one right turn lane) (CIP).	
	(k) Glendale Avenue at Monterey Road: Improve northbound Glendale Avenue approach to Monterey Road to provide dual left-turn lanes, one through lane and one combination through-right turn lane (CIP).	
	(l) SR-134 Eastbound Ramps at Glendale Avenue: Realign the #1 northbound through lane on Glendale Avenue south of the eastbound off-ramp to be a trap lane to the dual northbound left-turn lanes at Monterey Road (CIP).	
	The remaining intersections were found to be unmitigatable.	

Source: City of Glendale Downtown Specific Plan EIR

## 4.0 INITIAL STUDY

### 4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### Determination

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.
<input checked="" type="checkbox"/>	I find that the Project is a qualified "transit priority project" that satisfies the requirements of Section 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of significance all potentially significant or significant effects of the Project.

Vilina Zernaitis  
Signature

January 18, 2022  
Date

## 4.2 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  6. Earlier Analysis Used. Identify and state where they are available for review.
  7. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  8. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
  9. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
10. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
11. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
12. The explanation of each issue should identify:
  13. The significance criteria or threshold, if any, used to evaluate each question; and
  14. The mitigation measure identified, if any, to reduce the impact to less than significant.

### 4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Please note that each and every response in the initial study checklist is summarized from and based upon the environmental analysis contained in **Section 5.0 Sustainable Communities Environmental Analysis**. Please refer to the response in **Section 5.0** for a detailed discussion of checklist determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>AESTHETICS</b>				
<i>Except as provided in PRC Section 21099, would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>AGRICULTURE AND FORESTRY RESOURCES</b>				
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>AIR QUALITY</b>				
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>BIOLOGICAL RESOURCES</b>				
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>CULTURAL RESOURCES</b>				
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>ENERGY</b>				
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>GEOLOGY AND SOILS</b>				
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>GREENHOUSE GAS EMISSIONS</b>				
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>HAZARDS AND HAZARDOUS MATERIALS</b>				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>HYDROLOGY AND WATER QUALITY</b>				
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater 20drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>LAND USE AND PLANNING</b>				
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>MINERAL RESOURCES</b>				
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>NOISE</b>				
Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>POPULATION AND HOUSING</b>				
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>PUBLIC SERVICES</b>				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>RECREATION</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>TRANSPORTATION</b>				
Would the project:				
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>TRIBAL CULTURAL RESOURCES</b>				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**UTILITIES AND SERVICE SYSTEMS**  
 Would the project:

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water, drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**WILDFIRE**

If located in or near State responsibility areas or lands classified as very high fire hazard zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 5.0 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS

### 5.1 AESTHETICS

<i>Except as provided in PRC Section 21099</i> , would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

In 2013, the State of California adopted Senate Bill (SB) 743 (PRC Section 21099(d)) that sets forth guidelines for evaluating aesthetic impacts for an infill, transit-oriented project under CEQA. PRC Section 21099(d)(1) states, “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5 miles of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

The proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station, at the intersection of Lexington Drive and Central Avenue, for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project as shown in **Figure 3.0-1: North Hollywood to Pasadena BRT Corridor Map<sup>1</sup>** in **Section 3.0: Sustainable Communities Environmental Assessment Criteria** of this SCEA. The

1 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

## 5.0 Sustainable Communities Environmental Analysis

North Hollywood to Pasadena BRT Corridor Project was approved by the Los Angeles County Metropolitan Transit Authority (Metro) in May 2021.<sup>2</sup> This North Hollywood to Pasadena BRT line is scheduled to be in operation by 2024 and qualifies Central Avenue as a planned high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2: SCAG 2045 Planned High Quality Transit Corridors**.<sup>3,4</sup> The existing Glendale Beeline 1 bus route also travels on Central Avenue with a stop at the intersection of Lexington Drive and Central Avenue, as shown in **Figure 3.0-3: Glendale Beeline Route 1**, also located approximately 0.3 miles southwest of the Project site.<sup>5</sup> Glendale Beeline 1 is an existing major bus route as it provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays with a stop located approximately 0.3 miles southwest of the Project site.<sup>6</sup> Therefore, because the proposed Project is within the 0.5 miles of this planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1, the proposed Project is within a transit priority area (TPA). Additionally, the proposed Project is considered within a TPA under SB 743 per the City's Transportation Impact Analysis Guidelines (Glendale TIA Guidelines) as shown in **Figure 3.0-4: City of Glendale SB 743 Implementation: Future High Quality Transit Areas** in **Section 3.0** of this SCEA.<sup>7</sup> Therefore, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines.<sup>8</sup>

In addition, as discussed in **Section 3.0** of this SCEA, one of the criteria to be considered a transit priority project is the project site must be located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan, such as the SCAG 2020-2045 RTP/SCS.<sup>9</sup> Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3

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2 Los Angeles County Metropolitan Transit Authority, Metro Board Approves Proposed Project for North Hollywood to Pasadena Bus Rapid Transit Corridor Project, May 27, 2021, <https://www.metro.net/about/metro-board-approves-proposed-project-for-north-hollywood-to-pasadena-bus-rapid-transit-corridor-project/>, Accessed January 2022.

3 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

4 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

5 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

6 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

7 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

8 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

9 PRC, "California Legislative Information," [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

miles of Central Avenue. The current service provided by Glendale Beeline Route 1, as discussed above, along Central Avenue qualifies Central Avenue as an existing high quality transit corridor.<sup>10,11</sup>

Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2: SCAG 2045 Planned High Quality Transit Corridors**.<sup>12,13,14</sup> Central Avenue is identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line. The North Hollywood to Pasadena BRT Corridor Project was approved by the Los Angeles County Metropolitan Transit Authority (Metro) in May 2021.<sup>15</sup> This North Hollywood to Pasadena BRT line is scheduled to be operation by 2024. The proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station, at the intersection of Lexington Drive and Central Avenue, for the North Hollywood to Pasadena Bus Rapid Transit BRT Corridor Project as shown in **Figure 3.0-1**.<sup>16</sup> For these reasons, the proposed Project is within 0.5 miles of a high quality transit corridor (see **Section 3.0** of this SCEA). There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity** in **Section 3.0**. Therefore, as the proposed Project is considered within a TPA, the following information regarding aesthetics is provided for informational purposes only.

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

**Less Than Significant Impact.** A scenic vista generally provides focal views of objects, settings, or features of visual interest; or panoramic views of large geographic areas of scenic quality, primarily from a given vantage point. Scenic vistas are generally associated with public vantages. A significant impact may occur if the proposed Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially alters a view of a scenic vista.

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10 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

11 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

12 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

13 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

14 PRC, "California Legislative Information," [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

15 Los Angeles County Metropolitan Transit Authority, Metro Board Approves Proposed Project for North Hollywood to Pasadena Bus Rapid Transit Corridor Project, May 27, 2021, <https://www.metro.net/about/metro-board-approves-proposed-project-for-north-hollywood-to-pasadena-bus-rapid-transit-corridor-project/>, Accessed January 2022.

16 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

## 5.0 Sustainable Communities Environmental Analysis

As stated previously, SB 743 made changes to CEQA requirements that apply to infill projects located within transit priority areas (TPAs). Among other changes, SB 743 provides that the aesthetic impacts of a residential project, as defined, on an infill site within a transit priority area shall not be considered significant impacts on the environment. As discussed above, the Project site is located within a TPA under SB 743. Nonetheless, the following analysis is provided for informational purposes only and not for a determination of environmental impact under CEQA.

The Project site is located on relatively flat land in an long-urbanized portion of Downtown Glendale. The site is located directly south of the SR-134, approximately 1.51 miles east of the I-5, and approximately 1.73 miles west of SR-2.

The General Plan Open Space and Conservation Element does not define any scenic vistas within the City.<sup>17</sup> However, the rugged ridges and canyons of the Verdugo Mountains, the San Rafael Hills and the San Gabriel Mountains are significant physiographical features within the City. Griffith Park, a 4,210-acre municipal park with urban wilderness areas, is located west of the City.

The partially adopted South Glendale Community Plan documents the relatively flat nature of the downtown area which reflects the urban and built character of the city. Aerial photos of South Glendale reflect the strong physical presence of the freeways, railroad and the flood control system for the Los Angeles River and its tributaries.<sup>18</sup> The South Glendale Community Plan EIR defines the following viewsheds for the area: San Rafael Hills to the east, Adams Hill to the south, Griffith Park (Santa Monica Mountains) to the west, and Verdugo Mountains to the north.

The DSP EIR states existing scenic vistas from and through downtown Glendale are limited to the long range views of the Verdugo and San Gabriel Mountains. Long distance views of these mountains to the north and west of downtown Glendale are limited to the views available through major street corridors from within the DSP area; existing buildings block or obstruct the views from other locations within and around the downtown area.<sup>19</sup>

The views in the vicinity of the Project site are largely constrained by existing high rise buildings surrounding the site, including the six-story Chase Bank office building (620 N. Brand Boulevard; “Chase Building”) located on the Project site to the northwest and the commercial office building approximately 21 stories located to the south of the Project site. Additionally, the SR-134 is located directly north of the site and off-site immediately to the east is a two-story parking garage with three-story residential

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17 Glendale General Plan, Open Space and Conservation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/open-space-and-conservation-element>. Accessed August 2021.

18 City of Glendale, South Glendale Community Plan EIR, Ch. 4.1 Aesthetics, <https://www.glendaleca.gov/home/showpublisheddocument/45629/636651682910370000>. Accessed August 2021.

19 City of Glendale, Glendale Downtown Specific Plan Program EIR, Ch. 4.1 Aesthetics, <https://www.glendaleca.gov/home/showpublisheddocument/38596/636398816908230000>, Accessed December 2021.

## 5.0 Sustainable Communities Environmental Analysis

uses further east. Due to the existing built environment, views of the Verdugo Mountains to the north are partially obstructed and only visible when looking down the Brand Boulevard corridor. Griffith Park is not currently visible from the portion of downtown Glendale within which the Project site is located.

Photographs were taken showing the current views of the Project site, Verdugo Mountains, and Griffith Park as identified in **Figure 5.1-1: Viewpoint Location Map**. **Figure 5.1-2: Viewpoints 1-3** shows the Project site and vicinity as viewed looking west at the southwest corner of the Louise Street and Maryland Place intersection, the Project site and vicinity as viewed looking northwest at the southeast corner of the Doran Street and Maryland Avenue intersection, and the Project site and vicinity as viewed looking north along south side of Doran Street. **Figure 5.1-3: Viewpoints 4-6** shows the Project site and vicinity as viewed looking north along the east side of Brand Boulevard, Project site and vicinity as viewed looking northeast along the west side of Brand Boulevard, and the Project site and vicinity as viewed looking east along the south side of Sanchez Drive. Griffith Park, located west of the City, is not visible from Viewpoint 1, which was taken from the east looking west toward the Project site. Viewpoints 2, 3, 4, and 5 show that the Verdugo Mountains are partially obstructed by existing development in the vicinity of the Project site. The Verdugo Mountains are only clearly visible along Brand Boulevard as shown in the photograph from Viewpoint 5 which was taken on Brand Boulevard looking northeast toward the Project site.

The proposed Project would construct a new 24-story residential building along the west side of North Maryland Avenue directly south of the SR-134. The existing six-story commercial Chase Building on the northwestern portion of the Project site would remain. The proposed residential building would be a maximum of 265.5 feet in height. As described above, views of the Verdugo Mountains are limited by existing development and are only visible looking down Brand Boulevard corridor. As discussed above, and shown in **Figures 5.1-2** and **5.1-3**, Griffith Park is not currently visible from the portion of downtown Glendale where the Project site is located. The Verdugo Mountains are partially obstructed and only clearly visible along Brand Boulevard in the vicinity of the Project site. As there are no currently unobstructed views of the Verdugo Mountains or Griffith Park from the portion of downtown Glendale where the Project site is located, proposed Project development would not result in a substantial effect on any existing scenic vista.

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

**Less Than Significant Impact.** There are no State Designated Scenic Highways within the vicinity of the Project site.<sup>20</sup> The nearest designated State Scenic Highway is a portion of SR-2 at 2.7 miles north of

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20 Caltrans, State Scenic Highway Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed August 2021.

Route 210 (La Canada)/(San Bernardino) SBD located approximately 6.14 miles northeast of the Project site.

Therefore, the Project site is not located near, or visible from any designated or eligible State scenic highway. The Project site does not contain scenic resources, including, but not limited to, trees, rock outcroppings, or other locally recognized scenic natural features visible from any State-designated scenic highway because the site as it is currently developed with a two-story office building, an existing six-story commercial Chase Building, and an associated parking structure. As discussed in **Section 5.5**, below, the Chase Building is considered a historical resource as defined by CEQA. However, the important viewsheds from the Chase Building are north toward the 134 Freeway and west toward Brand Boulevard. These viewsheds would not be affected by the proposed Project as the proposed new building is located to the east of the historic building. The setting of the Chase Building would not be diminished by the view of the proposed Project. The Chase Building was designed and oriented to be seen from Brand Boulevard and SR-134 to the west and north. As such, the east viewshed is less important in defining the character of the Chase Building than the viewsheds from west and north. In addition, there are already high-rise buildings in the other viewsheds. For these reasons, the proposed Project would not materially impact the Chase Building as a historic building and scenic resource. As such, the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway and would not result in substantial adverse effects. In addition, consistent with State and local regulations, impacts to scenic resources or any other aesthetic impacts shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

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

**Less Than Significant Impact.** The Project site is located in a long-urbanized area in both the Downtown Specific Plan (DSP) and the partially adopted South Glendale Community Plan area. The Project site is located within the Gateway District of the DSP. The DSP seeks to preserve and enhance the aspects which provide each district its unique character, while improving the attractiveness and livability of the Downtown area. The Gateway District area includes high-rise buildings and commercial development. This area is also intended to mix commercial business and corporate headquarters with new hotels, mixed-use and residential buildings, and other complimentary uses. As stated in the Glendale Municipal Code (GMC), wherever the regulations of the specific plan contain provisions which establish regulations, including, but not limited to, heights, densities, uses, parking, signs, open space and landscaping requirements, which are different from the provisions contained in the GMC, the regulations of the specific plan shall prevail and supersede the applicable provisions of the GMC and those relevant

ordinances.<sup>21</sup> As the specific plan does not replace the GMC in its entirety, both the DSP and the GMC must be used together. The DSP defines standards limiting the height, massing, and setbacks for buildings to ensure that new development is compatible with the existing character and scale of the area to avoid any substantial adverse effect on the scenic quality of the area. The consistency of the proposed Project with these standards is discussed below.

### **Height**

The DSP limits building heights within the Gateway District to a maximum of 275 feet by right (up to 380 feet maximum for projects participating in the Community Benefits program (DSP Chapter 7)). The DSP regulates taller buildings to be concentrated within the Gateway District of the downtown, with a second, lower high-rise “hill” to the west of the existing office high-rise as Brand and Broadway. At a proposed height of 265.5 feet, the height of the proposed Project does not conflict with the height standards established by the DSP. Therefore, the proposed Project would not result in an adverse effect on the scenic quality of the area.

### **FAR**

Each district within the DSP has its own floor area ratio (FAR) criteria. The maximum FAR permitted by the DSP for the Gateway District is 7.25 by right (up to 7.5 FAR maximum for projects participating in the Community Benefits program (DSP Chapter 7)). The proposed FAR for the proposed Project is 7.25. The proposed FAR for the proposed Project does not conflict with the FAR standards established by the Specific Plan for the Gateway District and, for this reason, the proposed Project will not result in an adverse effect on the scenic quality of the area.

Because the Project site is an urbanized area and does not conflict with applicable zoning and other regulations governing scenic quality, the proposed Project will not result in any adverse effects on the scenic quality of the Project site or the surrounding area.

Moreover, consistent with State and local regulations, aesthetic impacts shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

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

**Less Than Significant Impact.** Substantial light or glare can result from the installation of high-intensity lighting fixtures or the use of highly reflective glass or other building materials. Headlights from vehicles can also create light or glare if sensitive uses are affected. Lighting used during construction would consist primarily of security lights, although lighting may be used for construction activities occurring

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21 Glendale Municipal Code, Title 30, Ch. 30.10, Sec. 30.10.040.

## **5.0 Sustainable Communities Environmental Analysis**

during morning or evening hours, particularly in the winter. This lighting would be temporary in nature and would not result in any substantial long-term light or glare impacts.

Development of the proposed Project would establish new permanent sources of lighting that would increase the intensity of light levels on the site. The lighting proposed would be limited to the amount required to safely light the driveway and the open space, landscaped, pedestrian areas within the Project site. As required by GMC Section 30.30.040, the proposed Project will be designed with external lighting that will be directed onto the Project site, and which will be shielded to prevent light from spilling over onto neighboring properties. The exterior of the proposed residential building would consist of predominantly white and blue metal panels, blue and white metal louvers, limestone cladding, transparent glazing and glazing with operable windows aluminum frame. These materials would not create a new source of substantial daytime glare. Vehicular access to the Project site will be provided via two driveways along the west side of Maryland Avenue. The northern Maryland Avenue driveway would provide access to the two above-grade levels of the garage only. The southern Maryland Avenue driveway would provide access to the four subterranean levels of the parking garage. Based on the location of these driveways, headlights from vehicles entering and exiting the parking garage would be oriented toward the existing two-level parking structure east of the Project site across Maryland Avenue. Thus, the headlights would not be directed toward or impacting sensitive uses. Based on the required compliance with the GMC and the proposed Project architectural materials, fenestration and lighting plan, the proposed Project would not create a new source of substantial light and glare impacts.

Direct and indirect lighting would be used for signage placed on building frontages. Signage lighting would be focused onto sign surfaces and would generally be of low to medium brightness. All proposed signage and associated lighting would be subject to signage regulations included in the GMC. Therefore, lighting associated with signs would not result in substantial light or glare impacts.

Based on the discussion above, impacts to light and glare would be less than significant with implementation of the proposed Project.

### ***Shade and Shadow Study***

A shade and shadow study was prepared for the proposed Project in order to analyze the shade and shadow patterns of the proposed structure during operation and the effect it would have on surrounding sensitive uses. Within the City, new shade and shadow patterns would have a significant effect if the proposed Project would shade currently unshaded uses located off the site that are sensitive to shadow, such as residences, school playgrounds, parks, etc., for more than two continuous hours between 9:00 AM and 3:00 PM during the winter, or 9:00 AM and 5:00 PM during the summer.

Shadow-sensitive receptors typically include residence (particularly yards), recreational facilities and parks, schools, and/or outdoor seating areas. The nearest shadow sensitive receptors are the residential uses along N. Maryland Avenue and N. Louise Street further east of the two-level parking structure to the east of the Project site across Maryland Avenue. A shadow is dependent on the height, size, and shape of

the building from which the shadow is cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth and the earth's elliptical orbit. The longest shadows are cast during winter months, and the shortest shadows are cast during the summer months. The shortest day of the year (i.e., the shortest day of the year and the longest night) is the winter solstice, which occurs in late December.

Simulations of the shadows that would be created by the proposed buildings are presented in **Figure 5.1-4: Proposed Project Building Shadows**. **Figure 5.1-5: Summer Solstice Shadows** present the illustrative graphic findings of shade and shadow patterns cast by the proposed Project at 9:00 AM to 5:00 PM during the summer solstice. **Figure 5.1-6: Winter Solstice Shadows** present the illustrative graphic findings of shade and shadow patterns cast by the proposed Project from 9:00 AM to 4:00 PM during the winter solstice. However, the following periods were analyzed per the City's threshold as they represent the portion of the day during which maximum seasonal shading would occur:

- Summer Solstice (June 20) 9:00 AM to 5:00 PM
- Winter Solstice (December 21) 9:00 AM to 3:00 PM

The computer model used for the simulations illustrates that some shadows fall around the existing Chase Building on site to the west, while east shadows would naturally fall around the two-level parking structure to the east of the Project site across Maryland Avenue, and the residential uses along N. Maryland Avenue and N. Louise Street further east of the Project site. Shade impacts to these land uses would increase and/or decrease progressively as the Earth rotates. The modeling demonstrates that shadows cast on nearby sensitive properties to the east during the summer daytime periods would not extend beyond the two-hour standard because of the positioning of the sun during summer solstice. Shade cast on land uses that are not considered sensitive uses (i.e., commercial or office buildings, parking structures) are not a part of this analysis because sunlight is not as important to the function of commercial and office uses. The shading of nearby residential properties by the proposed buildings would not exceed for the summer and winter solstices. As shown in **Figures 5.1-5** and **5.1-6**, shadows cast by the proposed Project would not have significant unavoidable impacts for the nearby residential uses to the east of the proposed Project site during the winter. The impact of shade and shadows cast by the proposed Project on sensitive land uses is considered less than significant.

Moreover, consistent with State and local regulations, aesthetic impacts shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

### ***Cumulative Impacts***

The analysis of cumulative impacts is based on an assessment of reasonably foreseeable growth associated with a list of past, present, and anticipated future projects, as shown in **Table 2.0-2: Related Projects List** and **Figure 2.0-22: Related Projects**, development of the proposed Project in conjunction with related projects would result in an incremental intensification of land uses in an urbanized area of the City. Because of the area's dense urban fabric, public scenic views are generally available only

## 5.0 Sustainable Communities Environmental Analysis

through public street corridors (i.e., Brand Boulevard). The proposed Project and the related projects would be subject to the City's development standards which require architectural design to comply with City aesthetic standards and compatibility with existing surrounding uses, and all projects (new construction, substantial rehabilitation, or any exterior remodel or change to a building) are required to go through design review. In addition, the proposed Project, and the related projects would include new landscaping and street-level redevelopment that would generally improve the overall visual character and quality of the downtown Glendale area. The proposed Project would comply with the City's development standards and is located within the Gateway District of the DSP, which allows residential development. The proposed Project would not encroach upon public views through street corridors. Thus, the proposed Project's contribution would not be cumulatively considerable.

Moreover, consistent with State and local regulations, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within a TPA pursuant to CEQA.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No aesthetics mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No aesthetics mitigation measures were identified.

##### **City of Glendale Downtown Specific Plan EIR**

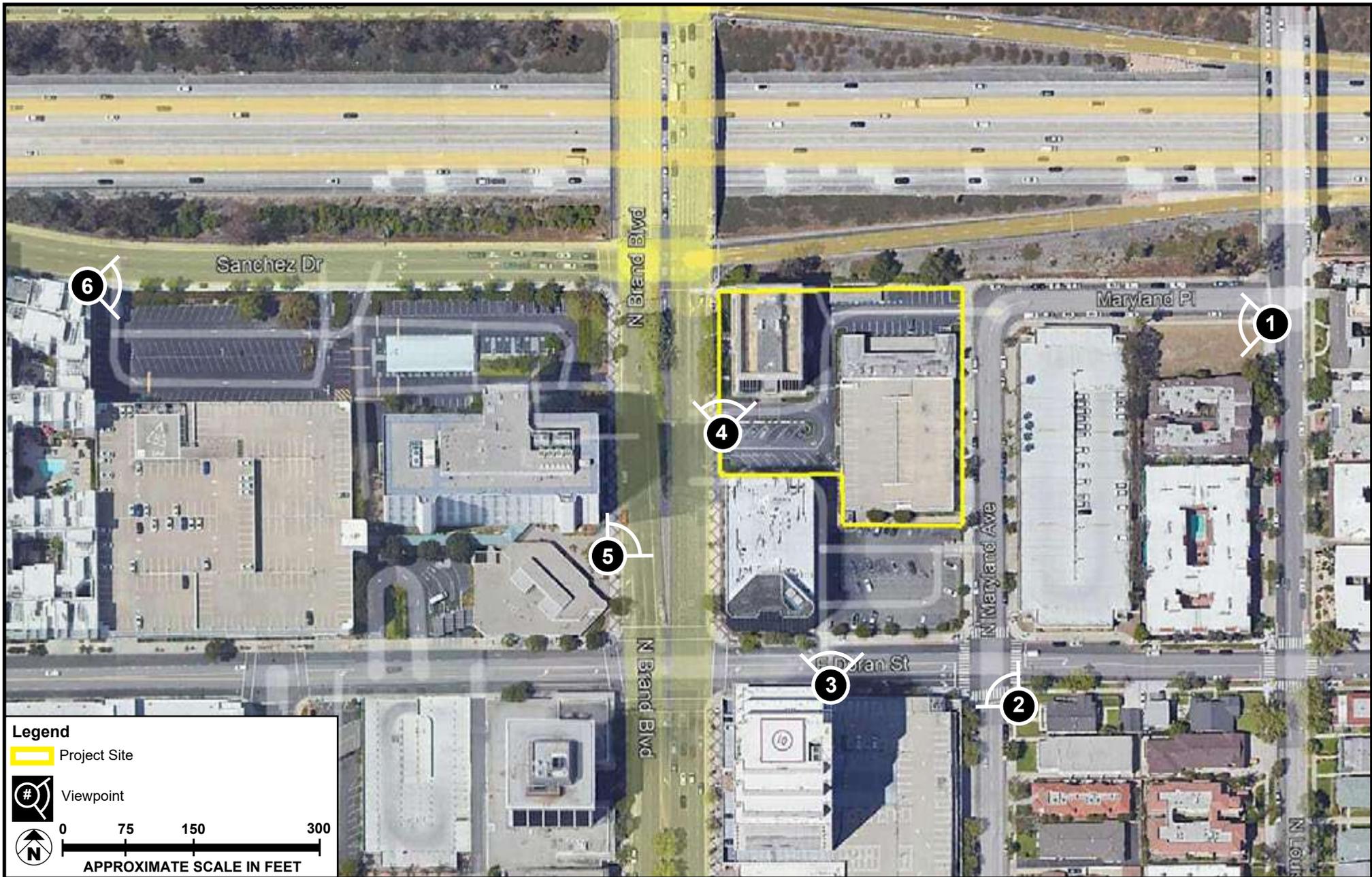
No aesthetics mitigation measures were identified.

#### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

#### ***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.



SOURCE: Google Earth - 2021

FIGURE 5.1-1



Viewpoint 1 - Looking west towards Project site



Viewpoint 2 - Looking northwest towards Project site



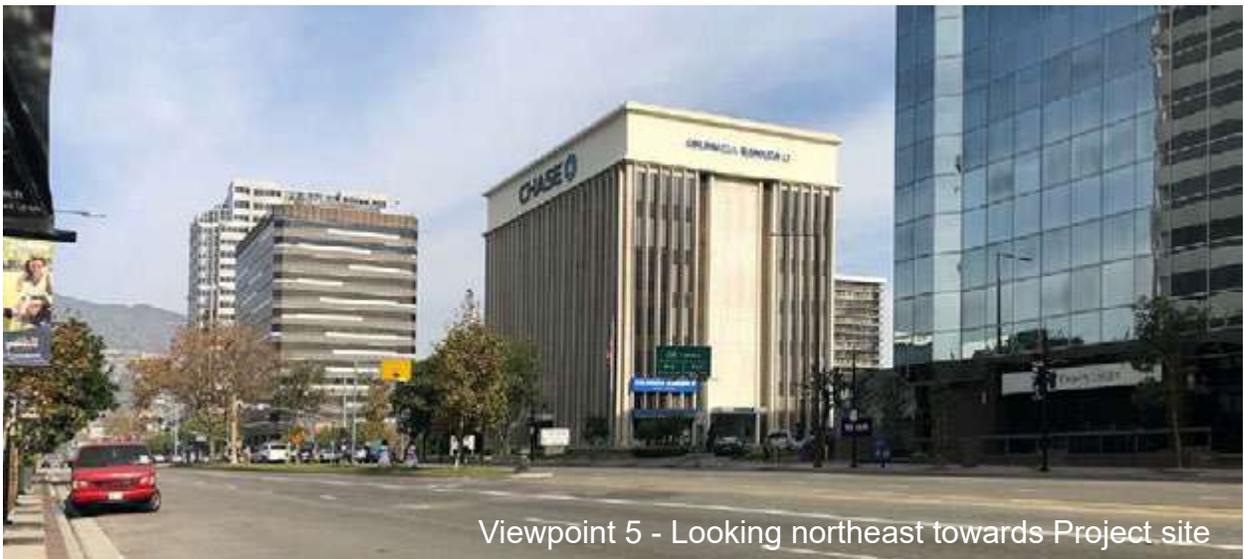
Viewpoint 3 - Looking north towards Project site

SOURCE: Meridian Consultants LLC – 2021

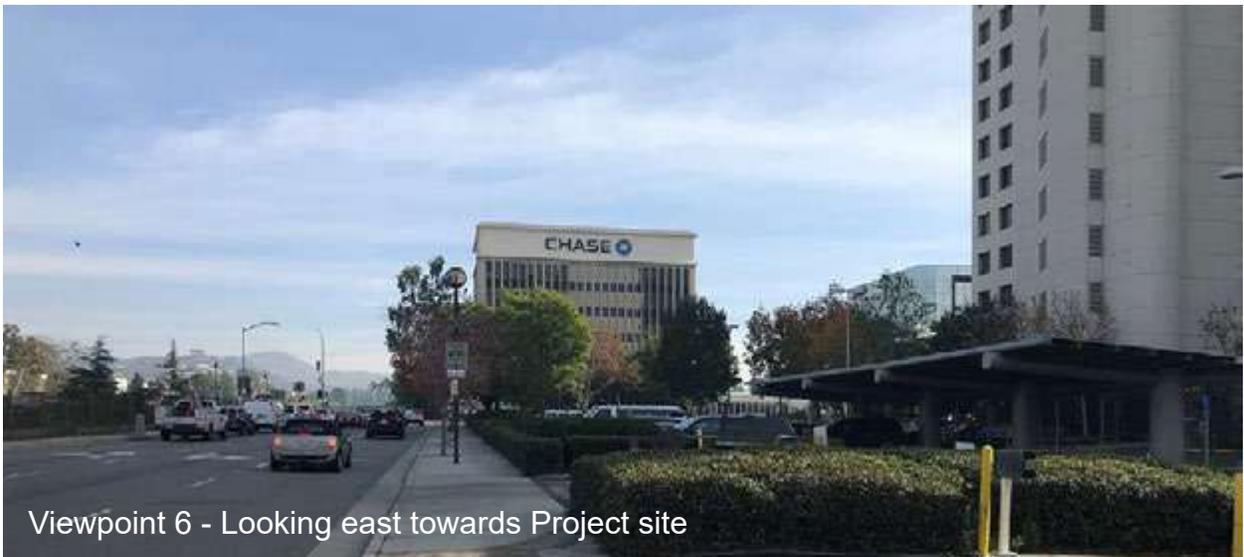
FIGURE 5.1-2



Viewpoint 4 - Looking north towards Project site



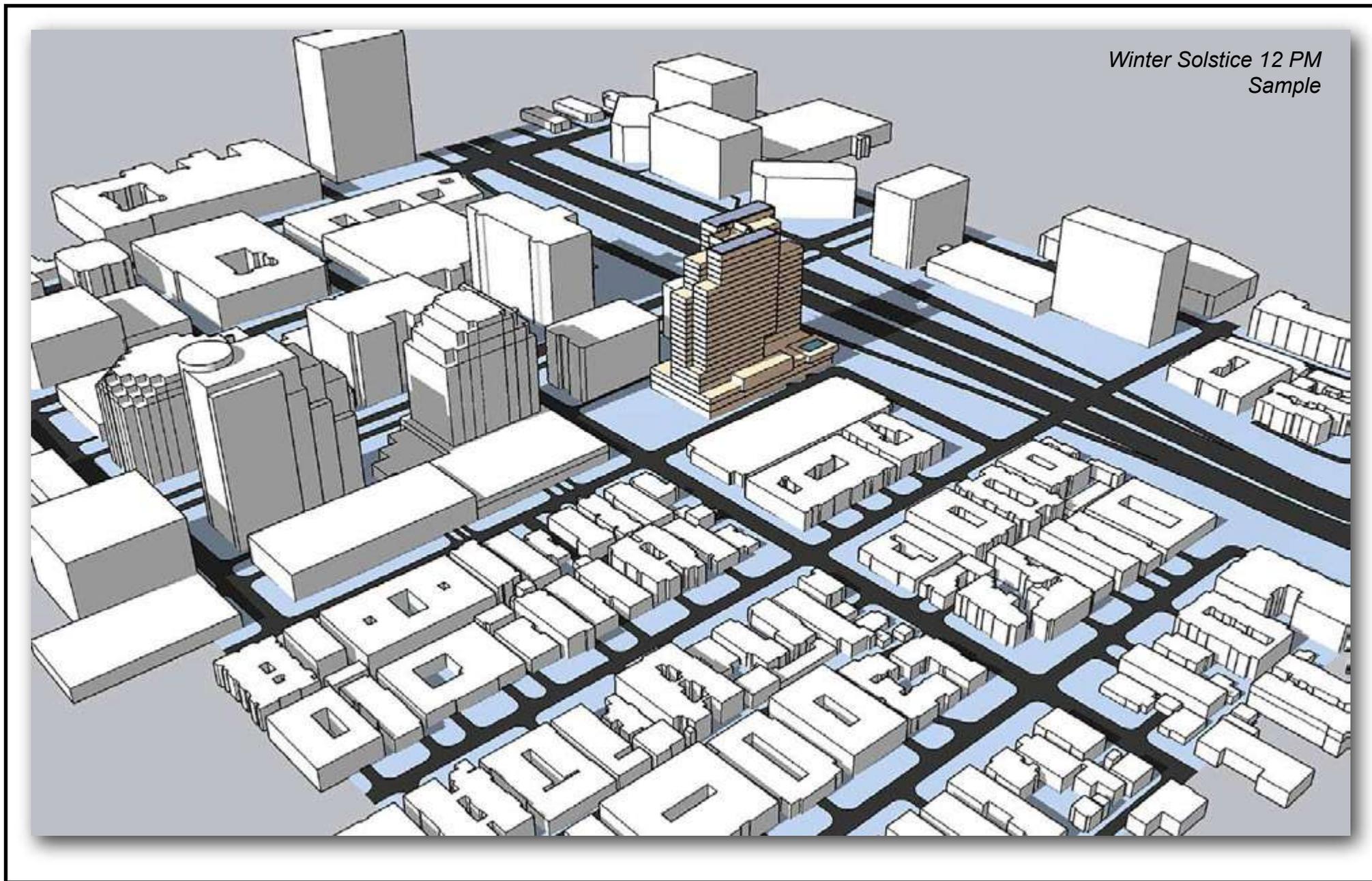
Viewpoint 5 - Looking northeast towards Project site



Viewpoint 6 - Looking east towards Project site

SOURCE: Meridian Consultants LLC – 2021

FIGURE 5.1-3



SOURCE: Meridan Consultants - 2021

FIGURE 5.1-4



SOURCE: Meridian Consultants - 2021

FIGURE 5.1-5



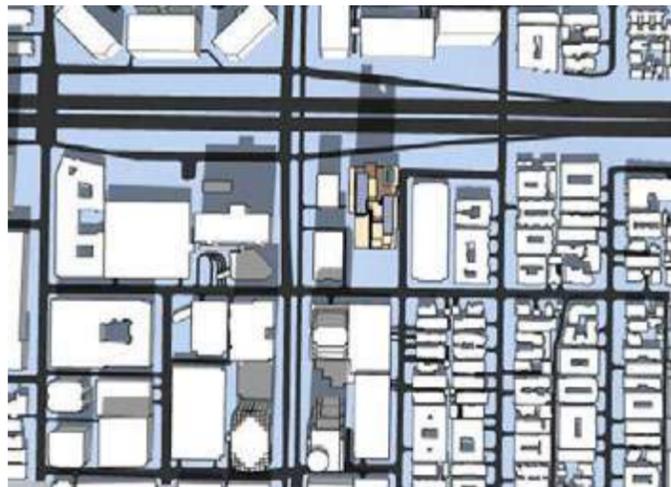
9 AM



10 AM



11 AM



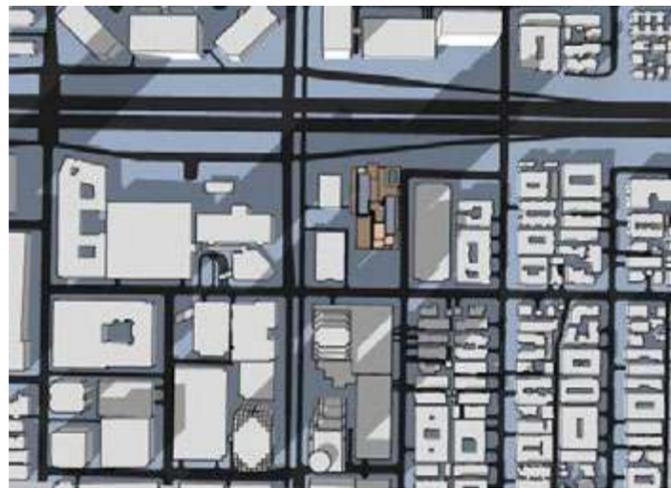
12 PM



1 PM



2 PM



3 PM



4 PM



SOURCE: Meridian Consultants - 2021

FIGURE 5.1-6

## 5.2 AGRICULTURE AND FORESTRY RESOURCES

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

***a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

**No Impact.** A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another nonagricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of “Important Farmland” in California. The Project site is located in an urbanized area of the City and is located within the Gateway District in the DSP area. The Gateway District land use designation and zoning is characterized by high-rise development including numerous corporate headquarters and businesses with multi-storied towers. According to the California Department of Conservation, Division of Land Resource Protection, the Project site is typified as “Urban and Built-Up Land” which defines locations that are occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel.<sup>22</sup>

<sup>22</sup> Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 2021.

Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

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

**No Impact.** A significant impact may occur if proposed Project construction were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to nonagricultural use. As previously stated, the Project site is zoned and designated within the Gateway District of the DSP which includes a focus on promoting and locating corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service, and retail businesses at the street level, as well as the introduction of appropriate night-time entertainment uses.<sup>23</sup> The Project site is not zoned for agricultural production, and no farmland activities exist on-site. Additionally, no Williamson Act Contracts exist on the Project site.<sup>24</sup> As such, the proposed Project would have no impact with respect to land zoned for agricultural use or under a Williamson Act Contract.

***c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

**No Impact.** The Project site is zoned within the Gateway District of the DSP. This area focuses on the continued promotion of corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service, and retail businesses at the street level, as well as the introduction of appropriate night-time entertainment uses. The Project site is not zoned as forestland or timberland and there is no timberland production at the Project site. Therefore, no impact related to forest land or timberland would occur.

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

**No Impact.** As previously discussed, the Project site is not zoned as forestland or timberland and there is no established timberland production at the Project site. As such, the proposed Project would not result in the loss of forestland or conversion of forest land to non-forest use. Therefore, the proposed Project would have no impact and would not result in the loss of forest land or conversion of forest land to non-forest use.

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23 City of Glendale, Glendale Downtown Specific Plan, website <https://www.glendaleca.gov/home/showpublisheddocument/50230/636904148989570000>, Accessed August 2021.

24 California Department of Conservation, State of California Williamson Act Contract Land, [https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/\(E\)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf](https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf). Accessed August 2021.

***e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?***

**No Impact.** A significant impact may occur if a project involves changes to the existing environment that could result in the conversion of farmland to another nonagricultural use or conversion of forest land to non-forest use. The Project site is in an area of the City that is highly urbanized. Neither the proposed Project nor surrounding parcels are utilized for agricultural uses or forest land and such uses are not in proximity to the Project site. The Project site is not classified in any “Farmland” category designated by the State of California. According to the California Department of Conservation, Division of Land Resource Protection, the Project site, and the surrounding area are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>25</sup> Therefore, the proposed Project has no impact related to conversion of farmland to a nonagricultural use or conversion of forest land to non-forest use, and no impact would occur.

***Cumulative Impacts***

**No Impact.** Development of the proposed Project in combination with the related projects indicated in Table 2.9-1, would not significantly impact any agricultural or forestry resources as no such land occurs in the vicinity of the Project site or related projects due to the existing urban development. The Los Angeles County Important Farmland Map maintained by the California Division of Land Resource Protection indicates that the Project site, the surrounding area, and the related projects are not included in the Important Farmland category.

***Mitigation Measures***

***Incorporation of Prior Mitigation***

**SCAG 2020-2045 RTP/SCS Program EIR:**

No agricultural and forestry resources mitigation measures were identified.

**City of Glendale South Glendale Community Plan EIR**

No agricultural and forestry resources mitigation measures were identified.

**City of Glendale Downtown Specific Plan EIR**

No agricultural and forestry resources mitigation measures were identified.

***Project Mitigation***

No additional project-specific mitigation measures are necessary.

***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

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<sup>25</sup> Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 2021.

### 5.3 AIR QUALITY

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

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

**Less Than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) adopted an updated air quality management plan (AQMP) in March 2017.<sup>26</sup> The Final 2016 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments; accommodate growth; reduce pollutants in the Basin; meet federal and State air quality standards; and minimize the fiscal impact of pollution control measures on the local economy. It builds on approaches in the previous AQMP to achieve attainment of the federal ozone air quality standard. These planning efforts have substantially decreased exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumption used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

SCAG has the responsibility for preparing and approving the portions of the AQMP relating to regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016-2040 RTP/SCS regarding population, housing, and growth trends. With regard to air quality planning, SCAG has prepared and adopted the 2020-2045 RTP/SCS,<sup>27</sup> which includes a Sustainable

26 South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 2017.

27 Southern California Association of Governments (SCAG), Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies Draft, "Chapter 1," <https://www.connectsocial.org/Pages/Connect-SoCal-Draft-Plan.aspx>, Accessed on July 10, 2020.

## 5.0 Sustainable Communities Environmental Analysis

Communities Strategy that addresses regional development and growth forecasts. Determining whether or not a project exceeds SCAG's growth forecasts involves the evaluation of the following: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies.

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. These growth forecasts are based on local plans and policies applicable to the specific area. As discussed in **Section 5.14: Population and Housing**, SCAG estimates the population of the City will increase to 214,100 residents, 82,300 dwelling units, and 125,900 employees by 2045, an increase of 12,900 residents, 7,800 dwelling units, and 8,900 employees from 2016 to 2045. This would be an increase of 10,266 residents and 5,496 dwelling units from 2021 to 2045. Based on an average of 2.6 residents per unit,<sup>28</sup> the proposed Project would generate approximately 765<sup>29</sup> new residents. The proposed Project would account for approximately 5.9 percent of the anticipated increase in residents from 2016 to 2045 and approximately 7.5 percent of the anticipated increase in residents from 2021 to 2045.<sup>30,31</sup> Moreover, housing would increase in the City by approximately 1,109 dwelling units between 2021 to 2045, of which the proposed Project would account for approximately 26.5 percent of the anticipated increase in dwelling units.

Additionally, the Basin is currently designated as nonattainment at the federal level for ozone and PM<sub>2.5</sub>; and at the State level for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. SCAQMD developed regional emissions thresholds to determine whether a project would contribute to air pollutant violations. If a project exceeds the regional air pollutant thresholds, then it would significantly contribute to air quality violations in the Air Basin. As discussed further in **Table 5.3-1** below, temporary emissions associated with construction of the proposed Project would not exceed SCAQMD thresholds for regional emissions. As such, the proposed Project is consistent with the growth assumptions in the regional air plan and would not contribute to air quality violations in the Air Basin. Impacts would be less than significant.

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28 State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed August 2021.

29 294 units \* 2.6 (average persons per household) = 765.

30 765 Project residents / 12,900 (the increase in residents in Glendale between 201,200 [2016] and 214,100 [2045]) = 0.059.

31 765 Project residents / 10,266 (the increase in residents in Glendale between 203,834 [2021] and 214,100 [2045]) = 0.075.

***b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard?***

**Less Than Significant with Mitigation Incorporated.** A significant impact could occur if the proposed Project would add a considerable cumulative contribution to Federal or State nonattainment pollutants. The Basin is currently in State nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.<sup>32</sup> In regard to determining the significance of the proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple related projects, nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."<sup>33</sup> Therefore, if a project generates less than significant construction or operational emissions, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

## **Construction**

With respect to the proposed Project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to National Ambient Air Quality Standards (NAAQS). As such, the proposed Project would comply with SCAQMD Rule 403 requirements and implement all feasible mitigation measures to reduce potential impacts related to particulate matter and fugitive dust. In addition, the proposed Project would comply with adopted AQMP emissions control measures as described below. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., SCAQMD Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects Basin-wide, where applicable.

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Construction of the proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and

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32 CARB, "Area Designation Maps/State and National," <http://www.arb.ca.gov/desig/adm/adm.htm>.

33 South Coast Air Quality Management District (SCAQMD), White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003), Appendix A.

## 5.0 Sustainable Communities Environmental Analysis

through vehicle trips generated from construction workers to and from the Project site. In addition, fugitive dust emissions would result from demolition and construction activities. NO<sub>x</sub> emissions would result from the use of off-road construction equipment. Paving and the application of architectural coatings (e.g., paints) would potentially release VOCs.

Construction emissions were estimated according to the SCAQMD CEQA Air Quality Handbook and construction emission factors contained in the California Emissions Estimator Model (CalEEMod) (See **Appendix A**). The emission calculations assume the use of standard construction practices, such as compliance with SCAQMD Rule 403—Fugitive Dust, which requires all unpaved demolition and construction areas to be wetted at least three times a day during excavation and construction to minimize the generation of fugitive dust. In addition, SCAQMD Rule 1403 - Asbestos emissions from demolition/renovation activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities.

Maximum daily emissions of air pollutants during construction of the proposed Project were calculated using CalEEMod (See **Appendix A**). Construction of the proposed Project would begin in August 2022 and is expected to last until June 2025. Construction would occur over five phases: (1) demolition; (2) grading; (3) building construction; (4) paving; and (5) architectural coating. Each phase of construction would result in varying levels of intensity and a number of construction personnel. The construction workforce would consist of approximately 13 worker trips per day and 150 total hauling trips during demolition; 10 worker trips per day and 9,500 total hauling trips during grading; 296 worker trips per day and 64 vendor trip per day during building construction; 13 worker trip per day during paving; and 59 worker trips per day during architectural coating.

Construction activities involving grading and excavation would primarily generate PM<sub>2.5</sub> and PM<sub>10</sub> emissions. Approximately 76,000 cubic yards of soil would be exported for the subterranean parking garage. Mobile sources (such as diesel-fueled equipment on-site and vehicles traveling to and from the Project site) would primarily generate NO<sub>x</sub> emissions. The application of architectural coatings would primarily result in the release of VOC emissions. **Table 5.3-1: Maximum Construction Emissions** identifies daily emissions that are estimated for peak construction days for each construction year. It is important to note, emissions presented in **Table 5.3-1** do not include regulatory compliance measures such as construction equipment controls (Tier 3 emissions standards with Level 3 DPF per CARB requirements) or control efficiency of PM<sub>10</sub> (dust control measures per SCAQMD Rule 403) to provide a worst-case scenario analysis. Based on the modeling, construction of the proposed Project's new residential building would not exceed regional VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> concentration thresholds. All criteria air pollutants would be below SCAQMD construction thresholds. Construction of

the proposed Project would not generate any significant environmental impacts associated with air quality compliance.

TABLE 5.3-1 MAXIMUM CONSTRUCTION EMISSIONS						
Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM2.5
pounds/day						
2022	5	43	38	<1	13	6
2023	3	15	24	<1	4	2
2024	10	22	36	<1	5	2
2025	9	15	26	<1	5	2
Maximum	10	43	38	<1	13	6
SCAQMD Mass Daily Threshold	75	100	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.

Notes:

CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SO<sub>x</sub> = sulfur oxides; VOC = volatile organic compounds.

Refer to Appendix A: Air Quality and Greenhouse Gas Study

## Operation

SCAQMD's CalEEMod program was used to calculate regional area, energy, mobile source, and stationary emissions (See Appendix A). As discussed in Section 5.8: Greenhouse Gas Emissions, the Project would incorporate features designed primarily to reduce greenhouse gas (GHG) emissions, that would also likely serve to reduce criteria air pollutants. These measures include achieving a high-performance building that would meet and exceed California Energy Code requirements by 15 percent. These include utilizing features such as Energy Star or more efficient appliances and water-conserving fixtures such as irrigation control, low-flow faucets and shower heads and any other combination of fixtures that demonstrate an aggregate savings of at least 20 percent when compared to non-water-conserving fixtures.

As discussed in Section 3.0 of this SCEA and Section 5.1, above, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA (refer to Section 3.0 for additional discussion on proposed Project Transit Priority Project designation). There are also numerous bus routes within the vicinity of the Project site as shown in Figure 3.0-5: Existing Transit Routes in Project Site Vicinity.

Operational activities associated with the proposed Project would result in long-term emissions from area, energy, and mobile sources. Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the California Energy Commission (CEC)'s California Commercial End Use Survey data set, which provides energy demand by building type and

climate zone. Mobile source emissions are derived primarily from vehicle trips generated by the proposed Project.

The proposed Project would add up to 1,247 daily trips as shown in the Transportation Impact Analysis (Appendix E).<sup>34</sup> Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of tire wear particulates. The emission estimates for travel on paved roads were calculated using the CalEEMod model.

The results presented in Table 5.3-2: Maximum Operational Emissions are compared to the SCAQMD-established operational significance thresholds. As shown in Table 5.3-2, operational emissions associated with the proposed Project would not exceed the SCAQMD’s emission thresholds and would therefore not result in a cumulatively considerable net increase of any criteria pollutant. As such, operational impacts would be less than significant.

As discussed in Section 3.3 of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates SCAG 2020-2045 RTP/SCS Program EIR PMM AQ-1; South Glendale Community Plan EIR MM 4.2-1 and MM 4.2-3; and Downtown Specific Plan EIR MM 4.2-2(a) through MM 4.2-2(s).

TABLE 5.3-2 MAXIMUM OPERATIONAL EMISSIONS						
Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM10	PM 2.5
	pounds/day					
Area	10	4	26	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Mobile	4	4	38	<1	9	2
<b>Total</b>	<b>14</b>	<b>9</b>	<b>64</b>	<b>&lt;1</b>	<b>10</b>	<b>3</b>
<i>Existing</i>	<1	<1	2	<1	<1	<1
<b>Net Total</b>	<b>13</b>	<b>9</b>	<b>62</b>	<b>&lt;1</b>	<b>9</b>	<b>3</b>
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
<b>Threshold exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations. Emissions do not include existing Chase Building to remain.

CO = carbon monoxide; NO<sub>x</sub> = nitrogen oxides; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; SO<sub>x</sub> = sulfur oxides; VOC = volatile organic compounds.

Refer to Appendix A: Air Quality and Greenhouse Gas Study

34 Proposed apartments would generate 1,313 trips including 66 transit trips, for a total of 1,247 driveway trips.

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

**Less Than Significant with Mitigation Incorporated.** SCAQMD considers a sensitive receptor to be a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are identified near sources of air pollution to determine the potential for health hazards. Locations evaluated for exposure to air pollution include but are not limited to residences, schools, hospitals, and convalescent facilities.

The Project site is predominantly surrounded by a mix of high-rise commercial office buildings as well as high-rise and low-rise scale (one-, two- and three-story) residential buildings. Moreover, the Project site is bounded by the SR-134 Eastbound On-Ramp to the north, an existing commercial office building and an associated surface parking lot to the south, N. Brand Boulevard to the west, and N. Maryland Avenue to the east. The nearest sensitive receptors to the Project site include:

- Residential uses approximately 200 feet to the east (621 N. Louise Street and 263 E. Doran Street)
- Residential uses approximately 400 feet to the north across the SR-134 Freeway (222 Monterey Road)
- Residential uses approximately 600 feet to the south-west (531 N. Orange Street)

The SCAQMD devised the Localized Significance Threshold (LST) methodology<sup>35</sup> to assess the potential air quality impacts that would result in the near vicinity of the proposed Project. The LST methodology considers emissions generated from on-site sources and excludes emissions from off-site vehicular traffic. The SCAQMD provides mass rate lookup tables as a screening tool to determine the likelihood of localized impacts from proposed Project construction and operation. Ambient conditions for East San Fernando Valley, as recorded in SRA 7 by the SCAQMD, were used for ambient conditions in determining appropriate threshold levels. Thresholds for each criteria pollutant for construction activity and proposed Project operation were derived for a 1.46-acre Project site. The LST mass rate look-up tables are applicable to NO<sub>x</sub>, CO, PM<sub>2.5</sub> and PM<sub>10</sub>.

## **Construction**

The result of the LST analysis are provided in **Table 5.3-3: Localized Construction Emissions**. These estimates assume the maximum area that would be disturbed during construction on any given day during proposed Project buildout. It is important to note, emissions presented in **Table 5.3-3** do not include regulatory compliance measures such as construction equipment controls (Tier 3 emissions standards with Level 3 DPF per CARB requirements)<sup>36</sup> or control efficiency of PM<sub>10</sub> (dust control measures per

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35 South Coast Air Quality Management District, Final Localized Threshold Methodology, July 2008. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>

36 California Air Resources Board, Guide to Off-Road Vehicle & Equipment Regulations, website: [https://ww3.arb.ca.gov/msprog/offroadzone/pdfs/offroad\\_booklet.pdf](https://ww3.arb.ca.gov/msprog/offroadzone/pdfs/offroad_booklet.pdf), accessed August 2021.

## 5.0 Sustainable Communities Environmental Analysis

SCAQMD Rule 403) to provide a worst-case scenario analysis. As shown in **Table 5.3-3**, emissions would not exceed the localized significance construction thresholds. As emissions would be below SCAQMD localized thresholds, impacts to the sensitive receptors identified above located near the Project site from localized emissions during construction would be less than significant.

TABLE 5.3-3 LOCALIZED CONSTRUCTION EMISSIONS				
Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Total maximum emissions	30	22	8	5 <sup>a</sup>
LST threshold	95	885	17	5
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:**

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

<sup>an</sup> Exact localized PM2.5 emissions would be approximately 4.7 pounds per day; thus, the threshold would not be exceeded.

Refer to Appendix A: Air Quality and Greenhouse Gas Study

Proposed Project construction would result in short-term emissions of diesel particulate matter, which is a Toxic Air Contaminant (TAC). Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Diesel particulate matter is a source of PM2.5 (diesel particles are typically 2.5 microns and smaller). As shown in **Table 5.3-3** localized diesel particulate matter would be below localized thresholds and there would be no significant impacts to the sensitive receptors located around the Project site.

### Operation

Local emissions from proposed Project operation would include area and energy sources. Area-source emissions are based on natural gas (building heating and water heaters), landscaping equipment, and consumer product (including paint) usage rates provided in CalEEMod. Natural gas usage factors in CalEEMod are based on the CEC's California Commercial End Use Survey data set, which provides energy demand by building type and climate zone. The results of the operational LST analysis are provided in **Table 5.3-4: Localized Operational Emissions**.

TABLE 5.3-4 LOCALIZED OPERATIONAL EMISSIONS				
Source	NOx	CO	PM10	PM2.5
	On-Site Emissions (pounds/day)			
Project area/energy emissions	5	26	<1	<1
LST threshold	95	885	4	1
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Notes:**

Totals in table may not appear to add exactly due to rounding in the computer model calculations.

CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns.

Refer to Appendix A: Air Quality and Greenhouse Gas Study

As shown in **Table 5.3-4**, emissions would not exceed the localized significance thresholds for operation. Therefore, localized operational impacts to sensitive receptors located around the Project site would be less than significant.

**Mobile Health Risk Assessment**

A health risk assessment (HRA) was prepared to assess the impact of pollutant on individuals residing at the Project site (**Appendix B**). The assessment and dispersion modeling methodologies used for the HRA were composed of all relevant and appropriate procedures presented by the USEPA, California Environmental Protection Agency and SCAQMD.

In order to assess the impact of emitted compounds on individuals who reside within and/or access common areas throughout the Project area, air quality modeling utilizing the AMS/EPA Regulatory Model AERMOD was performed to assess the downwind extent of mobile source emissions located within 1,000 feet of the Project site. AERMOD’s air dispersion algorithms are based upon a planetary boundary layer turbulence structure and scaling concepts, including the treatment of surface and elevated sources in simple and complex terrain.

The proposed Project HRA evaluated the potential for increased health risks to future residents of the proposed Project resulting from exposure to diesel exhaust emissions (a TAC) generated by vehicles on the SR-134 and the on-ramp from Brand Boulevard. **Table 5.3-5: Estimated Inhalation Cancer Risk and Chronic Hazards** shows the estimated range of excess cancer risk and chronic hazard indices for future residents of the proposed Project. The building façades facing towards SR-134 freeway and the on-ramp from Brand Boulevard would be nearest to traffic volumes and would be exposed to higher amounts of DPM emissions than those located further away from the road; the cancer risk and chronic hazard indices for the on-site receptors would gradually decrease as their distance from the freeway increases across the Project site. As shown in **Table 5.3-5**, the maximally exposed individual receptor (MEIR) is represented by the proposed use located closest from the nearest travel lane.

TABLE 5.3-5 ESTIMATED INHALATION CANCER RISK AND CHRONIC HAZARDS		
Receptor	Cancer Risk	Chronic Noncancer Hazard Index
Resident MEIR	1.06E-06	0.01
Worker MEIR	7.55E-08	0.01

*Refer to Appendix B: Health Risk Assessment.*

As shown in **Table 5.3-5**, the maximum cancer risk at the Project site from DPM emissions generated by diesel-vehicle travel along SR-134 for residents and workers are 1.06 in one million and 7.55 in one hundred million, respectively. The cancer risk for residents at the site would not exceed SCAQMD’s suggested significance criteria of 10 per one million. Additionally, the maximum non-cancer hazard indices for the proposed Project’s residents and workers are 0.01 for the MEIR receptors, below the

significance criterion of 1. As such, operational impacts from mobile emissions would be less than significant.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **SCAG 2020-2045 RTP/SCS Program EIR PMM AQ-1; South Glendale Community Plan EIR MM 4.2-1 and MM 4.2-3; and Downtown Specific Plan EIR MM 4.2-2(a) through MM 4.2-2(s).**

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

**Less Than Significant with Mitigation Incorporated.** According to the SCAQMD, “while almost any source may emit objectionable odors, some land uses will be more likely to produce odors...because of their operation.”<sup>37</sup> Land uses that are more likely to produce objectionable odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants.

### **Construction**

During construction, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent residences, they are temporary and intermittent in nature. As construction-related emissions dissipate, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. As such, construction impacts would be less than significant.

### **Operation**

Operation of the proposed Project includes a multi-family residential development and would not contain any active manufacturing activities. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Therefore, operational impacts would be less than significant.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **South Glendale Community Plan EIR MM 4.2-4 and Downtown Specific Plan EIR MM 4.2-6.**

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37 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 2005, 2-2.

## ***Cumulative Impacts***

The discussion above for response to **Question 5.3 b.** addresses the potential for cumulative impacts for criteria pollutants that are not in attainment with applicable federal or State standards.

As discussed above, the SCAQMD suggests that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. Individual projects that exceed SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulative considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As discussed above in **Table 5.3-1** above, construction impacts would be less than significant for all criteria pollutants. As presented in **Table 5.3-2** above, long-term emissions associated with operation would not exceed SCAQMD's emission thresholds.

Additionally, as shown in **Table 5.3-3** and **Table 5.3-4**, localized emissions from proposed Project construction and operation would also not exceed SCAQMD thresholds. As shown in **Table 5.3-5**, the maximum cancer risk at the Project site from DPM emissions generated by diesel-vehicle travel along SR-134 for residents and workers would not exceed SCAQMD's suggested significance criteria of 10 per one million. Moreover, the proposed Project would not result in significant impacts with regard to odors during construction and operation. Therefore, the contribution of these emissions to air quality within the Basin is not considered to be cumulatively considerable and would be less than significant.

## ***Mitigation Measures***

### ***Incorporation of Prior Mitigation***

As discussed in Section 3.3 of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will further reduce the less than significant impacts of the proposed Project.

### **SCAG 2020-2045 RTP/SCS Program EIR:**

**PMM AQ-1** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

- (a) Minimize land disturbance.
- (b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- (c) Cover trucks when hauling dirt.

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- (d) Stabilize the surface of dirt piles if not removed immediately.
- (e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- (f) Minimize unnecessary vehicular and machinery activities.
- (g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- (h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- (j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB approved fleet. Daily logging of the operating hours of the equipment should also be required.
- (k) Ensure that all construction equipment is properly tuned and maintained.
- (l) Minimize idling time to 5 minutes or beyond regulatory requirements—saves fuel and reduces emissions.
- (m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- (n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- (o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.
- (p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
- (q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must

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demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.

- (u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
- (y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
- (z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
  - i) Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.
  - ii) Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.
  - iii) Disclose the potential increase in energy costs for running the HVAC system to prospective residents.
  - iv) Provide information to residents on where MERV filters can be purchased.
  - v) Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.
  - vi) Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.
  - vii) Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.

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- viii) Set criteria for assessing progress in installing and replacing the enhanced filtration units; and
  - ix) Develop a process for evaluating the effectiveness of the enhanced filtration units.
- (bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:
- i. Diesel non-road vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
  - ii. Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
  - iii. Non-road diesel engines on site shall be Tier 2 or higher.
  - iv. Diesel non-road construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 non-road emissions standards or (2) emission control technology verified by EPA or CARB for use with non-road engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.
  - v. Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.
  - vi. Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.
  - vii. The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:
    - 1. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.
    - 2. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.
    - 3. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
  - viii. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located

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where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.

- ix. The contractor shall maintain a monthly report that, for each on road diesel vehicle, non-road construction equipment, or generator on site, includes:
  1. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
  2. Any problems with the equipment or emission controls.
  3. Certified copies of fuel deliveries for the time period that identify:
    - a. Source of supply
    - b. Quantity of fuel
    - c. Quantity of fuel, including sulfur content (percent by weight)
- cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:
  - i. Install programmable thermostat timers
  - ii. Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).
  - iii. Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.)
  - iv. Install higher efficacy public street and area lighting
  - v. Limit outdoor lighting requirements
  - vii. Establish on-site renewable or carbon neutral energy systems - generic, solar power and wind power
  - viii. Utilize a combined heat and power system
  - x. Locate project near bike path/bike lane
  - xi. Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks, and public spaces, minimize pedestrian barriers.
  - xiv. Provide bike parking in non-residential and multi-unit residential projects
  - xviii. Provide ride-sharing programs
    1. Designate a certain percentage of parking spacing for ride sharing vehicles
    2. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles

3. Providing a web site or messaging board for coordinating rides

**City of Glendale South Glendale Community Plan EIR**

**MM 4.2-1:** The following policies shall be incorporated into the SGCP to reduce construction related emissions associated with future development projects implemented under the proposed SGCP.

**Policy AQ-1:** Require conditions of approval for construction projects near sensitive receptors and/or that would generate substantial levels of mass emission to implement emissions reduction strategies such as:

- (a) Install PM or other exhaust reducing filters on generators;
- (b) Require construction contractors to use off-road equipment that meets CARB's most recent certification for off-road diesel engines or Best Available Control Technology (BACT);
- (c) Use of electric-powered construction equipment;
- (d) Phase construction activities;
- (e) Provide grid or renewable electricity in place of generators;
- (f) Use alternative fuel such as high performance renewable diesel for construction equipment and vehicles;
- (g) Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or
- (h) Require construction contractors to provide clear signage that posts the California Code of Regulations, Title 13, section 2449 (d) (3) and 2485 requirement to reduce idling time to 5 minutes or less at construction sites.

**Policy AQ-2:** Require area businesses, residents, and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to TACs, which encourage voluntary reduction of construction exhaust emissions, as well as exposure to these emissions;

**Policy AQ-3:** The City shall continue to work with CARB and SCAQMD in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution; and

**Policy AQ-4:** The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction emissions for VOC, NOX, and particulate matter (PM10 and PM2.5) through project design.

**MM 4.2-2:** The following policies shall be incorporated into the SGCP to reduce operational emissions associated with future development projects implemented under the proposed SGCP.

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- Policy AQ-5:** Create a more multi-modal transportation network of comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel, which would lead to reduced VMT, thereby reducing operational emissions;
- Policy AQ-6:** Provide a complete streets design that balances the diverse needs of users of the public right-of-way, which would reduce VMT, thereby reducing operational emissions;
- Policy AQ-7:** Provide and manage a balanced approach to parking that meets economic development and sustainability goals by reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking;
- Policy AQ-8:** Implement traffic calming features such as sidewalks, protected bike lanes, reduced speed limits, narrow lane widths, lane reconfiguration, and roundabouts;
- Policy AQ-9:** Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership;
- Policy AQ-10:** Support high-density transit-oriented and compact development within the City to improve transit ridership and to reduce automobile use and traffic congestion;
- Policy AQ-11:** The City shall review discretionary proposed development projects to ensure projects incorporate feasible measures that reduce operational emissions for VOC, NOX, and particulate matter (PM10 and PM2.5) through project design; and
- Policy AQ-12:** Encourage the use of low or no VOC-emitting materials.
- MM 4.2-3:** The following policies shall be incorporated into the SGCP to reduce exposure of new sensitive receptors to pollution sources associated with future development projects implemented under the proposed SGCP.
- Policy HRA-1:** The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TACs) and fine particulate matter (PM2.5), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM2.5-emitting sources in order to minimize exposure to health risk; and
- Policy HRA-2:** At the time of discretionary approval of new sensitive land uses proposed in close proximity to existing TAC sources, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs and PM2.5. Available measures include, but are not limited to, barriers (e.g., vegetation, concrete walls) between the source and the receptor, high efficiency filtration with mechanical ventilation, and portable air filters. Specific reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.
- MM 4.2-4:** The following policies shall be incorporated into the SGCP to reduce impacts associated with objectionable odors associated with future development projects implemented under the proposed SGCP.
- Policy Odor-1:** Land uses that have the potential to emit objectionable odorous emissions and conflict with SCAQMD Rule 402 (e.g., dry cleaning establishments, restaurants, and

gasoline stations) shall be located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors; and

**Policy Odor-2:** If an odor-emitting facility is to occupy space in commercial or retail areas, odor control devices shall be installed to mitigate the exposure of receptors to objectionable odorous emissions. The use of setbacks, site design considerations, and emission controls are typically sufficient to ensure that receptors located near commercial or retail uses would not be exposed to odorous emissions on a frequent basis

### **City of Glendale Downtown Specific Plan EIR**

- MM 4.2-2(a):** Project applicants shall require by contract specifications that all diesel-powered equipment used be retrofitted with after-treatment products (e.g., engine catalysts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(b):** Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the Project site use low-NOX diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the Project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(c):** Project applicants shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) be utilized to the extent that the equipment is readily available and cost effective in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(d):** Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(e):** Project applicants shall require by contract specifications that construction-related equipment, including trucks and heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(f):** Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible.

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Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

**MM 4.2-2(g):** As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:

- Application of soil stabilizers to inactive construction areas
- Quick replacement of ground cover in disturbed areas
- Watering of exposed surfaces three times daily
- Watering of all unpaved haul roads three times daily
- Covering all stockpiles with tarp
- Reduction of vehicle speed on unpaved roads
- Post signs on-site limiting traffic to 15 miles per hour or less
- Sweep streets adjacent to the Project site at the end of the day if visible soil material is carried over to adjacent roads
- Cover all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- Pave roads and road shoulders that have exposed soil
- Suspend all excavating and grading operations when winds (as instantaneous gusts) exceed 25 mph

**MM 4.2-2(h):** Project applicants shall require by contract specification that construction equipment used for construction of projects meets or exceed Tier 2 standards use emulsified diesel fuels, and equip construction equipment with oxidation catalysts, particulate traps or other verified or certified retrofit technologies to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

**MM 4.2-2(i):** Project applicants shall require by contract specification that electricity from power poles rather than temporary diesel or gasoline power generators be used during construction activities to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

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- MM 4.2-2(j):** Project applicants shall require by contract specification that construction parking be configured to minimize traffic interference to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(k):** Project applicants shall require by contract specification that temporary traffic controls such as a flag person be provided during all phases of construction to maintain smooth traffic flow. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(l):** Project applicants shall require by contract specification that dedicated turn lanes be provided and/or utilized for movement of construction trucks and equipment on and off site to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(m):** Project applicants shall require by contract specification that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(n):** Project applicants shall require by contract specification that construction trucks be routed away from congested streets or sensitive receptor areas to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(o):** Project applicants shall require by contract specification that traffic flow during construction be improved by signal synchronization to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(p):** Project applicants shall require by contract specification that high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(q):** Project applicants shall require by contract specification that required coatings and solvents with a VOC content lower than required under Rule 1113 be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.
- MM 4.2-2(r):** Project applicants shall require by contract specification that construction materials that do not require painting be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

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**MM 4.2-2(s):** Project applicants shall require by contract specification that pre-painted construction materials be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

**MM 4.2-6:** Trash receptacles within the Project area will be required to have lids that enable convenient collection and loading and will be emptied on a regular basis, in compliance with City of Glendale regulations for the collection of solid waste.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

Prior mitigation measures were identified to further reduce the less than significant impacts of the proposed Project. No project specific mitigations are proposed for the proposed Project.

## 5.4 BIOLOGICAL RESOURCES

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

- a. *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 Wildlife or U.S. Fish and Wildlife Service?***

**Less Than Significant with Mitigation Incorporated.** A project could have a significant impact on biological resources if it were to result in (a) the loss of individuals, or the reduction of existing habitat of a State- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species' behaviors are disturbed to a degree that may diminish the chances for long-term survival of a sensitive species.

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The Project site is located in the Downtown area of the City, an area dominated by a mix of high-rise commercial office buildings as well as residential high-rise and low rise (one-, two- and three-story) buildings. Due to the urbanized and previously disturbed nature of the Project site and the surrounding areas, species likely to occur on site are limited to small terrestrial and avian species typically found in developed settings. Based on the lack of undisturbed wildlife habitat currently on the Project site, it is unlikely any special-status species listed by the California Department of Fish and Wildlife or by the U.S. Fish and Wildlife Service would be present on site. A California Natural Diversity Database (CNDDDB) search was conducted to determine if sensitive species have been identified within the Project site.<sup>38</sup> The search determined that the proposed Project is within one mile of the following species identified by the CNDDDB which includes those listed as endangered, threatened, candidate, or special status species: *Lasiurus xanthinus* (Western Yellow Bat), *Bombus crotchii* (Crotch Bumble Bee), *Anniella stebbinsi* (Southern California Legless Lizard), *Vireo bellii pusillus* (Least Bell's Vireo), *Falco peregrinus anatum* (American peregrine falcon), *Eumops perotis californicus* (Western Mastiff Bat), and *Horkelia cuneata var. puberula* (mesa horkelia). However, considering the urban location of the proposed Project, it is very unlikely that these species would occur within the proposed Project area. Impacts would be less than significant. As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **South Glendale Community Plan EIR MM 4.3-1**, which would require a Biological Monitor to survey the construction area and establish a buffer area for nesting activity or juvenile birds.

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

**No Impact.** The Project site is within an urban, developed area. As identified in the City's General Plan Open Space and Conservation Element, the open space within the City includes five recognizable plant communities including chaparral, southern oak woodland, southern oak riparian woodland, coastal sage scrub, and alluvial scrub.<sup>39</sup> These existing communities reside within the Verdugo Mountains, San Rafael Hills, and the San Gabriel Mountains. The southern oak riparian woodland habitat has been mapped within the Verdugo Mountains, San Rafael Hills, and the San Gabriel Mountains, but has not been identified within the urban environment of the City where the proposed Project is located. As such, the Project site is not within the vicinity of any riparian habitat or other sensitive natural community. Implementation of

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38 California Department of Fish and Wildlife, BIOS Viewer, <https://apps.wildlife.ca.gov/bios/>. Accessed August 2021.

39 City of Glendale General Plan, Open Space and Conservation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/open-space-and-conservation-element>. Accessed August 2021.

the proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural community.

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

**No Impact.** A project could have a significant impact if it would result in the alteration of an existing wetland habitat.

The Project site is located within an urbanized and largely developed area where neither the site nor the surrounding areas contain any wetland or riparian habitat. The National Wetlands Inventory was accessed to determine if the Project site is within any blueline streams or riverine resources. The nearest wetland resources include the Verdugo Wash located approximately 0.18 miles north of the Project site and the Los Angeles River located approximately 1.42 miles west of the Project site.<sup>40</sup> The Verdugo Wash is a tributary of the Los Angeles River and consists of an artificial channel to convey stormwater and the Los Angeles River is contained in a similar fashion. As such, these waterways would not intersect the Project site and implementation of the Project site would not impact any riparian or wetland habitats.

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

**No Impact.** A project could have a significant impact on biological resources if it would result in interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

The Project site is located in an urbanized area of Glendale within the built downtown area. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites on the Project site or in the Project site vicinity.<sup>41</sup> Thus, the proposed Project would not interfere with the movement of any residents or migratory fish or wildlife. As such, no impact would occur.

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

**Less Than Significant Impact.** A project-related, significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources.

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40 U.S. Fish and Wildlife Service (USFWS), National Wetlands Inventory, <https://www.fws.gov/wetlands/index.html>. Accessed August 2021.

41 City of Glendale General Plan, Open Space and Conservation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans>. Accessed August 2021.

The GMC, Chapter 12.44 Indigenous Trees, contains guidelines for the protection and removal of indigenous trees.<sup>42</sup> These trees are defined as any Valley Oak, California Live Oak, Scrub Oak, Mesa Oak, California Bay and California Sycamore, which measure 6 inches or more in diameter breast height (DBH). Furthermore, the GMC, Chapter 12.40 City Street Trees, contains guidelines for the preservation and protection of City street trees.<sup>43</sup>

There are no identified native trees within the Project site which would potentially be removed upon implementation of the proposed Project. The proposed Project would comply with the provisions of the GMC to preserve and protect City street trees. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance and potential impacts would be less than significant.

***f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?***

**No Impact.** A significant impact would occur if the proposed Project would be inconsistent with mapping or policies in any conservation plans of the types cited. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or similar plan applies to the Project site.<sup>44</sup> Therefore, no impact would occur.

### ***Cumulative Impacts***

The proposed Project would have a less than significant impact upon biological resources with regulatory compliance and upon incorporation of **South Glendale Community Plan EIR MM 4.3-1** pursuant to PRC Section 21155.2. Development of the proposed Project in combination with the related projects, would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat occurs in the vicinity of the Project site or related projects due to the existing urban development. The related projects near the Project site are on existing developed parcels with no valuable wildlife habitat, native or otherwise. However, development of any of the related projects would be subject to the GMC with regard to the protection and removal of indigenous trees and the preservation and protection of City street trees. There are currently no habitat conservation plans or natural community conservation plans within the City.<sup>45</sup> As such, no cumulative impacts regarding adopted habitat conservation plan would

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42 City of Glendale Municipal Code, Ch. 12.44.

43 City of Glendale Municipal Code, Ch. 12.40.

44 California Department of Fish and Wildlife (CFWS) BiosViewer, <https://wildlife.ca.gov/Data/BIOS>. Accessed August 2021.

45 CFWS BiosViewer, Habitat Conservation Plan and Natural Community Conservation Plan Boundaries, <https://wildlife.ca.gov/Data/BIOS>. Accessed August 2021.

occur. Thus, cumulative impacts to biological resources would be less than significant during construction or operation.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

As discussed in Section 3.3 of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will reduce impacts to less than significant levels of the proposed Project.

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

No biological resources mitigation measures were identified.

#### **City of Glendale South Glendale Community Plan EIR**

**MM 4.3-1** If future projects implemented under the SGCP are constructed during the bird-nesting season (June 1-July 31) a Biological Monitor shall survey the construction area and establish a buffer area for nesting activity or juvenile birds. Surveys shall be conducted 5 days prior to any construction activity. If protected bird species are observed nesting within 100 feet for non-raptors and 300 feet for raptor species of the nearest work site, the biological monitor shall establish a buffer around the tree, and no construction activities shall be permitted within the restricted area, unless directly related to the management or protection of the protected species. If the tree is designated for removal, the removal shall be deferred until after August 30th, or until the adults and young have fledged or left the nest.

#### **City of Glendale Downtown Specific Plan EIR**

No biological resources mitigation measures were identified.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

Prior mitigation measures were identified to reduce less than significant impacts of the proposed Project. No project specific mitigations are proposed for the proposed Project.

## 5.5 CULTURAL RESOURCES

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

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

**Less Than Significant with Mitigation Incorporated.**

### Historic Resource Eligibility Requirements

Consistent with Section 15064.5(b) of the CEQA Guidelines, a project would normally have a significant impact on historic resources if it would result in a substantial adverse change in the significance of a historic resource. Section 15064.5(a) of the CEQA Guidelines defines a historic resource as a resource that is (1) listed, or determined to be eligible for listing, in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register.<sup>46</sup> The California Register automatically includes all properties listed in or formally determined to be eligible for listing the National Register of Historic Places (National Register).

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

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<sup>46</sup> CEQA Guidelines Section, 15064.5(a)(3).

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- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, State, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; Or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

A property may be listed in the Glendale Register, if it meets one or more of the following four criteria:<sup>47</sup>

- a. The resource is identified with important events in national, state, or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, tribal, or historic heritage of the nation, state, or city, and retains historic integrity; or
- b. The resource is associated with a person, persons, or groups who significantly contributed to the history of the nation, state, region, or city, and retains historic integrity; or

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<sup>47</sup> Glendale Municipal Code 15.20.050. Ordinance 5949, Section 6, May 19, 2020.

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- c. The resource embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her profession; or possesses high artistic values, and retains historic integrity; or
- d. The resource has yielded, or has the potential to yield, information important to archaeological pre-history or history of the nation, state, region, or city, and retains historic integrity.

Projects that may affect historical resources are considered to have a less than significant impact if they are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards).<sup>48</sup> However, this is not the threshold for impacts. The threshold for impacts are described above per Section 15064.5(b) of the CEQA Guidelines. The Standards were issued by the National Park Service and are accompanied by Guidelines for four types of treatments: Preservation, Rehabilitation, Restoration, and Reconstruction. Though none of the four treatments as a whole applies specifically to new construction in the vicinity of a historical resource, Standard #9 of the Standards for Rehabilitation provides relevant guidance for such projects. Standard #9 states:

*New additions, exterior alterations, or related new construction will not destroy historic materials, features, or spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, massing, size, scale and proportion, and architectural features to protect the historic integrity of the property and its environment.*

In 2017, the City began a historic survey as part of the South Glendale Community Plan. The resultant 2019 South Glendale Historic Resource Survey assessed properties constructed prior to 1980 within the South Glendale Community Plan area, including the six-story Chase Building at 620 N. Brand Boulevard and the property at 625 N. Maryland Avenue. The Chase Building at 620 N. Brand Boulevard was identified as appearing to be individually eligible for local designation. The parking structure was not included in the description of the property and was not identified as a related feature. The property at 625 N. Maryland Avenue, the two-story office building, was identified as ineligible for listing in the National Register of Historic Places, California Register of Historical Resources, or Glendale Register of Historic Resources.<sup>49</sup> The property directly to the south of the Project Site at 600 N. Brand Boulevard was also identified as appearing to be individually eligible for local designation. The 1975 building was designed by Krisel and Shapiro and features a striking geometric façade clad with mirrored glass. The South Glendale Historic Resource Survey was submitted to the OHP for inclusion in the State Historic Resources

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<sup>48</sup> Title 14 California Code of Regulations § 15126.4 (b).

<sup>49</sup> Historic Resources Group, City of Glendale South Glendale Historic Resources Survey, <https://www.glendaleca.gov/home/showpublisheddocument/42070/636512649002070000>. Accessed October 2021.

Inventory and it meets the other requirements of Subdivision G. Therefore, properties evaluated as significant in this survey are presumed to be historical resources by the City of Glendale.

A Historic Resources Technical Report (Historic Report), prepared by Teresa Grimes Historic Preservation (TGHP) in January 2022, provides an intensive level survey of the subject property to evaluate the parking structure and which re-evaluated both the existing Chase Building and the office building to determine whether they qualify as historic resources as defined by CEQA. The Historic Report is available as **Appendix F**.

### Historic Report Results

#### *Chase Building*

The Chase Building (former Home Savings office building) is located at 620 N. Brand Boulevard is associated with APN 5643018032; it includes Lots 24, 25, and 26 of Tract No. 93. The Chase Building is historically significant as an important commercial property type that represents the growth of downtown Glendale. Completed in 1969 by Home Savings and Loan Association (Home Savings), it was at the forefront of high-rise commercial development along SR-134 that followed in the 1970s. The physical characteristics that convey this significance are the building's exterior features that date from the period of significance and are directly related to the commercial use. The character-defining features include the building's proximity to the freeway and the setback from the west property line along Brand Boulevard.<sup>50</sup> The immediate setting of the building remains intact from the period of significance, but the broad setting has been changed by the development of taller high-rise office buildings on Brand Boulevard. Though the Chase Building does not appear to be significant under Criterion A under the National Register requirements for an association with Home Savings specifically or the financial services industry generally, registration requirements for the Post-World War II Commercial Development theme address other aspects of commercial development. The Chase Building was the first high-rise building in the City to be oriented toward the freeway and drew commercial development north on Brand Boulevard. The Chase Building was at the forefront of the trend in high-rise commercial development along SR-134 that followed in the 1970s and continues to this day. For these reasons, the Historic Report concluded that the Chase Building appears to be significant under Criterion A as an important commercial property type that represents the growth of downtown Glendale.

Since its construction in 1969, the Chase Building has been occupied by a financial institution. The founders of these institutions were not examined as historic persons as there is no evidence of a close association with the property. From 1969 to 1997, the Chase Building was occupied by Home Savings, which was founded by Howard F. Ahmanson, Sr. Ahmanson was an American businessman and philanthropist who played a significant role in financial services, insurance, and real estate industries.

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<sup>50</sup> See Historic Report (Appendix F).

## 5.0 Sustainable Communities Environmental Analysis

However, he died in 1968, the year before the Chase Building was constructed, and therefore, he had no association with the property. As such, the Historic Report determined the Chase Building does not appear to be significant under Criterion B under the National Register requirements.

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. There is no indication that the Chase Building was considered an important work during its time or in subsequent decades, nor did it involve any novel or noteworthy construction techniques. As such, the Historic Report determined the Chase Building does not appear to be significant for embodying the distinctive characteristics of a method of construction. It is an ordinary example of precast and poured concrete structures including concrete girders and floor slabs.

A master is a figure of generally recognized greatness in a field of design and construction such as architecture<sup>51</sup> The Chase Building was designed by the architecture firm of Heusel, Homolka and Associates, consisting of Frank Homolka Jr. (1922-2008) and Francis J. Heusel (1906-1968). Homolka was responsible for the design of the Chase Building. His work is not distinguishable from other architects designing within established Modernist idioms. Furthermore, there are no scholarly sources on the architectural history of Southern California recognizing Homolka as a great architect. Therefore, he does not appear to meet the definition of master architect. The Historic Report concluded the Chase Building does not appear to be significant as a work of a master.

Under the high artistic value aspect of Criterion C, a building would need to possess ornamentation and detail to lend high artistic value. While the Chase Building exhibits the basic features of the New Formalism style, it does not include the craftsmanship or detailed handwork found in finer examples of the style such as painted or tiled murals or terrazzo, and does not meet the high artistic value aspect of Criterion C for this reason. Last, the Chase Building was not identified as contributing to a potential historic district in the 2018 Historic Resources Survey.<sup>52</sup> Furthermore, the property in and of itself does not meet the basic definition of a historic district, which is a significant concentration of buildings united historically or aesthetically by plan or development.<sup>53</sup> The last aspect of Criterion C, representing a significant and distinguishable entity whose components lack individual distinction, refers to historic districts. A district must be significant, as well as being an identifiable entity.<sup>30</sup> The property was not identified in the South Glendale Historic Resource Survey as contributing to a potential historic district.

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51 See Historic Report (Appendix F), 20.

52 Historic Resources Group, City of Glendale South Glendale Historic Resources Survey, <https://www.glendaleca.gov/home/showpublisheddocument/42070/636512649002070000>. Accessed October 2021.

53 See Historic Report (Appendix F).

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Therefore, it is being evaluated individually and this aspect of Criterion C does not apply. Furthermore, the property does not meet the basic definition of a historic district, which is a significant concentration of buildings united historically or aesthetically by plan or development.<sup>31</sup> The district classification applies to properties with a number of buildings of equal importance or large acreage with a variety of features. The subject property with a main building, ancillary building, and surface parking lots is classified as a “building” for National Register purposes.<sup>54</sup> For these reasons, the Historic Report concluded the Chase Building does not appear to be significant under Criterion C.

As discussed above, the Chase Building did not involve the use of any novel or noteworthy construction techniques. Research also did not indicate that the Chase Building has potential to yield information about human activity. As Criterion D applies to buildings, structures, and objects in instances where the building may contain important information about such topics as construction techniques or human activity, the Historic Report determined the property does not appear to be significant under Criterion D.

To be eligible for listing in the National Register, properties must retain their physical integrity from the period of significance. Of the seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association), the Chase Building retains all aspects. The Chase Building retains its integrity of location, as the office building and parking structure have not been moved from the sites on which they were constructed.<sup>55</sup> Regarding design, the integrity of design remains, as the architectural and structural as the shapes, fenestration patterns, and configuration of entrances are intact, reflecting the property’s original aesthetic and function. Signage has been altered but has the same placement as the original design. The original doors and windows at the south entryway have been replaced; however, the opening has not been resized and the other entryways remain unaltered. The ATM station diminishes the symmetry of the south façade; however, this alteration is not detrimental to the design of the property as a whole. The Chase Building retains integrity of setting as a whole, which is a highly urbanized area within downtown Glendale. The immediate setting is first and foremost the area within Lots 24, 25, and 26 of Tract No. 93, which is comprised of grass lawns with minimal landscaping on all four sides of the that create a buffer between the sidewalk on the west, freeway on-ramp on the north, driveway on the east, and surface parking on the south. The immediate setting also includes the parking structure. The broad setting includes the 134 Freeway to the north, which remains the same from the period of significance. Otherwise, since the period of significance the broad setting has changed by the development of more and more high-rise office buildings. The building at 600 N. Brand Boulevard is located on the same block as the Project Site, south of the Chase Building. As discussed above, 600 N.

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<sup>54</sup> See Historic Report (Appendix F).

<sup>55</sup> See Historic Report (Appendix F).

## 5.0 Sustainable Communities Environmental Analysis

Brand Boulevard was identified in the South Glendale Historic Resource Survey as appearing to be individually eligible for local designation.<sup>56</sup>

Constructed in 1975, it is currently occupied by U.S. Bank and replaced low-rise commercial buildings. The building is six stories in height like the Chase Building. On the next block south of the Project site stands the office complex at 550 N. Brand Boulevard. The complex includes two 21-story buildings completed in 1987. Across Brand Boulevard are two more high-rise office buildings, 535 N. Brand Boulevard was constructed in 1973 and is 11 stories in height and 611 N. Brand Boulevard was constructed in 1973 and is 14 stories in height. Therefore, after the period of significance, the pattern of development along N. Brand Boulevard changed from low-rise commercial buildings to high-rise commercial buildings that are mostly taller than the Chase Building. With respect to materials, the integrity of materials is intact. The key exterior material is concrete; exposed aggregate precast concrete in the office building and poured concrete in the parking structure. The concrete remains throughout the property as well as the glass, stone, and metal used in the construction of the office building. The Chase Building retains integrity of workmanship as the office building and parking structure are substantially intact. However, the property was mostly constructed from materials that were prefabricated and there is little evidence of skilled workmanship or artisan's labor. The integrity of feeling has been diminished by the ATM station and frameless glass doors and windows on the south façade, which are clearly contemporary. However, the Chase Building's other physical components convey the sense of the late 1960s. Therefore, the Chase Building retains integrity of feeling as a whole. Lastly, the Chase Building conveys its role in the development of downtown Glendale because it continues to be a familiar visual feature from the 134 Freeway. The parking structure is secondary to Chase Building and did not contribute to the development of downtown Glendale and is not a prominent visual feature. Therefore, the Chase Building retains integrity of association as a whole. The Historic Report determined the character defining features of the Chase Building are significant in the context of postwar commercial development as a high-rise oriented toward the freeway.<sup>57</sup>

Based on the analysis performed, it was concluded that the Chase Building appears to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and Glendale Register of Historic Resources.<sup>58</sup> The recommended Status Code, the classification system prescribed by the Office of Historic Preservation (OHP) for recording historical resources for use in classifying potential historical resources, for National Register is and California Register is 3S because the Chase Building appears to be eligible for listing in the National Register as an individual property through survey evaluation. Under the California Register the recommended Status Code is 3S because the Chase Building

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56 See Historic Report (Appendix F).

57 See Historic Report (Appendix F).

58 See Historic Report (Appendix F).

## 5.0 Sustainable Communities Environmental Analysis

appears to be eligible for listing in the National Register as an individual property through survey evaluation.

Under the California Register the recommended Status Code is 3CS, appears to be eligible for listing in the California Register as an individual property through survey evaluation. For the Glendale Register, the Chase Building was identified in the Historic Resources Survey in 2018 as appearing to be individually eligible for local designation, which corresponds to a Status Code of 5S3 under Criterion A because it meets the registration requirements for the Post-World War II Commercial Development theme. The Historic Report concluded it is ineligible for listing in the Glendale Register under Criterion C. The Chase Building is described as New Formalist in the *South Glendale Historic Context*. It was evaluated in the Historic Report and found ineligible because it does not exemplify New Formalism.

The office building was evaluated on the DPR 523 B form in the context of Corporate Modern architecture. Yet the South Glendale Historic Context states Corporate Modernism drew from International Style and Miesian precedents, which included box-shaped forms; flat roofs; steel and concrete structural systems; and glass curtain walls comprising bands of flush-mounted metal windows and spandrel panels. Corporate Modern buildings often featured landscaped plazas or plantings to soften the somewhat rigid aesthetic. The office building lacks most of the character-defining features of Corporate Modernism. The character-defining features of the property were identified on the DPR 523 A form and did not include the parking structure or surface parking lots. Nor were the parking structure or surface parking lots identified as related features on the DPR 523 B form. Therefore, it does not meet the registration requirements because it does not embody the distinctive characteristic of Corporate Modernism. Thus, the six-story building is a historical resource as defined by CEQA.

### ***Two-Story Office Building and Parking Structure***

The two-story office building is located at 625 N. Maryland Avenue on APN 5643018031 and consists of Lot 20 of Tract No. 93. The two-story office building is a typical example of a small-scale office building, and did not meet any of the national, state, or local criteria for significance. The property does not have a specific association with the City's efforts to revitalize downtown during the 1970's. The property is not strongly associated with any particular business or industry significant in the history of Glendale. Donald Licking was the original developer of the property. No information was found to suggest that he was significant within a historic context. The building does not exhibit quality of design through distinctive features that would make it a good example of a type, period, or method of construction. Furthermore, the building does not possess craftsmanship, ornamentation, or detail to lend it high artistic value. The architects of the building are listed as Jones and Walton. The firm was based in Glendale and consisted of Raymond Jones (1907-1988) and Charles Walton (1932). No information was found to indicate that either Jones or Walton could be considered a master architect, which is defined by the National

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Register as a figure of generally recognized greatness.<sup>59</sup> There is no evidence to suggest the property has the potential to yield information important in prehistory or history because it was constructed with common techniques and materials. It is a typical example of unreinforced masonry construction. Therefore, under the requirements for listing by the National Register, California Register, and Glendale Register, the two-story office building does not meet the registration requirements for significance under Criterion A/1/A and is not significant under Criteria B/2/B, C/3/C, and D/4/D. The recommended Status Code for the building remains 6Z, found ineligible for National Register, California Register, and local designation through survey evaluation.

Constructed in 1970, the parking structure is located on Lot 5 of the McNutt Tract and Lots 21 and 22 of Tract No. 93. The surface parking lots on the Project site are located on Lots 23 and 19 of Tract No. 93. The parking structure is not a unique or rare example of commercial development representing the growth of the City during the postwar period and, therefore, is not individually eligible for listing in national, state, and local registers and is not a character-defining feature of the Project site.<sup>60</sup> The surface parking lots and parking structure do not contribute to the significance of the property because they do not represent the growth of downtown Glendale. While the office building was designed by the architecture firm of Heusel, Homolka and Associates, the parking structure was designed by the successor firm of Frank Homolka and Associates. No specific individuals associated with the parking structure who could be considered persons significant in Glendale's past were found. The parking structure does not exhibit quality of design through distinctive features that would make it a good example of a type, period, or method of construction. The parking structure is even more basic in design than the office building and does not exhibit quality of design through distinctive features. It is an ordinary example of precast and poured concrete structures including concrete girders and floor slabs. Furthermore, it does not possess craftsmanship, ornamentation, or detail to lend it high artistic value. The architect, Frank Homolka, is not recognized as a master. There is no evidence to suggest the parking structure has the potential to yield information important in prehistory or history because it was constructed with common techniques and materials. It is an ordinary example of a reinforced concrete structure including floor slabs, piers, and exterior skeleton. The parking structure and surface parking lots are not character-defining. The parking structure also postdates the period of significance for the Post-World War II Commercial Development theme within the Commercial Development context. It was not designed and constructed at the same time as the office building. Parking was provided as a matter of necessity because customers and tenants arrived by automobile, but neither the structure nor the surface lots are an integral part of the design. While the Chase Building is significant in the context of postwar commercial development as a high-rise oriented toward the freeway, neither the parking structure nor the surface parking lots contribute to this significance. The parking structure has some of the same visual

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59 National Register Bulletin #15, 20.

60 See Historic Report (Appendix F).

qualities as the Chase Building but none of the historic associations.<sup>61</sup> The parking structure does not possess any artistic features. Under the requirements for listing by the National Register, California Register, and Glendale Register, the parking structure does not meet the registration requirements for significance under Criterion A/1/A and is not significant under Criteria B/2/B, C/3/C, and D/4/D. Similar to the two-story office building, the recommended Status Code for the building remains 6Z, found ineligible for National Register, California Register, and local designation through survey evaluation. Therefore, the two-story office building and parking structure are not historical resources as defined by CEQA.

### Impact Analysis

The Project would have no direct impacts on historical resources: no historical resources would be demolished, destroyed, relocated, or altered as a result of the Project. The two existing buildings on the Project Site that would be demolished do not meet the definition of a historical resource according to CEQA. The Chase Building is the only historical resource located on the Project Site and it would be retained as part of the Project. The proposed residential building would be located east of the Chase Building and separated by an existing driveway. The distance between the new building and historic building is approximately 30 feet at the lower stories. None of the character-defining features of the historic building would be physically altered by the Project. As such, the Project would have no direct impacts on historical resources.

The Project would introduce a new visual element to the setting of the Chase Building. The immediate setting is comprised of grass lawns with minimal landscaping on all four sides of the building that create a buffer between the sidewalk on the west, SR-134 on-ramp on the north, driveway on the east, and surface parking on the south. The broad setting is comprised of the SR-134 to the north. Otherwise, the broad setting has changed since the period of significance by the development of high-rise office buildings on Brand Boulevard.

Although the parking structure and surface parking lots are part of the setting of the Chase Building, they are not character-defining. The parking structure postdates the period of significance for the property. Furthermore, it was not designed and constructed at the same time as the building. There is no evidence of a larger plan for the property that included the parking structure. Even if there was, the parking structure does not contribute to the significance of the property. The Chase Building is significant in the context of postwar commercial development as a high-rise oriented toward the freeway. The parking structure has some of the same visual qualities as the building but none of the historic associations with high-rise development.

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61 See Historic Report (Appendix F).

## 5.0 Sustainable Communities Environmental Analysis

The physical characteristics that convey the significance of the Chase Building are principally the exterior features that date from the period of significance, directly related to the commercial use, are constructed or fabricated from historic materials, are highly visible, and retain integrity. The character-defining features include the building's six-story height, proximity to the SR-134, and the setback from the west property line along Brand Boulevard. The Project would preserve the buffer on all four sides of the Chase Building and would not alter the spatial relationship between the Chase Building and SR-134 or Brand Boulevard. The Project would continue the pattern of high-rise development that began with the Chase Building along Brand Boulevard and downtown Glendale. This pattern also includes another building on the same block as the Project site; the high-rise at 600 N. Brand Boulevard that was completed in 1975.<sup>62</sup> Glendale Plaza at 655 N. Central Avenue, one block west of the Project site, is currently the tallest building in downtown Glendale at 333 feet in height. The maximum height of the proposed new building would be 275 feet. The two buildings comprising the office complex at 550 N. Brand Boulevard, south of the Project site, are also 275 feet. While the proposed building at 275 feet would be significantly taller than the Chase Building at 98 feet, it would be compatible with the scale of development in the area, which includes numerous other high-rise buildings. The introduction of a new visual feature in the vicinity of the historical resource would not diminish its significance in a meaningful way in the context of postwar commercial development because the Project site is a decidedly urbanized area within downtown Glendale that is characterized by high-rise buildings.<sup>63</sup> The introduction of the 24-story proposed residential building would be consistent in height to the surrounding high-rise buildings.

The important viewsheds from the Chase Building are north toward the 134 Freeway and west toward Brand Boulevard. These viewsheds would not be affected by the proposed Project as the proposed new building is located to the east of the historic building. Furthermore, the existing surface parking lot to the south of the historic building would be reprogrammed, but remain open space, so the view north and south on Brand Boulevard would be unaffected.

The proposed Project would partially obscure views of the east façade of the Chase Building. However, obscuring this view of the Chase Building would not materially impair its eligibility as a historical resource because it is not pertinent to conveying its significance. Setting is not an essential factor of integrity for the historical resource according to the registration requirements.<sup>64</sup> The setting of the Chase Building would not be diminished by the view of the proposed Project. The Chase Building was intended be seen and oriented toward Brand Boulevard and SR-134 to the west and north. As such, the east viewshed is not as character-defining as the west and north viewsheds and there are already high-rise buildings in the other viewsheds. Furthermore, the proposed Project would not affect the building's integrity of

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62 See Historic Report (Appendix F).

63 See Historic Report (Appendix F).

64 See Historic Report (Appendix F).

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location, design, materials, workmanship, feeling, and association. The Chase Building would not be materially impaired by the proposed Project because it would retain all of its significant character-defining features, continue to convey its historical significance, and remain eligible for listing in the National, California, and Glendale Registers. Therefore, the proposed Project would not indirectly impact on the Chase Building.

Introduction of the proposed residential building as a new visual feature in the vicinity of the Chase Building would not diminish its significance in the context of postwar commercial development.<sup>65</sup> While the proposed Project could be considered "related new construction" to the historical resource, the Standards for Rehabilitation are not directly applicable because they are not the threshold for impacts. The threshold is whether the Project would materially alter in an adverse manner those physical characteristics of the historical resource that convey its significance. To that end Standard #9 is relevant but not determinative in analyzing indirect impacts of new construction on adjacent historic buildings. The Standards are not prescriptive and are intended to manage change to protect the character of historic properties, not to prevent change. Standard #9 provides guidance on the design of new construction on historic properties.

The new building would not destroy the materials and features that characterize the historic building. None of the character-defining features of the historic building would be physically altered by the proposed Project. Additionally, the new building would not alter the spatial relationship between the historic building and the 134 Freeway or Brand Boulevard. The historic building would remain a prominent visual feature of the intersection of the freeway and Brand Boulevard.

Differentiation between new and old is pertinent to new additions and exterior alterations of historic buildings. Here, the proposed Project neither adds to nor alters the historic building. Nevertheless, the new building is contemporary in design and does not mimic the historic building. The materials, features, massing, and proportions of the new building are not fundamentally different from the historic building in that both are part of the continuum of Modern architecture. Size and scale are only two of several ways of judging the compatibility of new construction. The new building is undoubtedly larger than the historic building, but the difference in size does not render the new building insensitive to the historic building. For example, at the ground level, the new building would be physically separated from the historic building by approximately 30 feet. The massing of the new building steps back from the east façade of the historic building beginning at the fourth and fifth stories until the building separation is increased to 47 feet. By comparison, the typical width of a residential street with two-way traffic and parking is 40 to 50 feet. Thus, the difference in size and scale as between the two buildings is diminished because the distance between them increases to 47 feet above the fourth story of the new building. The vertical bands along the podium of the new building also make subtle reference to the verticality of the

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<sup>65</sup> See Historic Report (Appendix F).

## 5.0 Sustainable Communities Environmental Analysis

historic building created by the narrow bays.<sup>66</sup> Thus, the proposed Project complies with Standard #9 to the extent it is applicable.

Due to the separation between the buildings of approximately 30 feet at the lower stories and 47 feet above the fourth story of the new building, the new building would not adversely affect the materials and features that characterize the Chase Building. None of the character-defining features of the Chase Building would be physically altered by the proposed Project. Additionally, the new building would not alter the spatial relationship between the Chase Building and SR-134 or Brand Boulevard. The Chase Building would remain a prominent visual feature of the intersection Brand Boulevard and SR-134 freeway. When viewed from the intersection, the new building would be visible behind the historic building. Additionally, as the distance between the new building and the Chase Building increases to 47 feet above the fourth story of the new building, the new building would be physically separated from the historical resource. The vertical bands along the podium of the new building also makes subtle reference to the verticality of the Chase Building created by the narrow bays.

Though the proposed Project would obscure views of the east façade of the Chase Building, however, obscuring this view would not materially impair its eligibility as a historical resource because it is not pertinent to conveying its significance. The important view sheds from the historical resource are northward toward the SR-134 and westward toward Brand Boulevard. Furthermore, as discussed above, setting is not an essential factor of integrity for the historical resource according to the applicable registration requirements.<sup>67</sup> The essential factors of integrity for postwar commercial properties in the *South Glendale Historic Context* are location, design, workmanship, materials, and feeling.<sup>68</sup> These factors of integrity would not be altered by the Project. Accordingly, the Chase Building would not be materially impaired by the Project because it would retain all of its significant character-defining features, continue possess sufficient integrity to convey its historical significance, and remain eligible for listing in the national, state, and local registers.<sup>69</sup> Therefore, the proposed Project would have no direct or indirect impacts on the Chase Building.

The proposed Project incorporates mitigation measure from the **South Glendale Community Plan EIR**. **South Glendale Community Plan EIR MM 4.4-1**, requires that all properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits. The proposed Project would also implement **Downtown Specific Plan EIR MM 4.4-4(c)** and **MM 4.4-4(d)**, which require a development project to consider the

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66 See Historic Report (Appendix F).

67 See Historic Report (Appendix F).

68 See Historic Report (Appendix F).

69 See Historic Report (Appendix F).

impacts to the known historic resource and, if needed, include a study conducted by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance and an intensive level survey to determine whether the property is a historic resource under CEQA. The January 2022 Historic Resources Technical Report provides an intensive level survey of the subject property and concluded while the proposed Project is located on the same site as an eligible historic resource, the Chase Building would not be altered as a result of the proposed Project.

***b. Would the project cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?***

**Less Than Significant with Mitigation Incorporated.** A significant impact could occur if grading or excavation activities associated with the proposed Project would disturb unique archaeological resources that could exist within the Project site. A unique archaeological resource is defined as an artifact or object that meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

The Gabrielino tribe of Native Americans were the original inhabitants of the area that is now known as the City of Glendale.<sup>70</sup> With territory stretching from Topanga Canyon to Mount Wilson, to San Bernadino, and Aliso Creek as well as the Channel Islands, the Gabrielino occupied a majority of the fertile and productive lands in California. Many years later in 1784 after European introduction, a portion of the Gabrielino land including present day Glendale became what was known as Rancho San Rafael, which was the second largest land grant made in Alta California. At 36,000 acres, this land supported significant livestock, permanent homesteads, and agriculture for the community. By 1910 after the construction of an interurban railroad line connecting Glendale to Los Angeles, the City developed into one of the fastest growing metropolitan areas in the country.

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70 City of Glendale General Plan, Historic Preservation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/historic-preservation-element>. Accessed August 2021.

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Prehistoric and historic archaeological sites are not known to exist within the vicinity of the Project site.<sup>71</sup> Most of the City consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. Additionally, the Project site has been previously developed and contains alluvium surficial sediments which are not known to preserve prehistoric or historic artifacts. In addition, the Project site has already been subject to development and on-site improvements. Any archaeological resources that may have existed at one time on or beneath the site have likely been previously disturbed. The Project site has been disturbed and excavated in the past and is currently developed with an existing two-story office building, associated parking structure and surface parking lot, and a 6-story Chase Bank building. The proposed Project would remove only the existing office building, parking structure, and surface parking lot; the Chase Bank building would remain on-site. However, the proposed Project includes excavation and grading for the four level subterranean parking garage at a depth of approximately 43 feet below grade. Therefore, there is the potential for discovery of archaeological resources during construction.

Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American tribes to identify potential significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074 as part of CEQA. Pursuant to AB 52, the City provided notification to the following two tribes on October 14, 2021 - Fernandeno Tataviam Band of Mission Indians and Soboba Band of Luiseno Indians. The Fernandeno Tataviam Band of Mission Indians deferred consultation for the proposed Project to the Gabrielino-Tongva Tribe. The City provided notification to the Gabrielino-Tongva Tribe on November 1, 2021 (See **Appendix G: AB 52 Consultation Letters**), requesting responses no later than 30 days after receipt of the letter. As of December 8, 2021, the Soboba Band of Luiseno Indians and Gabrielino-Tongva Tribe have not responded to the notification for consultation. As such, consultation has been deemed complete.

The proposed Project would implement mitigation measures **South Glendale Community Plan EIR MM 4.4-4** and **MM 4.4-8**. With implementation of **South Glendale Community Plan EIR MM 4.4-4**, the City would evaluate the likelihood of archaeological resources within the Project site and determine if a qualified archaeologist would be necessary to conduct a study to determine if a Phase I cultural resources survey is necessary prior to the approval of project plans. Additionally, **South Glendale Community Plan EIR MM 4.4-8** states that should subsurface archaeological and tribal cultural resources be discovered during construction, all activity in the vicinity of the proposed Project shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. Through

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71 General Plan, Safety Element, Geologic Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

implementation of the mitigation measures described above, potential proposed Project impacts to archaeological resources would be less than significant.

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

**Less Than Significant Impact.** A significant adverse effect could occur if grading or excavation activities would disturb previously interred human remains, including those interred outside formal cemeteries.

The nearest cemetery to the Project site is the Grand View Memorial Park & Crematory Inc. approximately 1.75 miles northwest of the Project site. While the Project site has been previously disturbed due to grading for previous development and there are no known cemeteries located on-site, the grading and excavation needed to construct the proposed Project could result in a significant adverse effect due to potential disturbance of human remains. In accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Through compliance with the regulatory standards described above, potential Project impacts to human remains would be less than significant.

### ***Cumulative Impacts***

The proposed Project would have a less than significant impact on cultural resources with incorporation of mitigation measures. With implementation of mitigation measures, development of the proposed Project in combination with the related projects would not significantly impact any cultural resources, as National Register of Historic Resources (NRHR), California Register of Historic Resources (CRHR), or Glendale Register of Historic Resources listed or eligible properties are not on or within the vicinity of Project site. Additionally, cultural resources impacts are site specific. The related projects near the Project site are on existing developed sites and would be subject to the same regulatory measures

applicable to discoveries of cultural and archeological resources and human remains. The CEQA Guidelines define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." 14 Cal Code Regs §15355. The individual effects may be changes resulting from a single project or more than one project. 14 Cal Code Regs §15355(a). Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. 14 Cal Code Regs §15355(b).

A cumulative impact is an impact created by the combination of the project reviewed in the EIR together with other projects causing related impacts. 14 Cal Code Regs §15130(a)(1). Here, discoveries of cultural and archaeological resources and human remains on the related project sites or on the Project site would be localized to the respective sites and would not cumulatively impact potential cultural resources on other specific sites. As such, no significant cumulative impacts cultural resources would result from the proposed Project and related projects.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

As discussed in Section 3.3 of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will reduce impacts to the less than significant levels of the proposed Project.

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

No cultural resources mitigation measures were identified.

#### **City of Glendale South Glendale Community Plan EIR**

**MM 4.4-1:** All properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits.

**MM 4.4-4:** To prevent impacts to cultural resources, the City shall evaluate the likelihood of the Project site to contain archaeologist resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.

(a) The City shall consult with the local Native American representatives for future development projects. Any cultural resources inventory shall include a cultural

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resources records search to be conducted at the South Central Coastal Information Center; scoping with the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey by the qualified archaeologist, (when appropriate); and formal recordation of all identified archaeological resources and significance evaluation of such resources presented in a technical report. The report shall also include full documentation of outreach to the Native American community. The Phase I survey shall be conducted prior to any CEQA review of development projects.

- (b) If potentially significant archaeological resources are encountered during the survey, the City shall require the resources to be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency and the appropriate Native American groups for prehistoric resources. Preservation shall be the preferred manner of mitigation to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery in consultation with the implementing agency, and any local Native American representatives expressing interest in cultural resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provision of Section 21083.2 of CEQA.

**MM 4.4-8:** Should subsurface archaeological and tribal cultural resources be discovered during construction of future projects under the SGCP, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC, who will then contact the most likely descendant of the deceased Native American. If tribal cultural resources are determined to be significant, the tribal monitor and archaeologist shall determine, in consultation with the City, appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to tribal cultural resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, with CEQA Guidelines Section 15126.4(b)(3)(C), the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological

resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of CEQA Section 21083.2.

### **City of Glendale Downtown Specific Plan EIR**

**MM 4.4-4(c):** In the event that a future development project within the Downtown Specific Plan Area is proposed on or immediately surrounding a site containing a known historic resource, environmental review of the development project shall consider the impacts to the known historic resource and, if needed, shall include a study conducted by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance. If the Project would demolish a historic resource or if it is determined that the development project would materially alter in an adverse manner those physical characteristics that convey the resource's historic significance, the City shall impose any and all measures to avoid or substantially lessen the impact, unless the City, after having analyzed the significant impacts and proposed mitigation measures in an Environmental Impact Report, finds such mitigation measures are infeasible and adopts a statement of overriding considerations. Potential modifications to a site-specific development project to avoid or mitigate adverse impacts on historic resources include, but are not limited to:

- a) Site plan modifications that incorporate the historic resource into the proposed project, and if necessary, rehabilitation of the historic resource. Rehabilitation of architecturally or historically significant buildings shall meet the U.S. Secretary of the interior's Standards for Rehabilitation;
- b) Design changes related to height density, upper story step-backs, architectural features, or materials; and
- c) Changes in the proposed development program to include compatible uses.

**MM 4.4-4(d)** In the event that a future development project within the Downtown Specific Plan Area is proposed on a site containing a potential historic property, the City shall require, as part of the environmental review of the Project, an intensive level survey to determine whether the property is a historic resource under CEQA. If the intensive level survey determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under mitigation measures MM 4.4-4(a) through (c).

### ***Project Mitigation***

No cultural resources mitigation measures were identified.

### ***Impacts After Mitigation***

The mitigation measures identified above will reduce impacts to less than significant.

## 5.6 ENERGY

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

This section analyzes the proposed Project's potential impacts on energy resources, focusing on three energy resources: electricity, natural gas, and transportation-related energy (petroleum-based fuels). This analysis addresses both construction and operational impacts associated with the consumption of energy resources. This section evaluates the demand for energy resources attributable to the proposed Project and determines whether the current and planned electrical, natural gas, and petroleum-based fuel supplies and distribution systems are adequate to meet the proposed Project's forecasted energy consumption. The information presented herein is based, in part, on the California Emissions Estimator Model (CalEEMod) outputs as calculated for **Section 5.3: Air Quality**, and **Section 5.8: Greenhouse Gas Emissions**, and on the calculations for this section as presented in **Appendix C: Energy Calculations**.

***a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

**Less Than Significant Impact.** The following analysis estimates the proposed Project's electricity, natural gas, and transportation fuel usage and evaluates whether the proposed Project would result in wasteful, inefficient, or unnecessary consumption of energy. In accordance with Appendix F of the CEQA Guidelines, the analysis includes relevant information to address the energy implications of the proposed Project.

The proposed Project would comply with Title 24, Part 6 of the California Code of Regulations (CCR), also known as Building Energy Efficiency Standards, which regulates the design of building shells and building components. The Title 24 standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2019 Building Energy Efficiency Standards (2019 Building Standards), effective January 1, 2020.<sup>72</sup> Moreover, the proposed Project would exceed California Energy Code standards by 15 percent per measures set forth in the Greener Glendale Plan and the City's Building Codes.

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24),

<sup>72</sup> CEC, 2019 Building Energy Efficiency Standards, <https://www.energy.ca.gov/title24/2019standards/>, accessed August 2021.

commonly referred to as CALGreen, establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. CALGreen is periodically amended; the most recent 2019 standards became effective on January 1, 2020 and would apply to the proposed Project.

## Construction

During construction, energy would be directly consumed on a limited basis to power lights, and electronic equipment, and indirectly for the conveyance of water used for dust control during grading. As discussed below, construction activities, including the construction of new buildings, typically do not involve the consumption of natural gas. Construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment within the Project site, construction worker travel, haul trips, and delivery trips.

As shown in **Table 5.6-1: Summary of Energy Use During Construction** and additionally discussed below, a total of approximately 1,263 kilowatt-hours (kWh) of electricity, 212,653 gallons of diesel fuel, and 95,614 gallons of gasoline is estimated to be consumed during construction of the proposed Project.

TABLE 5.6-1 SUMMARY OF ENERGY USE DURING CONSTRUCTION	
Fuel Type	Quantity
<b>Electricity</b>	
Water Conveyance	1,263 kWh
<b>Diesel</b>	
Off-Road Construction Equipment	69,670 gallons
On-Road Motor Vehicles	142,983 gallons
<b>Total</b>	<b>212,653 gallons</b>
<b>Gasoline</b>	
Off-Road Construction Equipment	0 gallons
On-Road Motor Vehicles	95,614 gallons
<b>Total</b>	<b>95,614 gallons</b>

*Refer to Table 4, Table 5, and Table 6 in Appendix C: Energy Output Files*

### Electricity

During construction, electricity would be consumed to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the Project site by Glendale Water and Power (GWP) distribution infrastructure and would be obtained from existing substations and electrical lines in and around the Project site.

As shown in **Table 5.6-1** above, a total of approximately 1,263 kWh of electricity is anticipated to be consumed during construction. The electricity demand at any given time would vary throughout the

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construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption.

Due to the relatively short duration of the construction process, and the fact that the extent of electricity consumption is inherent to construction projects of this size and nature, electricity consumption impacts would not be considered excessive or substantial with respect to regional supplies. The energy demands during construction would be typical of construction projects of this size and construction of the proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity resources. Accordingly, electricity demands during construction would be less than significant.

### **Natural Gas**

Construction activities do not typically involve the consumption of natural gas as construction equipment and staging rely heavily on electricity and transportation fuels. Accordingly, natural gas would likely not be needed to support construction activities; thus, there would be little to no demand generated by construction. As a result, the proposed Project would not result in inefficient, or unnecessary consumption of natural gas during construction. Accordingly, natural gas demands during construction would be less than significant.

### **Transportation Energy**

Proposed Project construction would consume energy in the form of petroleum-based fuels associated with use of off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, and delivery and haul truck trips (e.g., for deliveries of construction supplies and materials).

The petroleum-based fuel use summary provided in **Table 5.6-1** represents the amount of transportation energy that could potentially be consumed during construction based on a conservative set of assumptions. As shown, on- and off-road vehicles would consume an estimated 308,267 gallons of petroleum (212,653 gallons of diesel and 95,614 gallons of gasoline fuel) throughout the proposed Project's construction period. For purposes of comparison, the Energy Information Administration (EIA) forecasts a national oil supply of 20.39 million barrels (mb) per day in 2022, which is the first year of construction for the proposed Project.<sup>73</sup> This equates to approximately 7,472 mb per year or 312,579 million gallons (mg) per year. Construction of the proposed Project would account for less than 0.01 percent of the projected annual oil supply in 2022.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would

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73 U.S. Energy Information Administration, Annual Energy Outlook 2020: Table 11. Petroleum and Other Liquids Supply and Disposition, <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>, Accessed April 2021.

not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects of this size and would not necessitate additional energy facilities or distribution infrastructure. The proposed Project will also comply with Sections 2485 in Title 13 of the California Code of Regulations, which requires the idling of all diesel-fueled, commercial vehicles be limited to five minutes at any location. As a result, the proposed Project would not result in inefficient, or unnecessary consumption of transportation resources during construction. Accordingly, transportation resource demands during construction would be less than significant.

## Operation

During operation of the proposed Project, energy would be consumed for multiple purposes associated with the proposed uses, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during operation of the proposed Project in the form of water usage, solid waste disposal, and vehicle trips, among others. As shown in **Table 5.6-2: Summary of Annual Energy Use During Operation**, the proposed Project's net energy demand would be approximately 2,420,868 kWh of electricity per year, 3,108,161 kBtu of natural gas per year, and 178,582 gallons of transportation fuel per year.

**TABLE 5.6-2  
SUMMARY OF ANNUAL ENERGY USE DURING OPERATION**

Source	Units	Quantity
<b>Electricity</b>		
Apartments	kWh/yr	1,132,050
Parking Garage	kWh/yr	1,092,350
Water	kWh/yr	383,588
<b>Total Electricity</b>	<b>kWh/yr</b>	<b>2,607,988</b>
<i>Existing Electricity to be removed</i>	<i>kWh/yr</i>	<i>187,120</i>
<b>Net Total</b>	<b>kWh/yr</b>	<b>2,420,868</b>
<b>Natural Gas</b>		
Apartments	kBTU/yr	3,162,680
<b>Total Natural gas</b>	<b>kBTU/yr</b>	<b>3,162,680</b>
<i>Existing Natural Gas to be removed</i>	<i>kBTU/yr</i>	<i>54,519</i>
<b>Net Total</b>	<b>kBTU/yr</b>	<b>3,108,161</b>
<b>Transportation Energy</b>		
Diesel	Gallons/yr	24,035
Gasoline	Gallons/yr	160,216
<b>Total Fuel</b>	<b>Gallons/yr</b>	<b>184,251</b>
<i>Existing Fuel to be removed</i>	<i>Gallons/yr</i>	<i>5,669</i>
<b>Net Total</b>	<b>Gallons/yr</b>	<b>178,582</b>

Notes: kWh/yr. = kilowatt-hours per year; kBtu/yr. = thousand British Thermal Units per year.

Electricity and Natural Gas for the Project is total yearly operational usage. Mobile gasoline and diesel usage were calculated using CalEEMod output data

Refer to Appendix C: Energy Output Files

## 5.0 Sustainable Communities Environmental Analysis

Solar photovoltaic arrays would be located on the roof of the proposed residential building. 242 solar panels are proposed, which would occupy 6,856 square feet in area. Each panel would produce 300 watts, equating to approximately 220,825 kilowatt-hours annually. In addition, the proposed Project would comply with CALGreen building standards by incorporating eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. The proposed Project would be designed and constructed to incorporate environmentally sustainable design features in compliance with the Greener Glendale Plan and the City's Building Codes.

### **Electricity**

As shown in **Table 5.6-2**, buildout of the proposed Project would result in a projected on-site net demand for electricity, totaling 2,420,868 kWh per year. Electricity would be supplied to the Project site by GWP distribution infrastructure and would be obtained from existing substations and electrical lines in and around the Project site. Moreover, GWP anticipates an energy load forecast of 1,298 gigawatt hours (GWh) or 1,298,000,000 kWh for the year 2025, which is the opening year for the proposed Project.<sup>74</sup> The proposed Project's electricity demand would account for approximately 0.2 percent of the 2025 electricity forecast. Accordingly, electricity demand during operation would be less than significant.

### **Natural Gas**

On November 4, 2021, the Sustainability Commission of the City approved a motion (Motion 5a) to recommend the City Council hire a consultant to assist in the preparation of reach code(s) addressing, among other items, standards for building electrification.<sup>75</sup> A reach code is a local code that "reaches" beyond the state minimum requirements for energy use in building design and construction. The City has not yet prepared a draft reach code and no reach code has been adopted by the City that would be applicable to the proposed Project. For this reason, the proposed Project may include the use of natural gas and the potential natural gas demand from the Project is estimated below.

Natural gas service would be provided to the Project site by Southern California Gas Company (SoCalGas). As shown in **Table 5.6-2** above, buildout of the proposed Project is projected to generate an on-site net demand for natural gas totaling 730,577 kBtu or 0.7 million cubic feet (MMcf) per year. Based on the 2020 California Gas Report, the California Energy and Electric Utilities estimates natural gas supply within SoCalGas' planning area will be approximately 1,253,775 million cubic feet (MMcf) per year in 2025.<sup>76</sup> The proposed Project would account for less than 0.01 percent of the 2025 annual forecasted supply in SoCalGas' planning area. Accordingly, natural gas demand during operation would be less than significant.

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74 City of Glendale Water and Power, 2019 SB 350 Integrated Resource Plan for Glendale Water and Power, July 2019.

75 City of Glendale Sustainability Commission, November 4, 2021, <https://gec.eco/commission-watch-sustainability-november-4-2021/>. Accessed December 2021.

76 California Gas and Electric Utilities, 2020 California Gas Report, October 2020.

### ***Transportation Energy***

As shown in Table 5.6-2 above, buildout of the proposed Project is projected to generate a net demand of 178,582 gallons of transportation fuel. For purposes of comparison, the EIA forecasts a national oil supply of 17.84 mb per day in 2025, which is the opening year for the Project.<sup>77</sup> This equates to approximately 6,512 mb per year or 273,504 mg per year. Operation of the proposed Project would account for less than 0.01 percent of the projected annual oil supply in 2025. The proposed Project would not result in inefficient, or unnecessary consumption of energy resources for transportation during operation and the impact of the proposed Project would be less than significant.

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

**Less Than Significant Impact.** As stated above, the Project would be designed and operated in accordance with the with applicable State Building Code Title 24 regulations. The proposed Project would also comply with the requirements in the Greener Glendale Plan, which impose energy conservation measures. Moreover, the proposed Project would exceed the California Energy Code requirements by 15 percent per measures set forth in the Greener Glendale Plan and Glendale Building Codes. As such, the Project would not conflict with energy efficiency plans. Impacts would be less than significant.

### ***Cumulative Impacts***

Buildout of the proposed Project, and related projects, would cumulatively increase the demand for energy. However, the proposed Project would be consistent with growth expectations for the region utilized by energy providers to manage power generation and other facilities. As the Project is consistent with these forecasts, it would not make a considerable contribution to cumulative impacts on energy systems.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No energy mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No energy mitigation measures were identified.

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77 U.S. Energy Information Administration, Annual Energy Outlook 2020: Table 11. Petroleum and Other Liquids Supply and Disposition, <https://www.eia.gov/outlooks/aeo/data/browser/#/?id=11-AEO2020&cases=ref2020&sourcekey=0>, Accessed August 2021.

**City of Glendale Downtown Specific Plan EIR**

No energy mitigation measures were identified.

***Project Mitigation***

No additional project-specific mitigation measures are necessary.

***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

**5.7 GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** A significant impact could occur if a project were located within a State-designated Alquist-Priolo Zone or other designated fault zone. The City is situated in the Transverse Ranges Province, which includes the following fault zones: Sierra Madre, Verdugo, Hollywood, Elysian Park, and Raymond.<sup>78</sup> The Project site is not located within an Alquist-Priolo Earthquake Fault Rupture Zone, as delineated by the California Geological Survey.<sup>79</sup> However, the Project site is located in seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. Although the proposed Project is not in close to an active fault, the proposed residential building would be required to meet 2019 California Building Code standards which include seismic design criteria. Therefore, the potential for surface rupture because of fault plane displacement is less than significant.

ii. **Strong seismic ground shaking?**

**Less Than Significant Impact.** A significant impact could occur if a project were to represent an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground-shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. Considering the Project site's proximity to multiple faults with the potential to cause damage, there is a possibility that it would experience strong seismic ground shaking. The proposed residential building would be required to meet 2019 California Building Code standards which include seismic design criteria.

In addition, construction of the subterranean parking garage may remove some but not all of the loose material within the upper layers of the subsurface. Loose sandy solids that are not excavated as part of the future development may be susceptible to seismically-induced settlement. However, the potential for seismic ground-shaking is common in Southern California and the effects of ground shaking can be lessened if the proposed structures are designed and constructed in conformance with current building

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78 City of Glendale General Plan, Safety Element, Chapter 1: Seismic Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

79 California Department of Conservation, Earthquake Zone Map, <https://maps.conservation.ca.gov/geologichazards/#dataviewer>. Accessed August 2021.

codes and engineering practices. The proposed Project would not expose people or structures to strong seismic ground shaking greater than what currently exists. Therefore, existing regulatory requirements will ensure that impacts related to strong seismic ground shaking would be less than significant.

### iii. Seismic-related ground failure, including liquefaction?

**Less Than Significant Impact.** A significant impact could occur if a Project site were located within a liquefaction zone and thereby were to represent an increased risk to public safety or destruction of property by exposing people, property, or infrastructure. Liquefaction typically occurs within the upper 50 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid.

According to the City's General Plan Safety Element, the Project site is not located within an area that is susceptible to liquefaction.<sup>80</sup> The proposed Project is also not located directly over any active faults, which reduces the significance of potential seismic activity. The Project site is also not listed within an area of liquefaction as delineated by the California Department of Conservation Geologic Hazards Map.<sup>81</sup> Overall, the proposed Project would comply with the California Building Code to avoid potential impacts related to seismic-related ground failure including liquefaction. The existing Chase Building that would remain on site would not be altered as a result of the proposed Project. As a result, the proposed Project would not exacerbate existing environmental conditions related to seismic related ground failure, including liquefaction, or associated seismically induced settlement, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Impacts would be less than significant.

### iv. Landslides?

**Less Than Significant Impact.** Landslides are movements of relatively large land masses, either as nearly intact bedrock blocks, or as jumbled mixes of bedrock blocks, fragments, debris, and soil. A project-related, significant adverse effect could occur if the project were located in a hillside area with soil conditions that would suggest a high potential for sliding. The topography of the Project site and the surrounding area is relatively flat and devoid of any distinctive landforms. The Project site is not located within an area consisting of known landslides.<sup>82</sup> Additionally, the Safety Element illustrates that no known landslides have occurred near the Project site, nor is the Project site in the path of any known or potential landslides.<sup>83</sup> Therefore, impacts related to landslides would be less than significant.

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80 General Plan, Safety Element, Summary of Hazards Map, Plate P-1.

81 California Department of Conservation, Geologic Hazards Map, <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed August 2021.

82 California Department of Conservation, Geologic Hazards Map, <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed August 2021.

83 City's General Plan, Geologic Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

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

**Less Than Significant with Mitigation Incorporated.** Erosion is the movement of rock fragments and soil from one place to another. Precipitation, running water, waves, and wind are all agents of erosion. Significant erosion typically occurs on steep slopes where storm water and high winds can carry topsoil down hillsides. Construction activities associated with the proposed Project development may result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. Because the construction period is short-term in nature and the site would expose soil only during construction activities and would then be covered with the proposed building and related site improvements, the potential for erosion impacts is less than significant.

The applicant would be required to adhere to conditions under the National Pollutant Discharge Elimination System (NPDES) Permit set forth by the Regional Water Quality Control Board (RWQCB).<sup>84</sup> Additionally, since the Project site is more than 1 acre in size, it would be subject to the requirements under Section 13.42.060 of the GMC to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) that would be administered throughout proposed Project construction. The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts from water driven erosion during construction would be reduced to less than significant. Additionally, the proposed Project would implement SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1 which would require site-specific geotechnical investigations conducted by a qualified geotechnical expert to be conducted. The proposed Project would comply with the recommendations identified in this geotechnical investigation. Compliance with these standards and with SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1 would result in less than significant impacts.

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

**Less Than Significant with Mitigation Incorporated.** Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. The Project site is located within the Holocene Alluvium geologic unit which includes older floodplain deposits.<sup>85</sup> This is the most extensive deposit in the area, underlying most of southern Glendale, the Verdugo Wash canyon, and the central and lower reaches of several of the tributaries to Verdugo Wash.

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<sup>84</sup> City's Municipal Code, Ch. 13, Sec. 13.42.090.

<sup>85</sup> General Plan, Safety Element, Geologic Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

As previously discussed, the proposed Project is not located within a liquefaction zone.<sup>86</sup> The relatively flat topography of the Project site precludes both stability problems and the potential for lurching, which is earth movement at right angles to a cliff or steep slope during ground shaking. As previously discussed, the potential for hazards such as landslides and liquefaction are considered low. Ground surface subsidence generally results from the extraction of fluids or gas from the subsurface, which can result in a gradual lowering of the ground level. No regional subsidence because of groundwater pumping has been reported in the Glendale area. Therefore, the potential for ground collapse and other adverse effects due to subsidence to occur on the Project site is considered low. To minimize damage due to geologic hazards, design, and construction, the proposed Project would be required to comply with applicable building codes. Additionally, the proposed Project would implement **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1** which would require site-specific geotechnical investigations conducted by a qualified geotechnical expert to be conducted. The proposed Project would comply with the recommendations identified in this geotechnical investigation. The existing Chase Building that would remain on site would not be altered as a result of the proposed Project. Compliance with these standards and with **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1** would minimize impacts related to exposure to hazards including landslides, lateral spreading, subsidence, liquefaction, and collapse. As such, impacts would be less than significant.

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

**Less Than Significant Impact.** Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. These minerals can undergo significant volumetric changes as a result of changes in moisture content. The upward pressures induced by the swelling of expansive soils can have significant harmful effects upon structures and other surface improvements. Most of the Glendale area is underlain by alluvial units that are composed primarily of granular soils (silty sand, sand, and gravel). Such units are typically in the low to moderately low range for expansion potential.<sup>87</sup> Potentially expansive layers, including clay zones along faults and fractures, may be exposed at the surface by erosion, or may be uncovered during grading, in cuts made for developments.

According to the Natural Resources Conservation Service Web Soil Survey, the Project site consists primarily of Urban land-Tujunga-Typic Xerorthents, sandy substratum complex, 0 to 2 percent slopes with some Urban land-Palmview-Tujunga complex, 0 to 5 percent slopes.<sup>88</sup> Soils within the Project site are generally sandy soils found within alluvial fans and flood plains. These soils are typically in the low to

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86 California Department of Conservation, Geologic Hazards Map, <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed August 2021.

87 General Plan, Safety Element, Geologic Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

88 USDA, Natural Resources Conservation, Web Soil Survey, <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed August 2021.

moderately low range for shrink-swell (e.g., expansion). Therefore, impacts related to expansive soil would be less than significant.

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

**No Impact.** The Project site is located in an urbanized area, where wastewater infrastructure is currently in place. Proposed Project construction would connect to existing sewer lines that serve the Project site and would not use septic tanks or alternative waste disposal systems. Therefore, the proposed Project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater and there would be no impacts.

***f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Less Than Significant with Mitigation Incorporated.** A significant impact could occur if grading or excavation activities associated with the proposed Project were to disturb unique paleontological resources or geologic features that presently exist within the Project site. Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. The Project site contains alluvium surficial sediments including unconsolidated floodplain deposits of silt, sand, and gravel.<sup>89</sup> In addition, the South Glendale Community Plan area is underlain by Holocene era sediments composed of fine-grained sands, silts, and clays. The Holocene deposits of Quaternary Alluvium rock types vary in the possibility of containing fossils. The discovery of a paleontological resource within Holocene Alluvium is unlikely; however, the discovery of a resource would likely be significant in scientific integrity. A small portion of the west central area of the proposed South Glendale Community Plan area is underlain by Monterey formation, which has high potential to produce paleontological resources, specifically vertebrate species.<sup>90</sup>

The Project site has already been subject to extensive disruption and development. Any superficial paleontological resources that may have existed at one time on the Project site have likely been previously unearthed by past development activities.

Nonetheless, as the proposed Project includes excavation and grading for the four (4) level subterranean parking garage at a depth of approximately 43 feet below grade, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the proposed Project. As the proposed Project would include construction of a four-level, subterranean parking garage, there

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89 General Plan, Safety Element, Geologic Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

90 South Glendale Community Plan EIR, Population and Housing, <https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/sgcp-eir>. Accessed August 2021.

is a possibility that during earthmoving activities, a previously unknown paleontological resource could be identified and impacts would be potentially significant. The proposed Project would implement **South Glendale Community Plan EIR MM 4.4-5** and **MM PALEO-1** to reduce impacts should a previously unknown paleontological resource be identified. **South Glendale Community Plan EIR MM 4.4-5** states that the City shall evaluate the sensitivity of the Project site for paleontological resources to determine if a qualified paleontologist would be necessary to evaluate the proposed Project and provide recommendations. Mitigation measure **MM PALEO-1** requires a qualified paleontologist to observe grading activities in excavations and establish procedures for paleontological resources. With implementation of mitigation measures **South Glendale Community Plan EIR MM 4.4-5** and **MM PALEO-1**, impacts would be less than significant.

### ***Cumulative Impacts***

Geotechnical hazards are site specific and there is little, if any, cumulative geological relationship between the proposed Project and any of the related projects. Similar to the proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the proposed Project's geology and soils impacts concluded that, through the implementation of the regulatory compliance measures recommended above and implementation of **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1** and project specific **Mitigation Measure MM-PALEO-1**, proposed Project impacts would be reduced to less than significant levels. Therefore, the proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology, soil, and paleontological resources impacts would be less than significant.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will reduce impacts of the proposed Project to less than significant.

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

**PMM GEO-1** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify

## 5.0 Sustainable Communities Environmental Analysis

areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

- b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
- c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.

### **City of Glendale South Glendale Community Plan EIR**

**MM 4.4-5** For future individual projects that require ground disturbance, the City shall evaluate the sensitivity of the Project site for paleontological resources. If deemed necessary, at the applicant's expense the City shall retain a qualified paleontologist (following Secretary of Interior standards) to evaluate the project and provide recommendations regarding additional work, potentially including testing or construction monitoring throughout the length of ground disturbance in paleontologically sensitive areas.

### **City of Glendale Downtown Specific Plan EIR**

No geology and soils mitigation measures were identified.

### ***Project Mitigation***

**MM PALEO-1:** A qualified paleontologist shall observe grading activities in excavations that may impact Holocene Alluvium or the Monterey Formation in order to salvage and catalogue fossils. The Paleontologist shall establish procedures for paleontological resources surveillance and would establish, in cooperation with the contractor, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If paleontological resources are found to be significant, the paleontologist shall determine appropriate actions, in cooperation with the contractor, that ensure proper exploration and/or salvage.

### ***Impacts After Mitigation***

The mitigation measures identified above will reduce impacts to less than significant.

## 5.8 GREENHOUSE GAS EMISSIONS

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

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

**Less than Significant with Mitigation Incorporated.** Construction activity impacts are relatively short in duration, and they contribute a relatively small portion of the total lifetime GHG emissions of a project. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, no basis exists for concluding that the proposed Project's very small and essentially temporary (primarily from construction) increase in emissions could cause a measurable increase in global GHG emissions necessary to force global climate change. In addition, GHG emissions-reduction measures for construction equipment are relatively limited.<sup>91</sup> Therefore, in its *Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Thresholds*,<sup>92</sup> the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. That method is used in this analysis.

GHG emissions were quantified from construction and operation of the proposed Project using SCAQMD's CalEEMod model. CalEEMod is based on outputs from the CARB off-road emissions model (OFFROAD) and the CARB on-road vehicle emissions model (EMFAC), which are emissions estimation models developed by CARB and used to calculate emissions from construction activities, including on- and off-road vehicles (refer to **Appendix A** for construction equipment inventory list).

The forecasting of construction-related GHG emissions requires assumptions regarding the timing of construction as the emission factors for some of the proposed Project's construction-related GHG emission sources decline over time. As shown in **Table 5.8-1: Construction GHG Emissions**, total construction emissions would be 2,266 MTCO<sub>2</sub>e. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is

91 SCAQMD, Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

92 SCAQMD, Greenhouse Gases (GHG), Accessed June 2020, <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2>.

reasonable to look at a 30-year time frame because this is a typical interval before a new building requires its first major renovation.<sup>93</sup> As shown in **Table 5.8-1**, when amortized over an average 30-year Project lifetime, average annual construction emissions from the proposed Project would be 76 MTCO<sub>2e</sub> per year.

TABLE 5.8-1 CONSTRUCTION GHG EMISSIONS	
Construction Phase	MTCO <sub>2e</sub> /Year
2022	281
2023	738
2024	877
2025	370
<b>Overall Total</b>	<b>2,266</b>
<b>30-Year Annual Amortized Rate</b>	<b>76</b>

*Refer to Appendix A: Air Quality and Greenhouse Gas Study  
Notes: GHG = greenhouse gas; MTCO<sub>2e</sub> = metric tons of CO<sub>2</sub>  
Totals may not add up exactly due to rounding in the modeling calculations*

## Operation

Emissions from mobile and area sources and indirect emissions from energy and water use, wastewater, as well as waste management would occur every year after full development of the uses allowed by the proposed Project. This section addresses operational GHG emissions.

### Area Sources

The area source GHG emissions included in this analysis result primarily from natural gas fireplaces with additional emissions from landscaping-related fuel combustion sources, such as lawn mowers and leaf blowers. GHG emission due to natural gas combustion in buildings other than from fireplaces are excluded from area sources since they are included in the emissions associated with building energy use.

The GHG emissions for the proposed Project were calculated using CalEEMod. CalEEMod defaults were used for landscape maintenance emissions. Area source emissions are shown in **Table 5.8-2: Area Source Greenhouse Gas Emissions**. As shown in **Table 5.8-2**, proposed Project emissions would result in approximately 65 MTCO<sub>2e</sub> per year from area sources.

<sup>93</sup> International Energy Agency (IEA), Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings, IEA Information Paper (2008).

**TABLE 5.8-2  
AREA SOURCE GREENHOUSE GAS EMISSIONS**

Source	Unmitigated MTCO <sub>2</sub> e per year
Hearth	60
Landscaping	5
<b>Total</b>	<b>65</b>

Refer to *Appendix A: Air Quality and Greenhouse Gas Study*  
 Note: Totals may not add up exactly due to rounding in the modeling calculations

### Energy Sources

GHGs are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO<sub>2</sub> and other GHGs directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHGs are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emission in an indirect manner.

Estimated emissions from the combustion of natural gas and other fuels from the implementation of the proposed Project are calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for GWP were selected in CalEEMod. Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., heating, ventilation, and air conditioning [HVAC] system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

Energy source emissions are shown in **Table 5.8-3: Energy Source Greenhouse Gas Emissions**.

**TABLE 5.8-3  
ENERGY SOURCE GREENHOUSE GAS EMISSIONS**

Land Use	Electricity	Natural Gas
	Unmitigated MTCO <sub>2</sub> e per year	Unmitigated MTCO <sub>2</sub> e per year
Apartments	488	170
Parking	471	0
<b>Total</b>	<b>960</b>	<b>170</b>
<b>Total Energy Emissions</b>	<b>1,129</b>	

Refer to *Appendix A: Air Quality and Greenhouse Gas Study*  
 Note: Totals may not add up exactly due to rounding in the modeling calculations

As shown in Table 5.8-3, the proposed Project would forecast to generate 960 MTCO<sub>2e</sub> per year from electricity consumption and 170 MTCO<sub>2e</sub> per year from natural gas consumption. Therefore, the total energy source emissions for the proposed Project would forecast to be 1,129 MTCO<sub>2e</sub> per year.

**Mobile Sources Emissions**

Vehicle trips generated by growth within the Project site vicinity would result in operational emissions through the combustion of fossil fuels. O<sub>2</sub> emissions were determined based on the proposed Project’s daily trips. The vehicle miles travelled (VMT) takes into account internal and external trips. The proposed Project would add up to 1,247 daily trips as shown in the Transportation Impact Analysis (Appendix E).<sup>94</sup> As discussed in Section 3.0 of this SCEA and Section 5.1, above, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA (refer to Section 3.0 for additional discussion on proposed Project Transit Priority Project designation). There are also numerous bus routes within the vicinity of the Project site as shown in Figure 3.0-5: Existing Transit Routes in Project Site Vicinity. As shown in Table 5.8-4: Mobile Source Greenhouse Gas Emissions, the Project’s mobile source emissions would result in 1,374 MTCO<sub>2e</sub> per year.

TABLE 5.8-4 MOBILE SOURCE GREENHOUSE GAS EMISSIONS	
Source	Unmitigated MTCO <sub>2e</sub> per year
Mobile (trips)	1,374
<b>Total</b>	<b>1,374</b>

*Refer to Appendix A: Air Quality and Greenhouse Gas Study*  
*Note: Totals may not add up exactly due to rounding in the modeling calculations*

**Solid Waste Emissions**

Solid waste generation and associated emissions are calculated based on the square footage of the proposed Project, using default data found in CalEEMod for the proposed land uses. Disposal of organic waste in landfills can lead to the generation of CH<sub>4</sub>, a potent GHG. By generating solid waste, the proposed Project would contribute to the emission of fugitive CH<sub>4</sub> from landfills, as well as CO<sub>2</sub> and N<sub>2</sub>O from the operation of trash collection vehicles. As shown in Table 5.8-5: Solid Waste Source Greenhouse Gas Emissions, GHG emissions resulting from solid waste would forecast to be 68 MTCO<sub>2e</sub> per year.

TABLE 5.8-5 SOLID WASTE SOURCE GREENHOUSE GAS EMISSIONS	
Land Use	Unmitigated MTCO <sub>2e</sub> per year
Apartments	68
<b>Total</b>	<b>68</b>

*Refer to Appendix A: Air Quality and Greenhouse Gas Study*  
*Note: Totals may not add up exactly due to rounding in the modeling calculations*

94 Proposed apartments would generate 1,313 trips including 66 transit trips, for a total of 1,247 driveway trips.

**Water Consumption and Wastewater Emissions**

California’s water conveyance system is energy intensive, with electricity used to pump and treat water. The proposed Project will result in indirect GHG emissions due to water consumption and wastewater generation. Water consumption and wastewater generation, and their associated emissions, are calculated based on the square footage of the proposed Project, using CalEEMod data. As shown in **Table 5.8-6: Water Source Greenhouse Gas Emissions**, the proposed Project’s water and wastewater GHG emissions would forecast to be 192 MTCO<sub>2</sub>e per year.

TABLE 5.8-6 WATER SOURCE GREENHOUSE GAS EMISSIONS	
Land Use	Unmitigated MTCO <sub>2</sub> e per year
Apartments	192
<b>Total</b>	<b>192</b>

Refer to *Appendix A: Air Quality and Greenhouse Gas Study*  
 Note: Totals may not add up exactly due to rounding in the modeling calculations

**Total Emissions**

As shown in **Table 5.8-7: Operational Greenhouse Gas Emissions**, the proposed Project is forecasted to generate a total of 2,773 MTCO<sub>2</sub>e per year. The proposed Project would incorporate energy and water efficiency design features to enhance efficiency in all aspects of the buildings’ life cycle based on the latest CALGreen and Title 24 Building Energy Efficiency standards, as amended by the City, for new residential construction.

TABLE 5.8-7 OPERATIONAL GREENHOUSE GAS EMISSIONS	
Source	Unmitigated MTCO <sub>2</sub> e per year
Construction (amortized)	76
Area	65
Energy	1,129
Mobile	1,374
Waste	68
Water	192
<b>Total</b>	<b>2,904</b>
<i>Existing</i>	<i>131</i>
<b>Net Total</b>	<b>2,773</b>

Refer to *Appendix A: Air Quality and Greenhouse Gas Study*  
 Abbreviation: MTCO<sub>2</sub>e = metric tons of carbon dioxide emissions.  
 Note: Totals may not add up exactly due to rounding in the modeling calculations  
 Emissions do not include existing Chase Building to remain.

In the absence of any adopted, numeric threshold, this analysis evaluates the significance of the proposed Project’s potential GHG emissions consistent with CEQA Guidelines section 15064.4(b)(2). As such, a significant impact would occur if the proposed Project conflicted with the applicable policies and/or

regulations outlined in SCAG's 2020-2045 RTP/SCS, the City's Greener Glendale Plan, and the City's South Glendale Community Plan EIR. As shown under response to **Question 5.8(b)**, below, the proposed Project would not conflict with any of the applicable policies and/or regulations outlined in these plans. As such, impacts related to direct and indirect emissions of greenhouse gas emissions would be less than significant.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **South Glendale Community Plan EIR MM Policy GHG-3**.

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

**Less Than Significant Impact.**

There are no federal, State, or local quantitative adopted thresholds of significance for addressing a project's GHG emissions. In the absence of any adopted, numeric threshold, this analysis evaluates the significance of a project by considering whether the proposed Project conflicts with applicable regulations or requirements adopted to implement a Statewide, regional, or local plan for the reduction of mitigation of greenhouse gas emissions. The following analysis describes the extent the proposed Project complies with the regulations and policies outlined in SCAG's 2020-2045 RTP/SCS, the City's Greener Glendale Plan, and the City's South Glendale Community Plan EIR.

### **Consistency with SCAG's 2020-2045 RTP/SCS**

The 2020-2045 RTP/SCS identifies strategies and investments to support expanded housing choices for all income levels in areas with a range of transportation choices. Conclusions within the document stated that a comprehensive approach is needed in order to identify housing opportunities within Priority Growth Areas (PGAs) such as job centers, TPAs, and HQTAs. These developments would offer alternative modes of transportation which would reduce VMT's and GHG emissions associated with vehicles.

As discussed in **Section 3.0** of this SCEA and **Section 5.1**, above, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA (refer to **Section 3.0** for additional discussion on proposed Project Transit Priority Project designation). There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity**. The Project site is within the Gateway District which includes mainly high-rise, commercial development with some residential uses and is focused on furthering the number of residential buildings in the area to enhance the character and provide more opportunities for close access to downtown via walking, bicycling, and public transportation. These features would offer alternative modes of transportation and would reduce VMT's, thereby reducing GHG emissions.

For these reasons, the proposed Project would not conflict with SCAG's 2020-2045 RTP/SCS.

## Consistency with Greener Glendale Plan

In March 2012, the City completed the Greener Glendale Plan,<sup>95</sup> consisting of the Greener Glendale 2010 Report, the Greener Glendale Plan for Municipal Operations, and the Greener Glendale Plan for Community Activities. The Greener Glendale Plan incorporates twelve (12) measures in addition to the mandatory Green Building Standards for new construction projects. These measures went into effect on July 7, 2011. The twelve (12) measures and their applicability to the proposed Project are provided in **Table 5.8-7: Project Consistency with Greener Glendale Plan**. These measures would be imposed by condition(s) of approval (COA) upon approval of the proposed Project. By complying with the twelve (12) measures listed in **Table 5.8-8**, the proposed Project would be consistent with the Greener Glendale Plan.

Measure	Applicability
1. Expand applicability of green building standards to residential buildings over 3-stories.	<b>No Conflict.</b> The proposed Project would include the development of a 24-story multi-family residential building and would be required to comply with the green building standard.
2. Exceed California Energy Code requirements by 15 percent.	<b>No Conflict.</b> The proposed Project's new residential building would reduce consumption of electricity and natural gas by exceeding the California Energy Code requirements by 15 percent as required by Glendale's building codes.
3. Reduce baseline water usage by 20 percent.	<b>No Conflict.</b> The proposed residential building would utilize water-conserving fixtures such as irrigation control, low-flow faucets and shower heads and any other combination of fixtures that demonstrate an aggregate savings of at least 20 percent when compared to nonwater-conserving fixtures.
4. A radian roof barrier shall be installed.	<b>No Conflict.</b> The proposed Project's new residential building would install a radian roof barrier which reduces the amount of heat that enters through the building's roof.
5. Gas fired tankless water heaters shall have an energy factor of at least 0.80.	<b>No Conflict.</b> The proposed residential building would install high efficiency water heaters with an identified "energy factor" of at least 0.80. Less natural gas would be consumed to heat water for showers, washing dishes, laundry, etc.
6. Gas-fired storage-tank type water heaters shall have an energy factor of at 0.61.	<b>No Conflict.</b> The proposed Project's new residential building would install high efficiency storage-type water heater that would consume less natural gas.
7. Buildings shall be "solar ready".	<b>No Conflict.</b> The proposed Project would include photovoltaic arrays on the roof (6,856 square feet in area) of the new residential building. 242 solar panels at 300 watts each would be installed, producing approximately 220,825 kilowatt-hours annually.
8. At least 20 percent of certain paved areas in residential projects shall be permeable.	<b>No Conflict.</b> The proposed Project would integrate bricks, paving stones, or other permeable material into the pavement design to achieve at the minimum 20 percent permeability of areas not covered by buildings. A total of approximately 2,721

<sup>95</sup> City of Glendale, Greener Glendale, <https://www.glendaleca.gov/government/departments/management-services/office-of-sustainability/greener-glendale>, accessed August 2021.

**TABLE 5.8-8  
PROJECT CONSISTENCY WITH GREENER GLENDALE PLAN**

Measure	Applicability
	square feet of landscaping (1,595 square feet of publicly accessible landscape area and 1,126 square feet of residential common landscape area) would be provided on Level 1.
9. Residential gas-fired heating equipment shall be high efficiency units.	<b>No Conflict.</b> The proposed Project would install high efficiency gas fired heating equipment with a minimum annual fuel utilization ration (AFUE) of 0.90 or higher within the new residential building. <sup>96</sup>
10. Residential air conditioning equipment shall be high-efficiency units.	<b>No Conflict.</b> The proposed Project’s new residential building would install air conditioning equipment that has a seasonal energy efficiency ratio higher than 13.0 and energy efficiency ratio of at least 11.5, which would reduce cooling costs by 30 percent. <sup>97</sup>
11. Natural light ventilation in residential habitable room shall be increased.	<b>No Conflict.</b> The new residential building would be designed to incorporate natural light equal to at least 10 percent of the floor area and would incorporate ventilation equal to at least 5 percent of the floor area in each habitable room. This would be achieved by enlarged windows and doors to increase the available natural light and ventilation.
12. New single-family dwellings with floor area greater than 5,000 square feet shall be required to meet CALGreen Tier 1.	<b>No Conflict.</b> The proposed Project includes a multi-family residential development and this measure does not apply.

Source: City of Glendale, Greener Glendale, <https://www.glendaleca.gov/government/departments/management-services/office-of-sustainability/greener-glendale>, accessed August 2021.

## Consistency with South Glendale Community Plan EIR

Policy GHG-3 of the South Glendale Community Plan EIR requires the City to reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; and promoting energy-efficient building design and site planning. As mentioned previously and in further detail in **Section 3.0** of this SCEA, the proposed Project is located within a high-quality transit corridor and is within a TPA. Furthermore, the proposed Project is committed to meeting the requirements of the CALGreen Code by incorporating strategies such as low-flow toilets, low-flow faucets and other energy and resource conservation measures. The proposed

<sup>96</sup> On November 4, 2021, the Sustainability Commission of the City approved a motion (Motion 5a) to recommend the City Council hire a consultant to assist in the preparation of reach code(s) that include building electrification. No reach codes have been adopted as of this SCEA that would be applicable to the proposed Project. For this reason, the proposed Project would install high efficiency gas fired heating equipment consistent with the Greener Glendale Plan.

<sup>97</sup> It is understood GWP has signed a four-year contract to deploy a smart thermostat demand response program for both residential and commercial GWP electric customers. Participation in this program is voluntary with customers having the option to receive a rebate on a smart thermostat and participate in “demand response.” Demand response means responding to high energy demands through customer reductions in energy usage. Should the proposed Project or its future residents volunteer for this program, the proposed Project would continue to be consistent with the Greener Glendale Plan as the air conditioning equipment proposed would reduce cooling costs by 30 percent.

## 5.0 Sustainable Communities Environmental Analysis

Project would comply with applicable energy, water, and waste efficiency measures specified in the Title 24 Building Energy Efficiency Standards and CALGreen standards. As such, the proposed Project would be consistent with the policies mentioned in the South Glendale Community Plan EIR.

For the reasons described above, the proposed Project would be consistent with State-applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions, impacts would not be considered significant.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **South Glendale Community Plan EIR MM Policy GHG-2**.

### ***Cumulative Impacts***

To achieve Statewide goals, CARB is in the process of establishing and implementing regulations to reduce Statewide GHG emissions. Currently, there is no generally accepted methodology that exists to determine whether GHG emissions associated with a specific project represent new emissions or existing and/or displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064h(3), this analysis has determined that the proposed Project's contribution to cumulative GHG emission and global climate change would be less than significant if the proposed Project is consistent with the applicable regulatory plans and policies to reduce GHG emissions. Accordingly, the analysis above considered the potential for the proposed Project to contribute to the cumulative impact of global climate change. As stated above, with compliance of regulatory measures and implementation of CALGreen Building Standards, the proposed Project would not conflict with applicable plans including SCAG's 2020-2045 RTP/SCS, the City's Greener Glendale Plan, and the City's South Glendale Community Plan EIR. As such, cumulative impacts would be less than significant during construction and operation.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will further reduce the less than significant impacts of the proposed Project.

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

No GHG mitigation measures were identified.

### **City of Glendale South Glendale Community Plan EIR**

The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:

**Policy GHG-2** The City shall require any new development proposals within the SGCP to demonstrate consistency with an applicable adopted Climate Action Plan, or other applicable thresholds that demonstrate how the development would not conflict with the City of Glendale's GHG reduction targets. Specific GHG reduction requirements for individual development applications shall be determined at the time of discretionary approval and in accordance with all applicable local (e.g., City, SCAMQD) and State GHG emissions targets.

**Policy GHG-3** The City shall reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions.

### **City of Glendale Downtown Specific Plan EIR**

No GHG mitigation measures were identified.

#### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

#### ***Impacts After Mitigation***

Prior mitigation measures were identified to further reduce the less than significant impacts of the proposed Project. No project specific mitigations are proposed for the proposed Project.

## 5.9 HAZARDS AND HAZARDOUS MATERIALS

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

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

**Less Than Significant Impact.** A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The State of California defines hazardous materials as substances that are toxic, ignitable, or flammable, reactive, and/or corrosive. The State also defines an extremely hazardous material as a substance that shows high

acute or chronic toxicity, carcinogenicity (causes cancer), bio accumulative properties (accumulates in the body's tissues), persistence in the environment, or water reactivity.<sup>98</sup>

### Construction

The proposed Project includes the demolition of the existing two-story office building at 5,297 square feet of floor area and the associated parking structure on the eastern portion as well as the surface parking lot on the southwestern portion of the Project site to construct a new 24-story residential building with four levels of subterranean parking and two levels of above ground parking. The existing Chase Building would remain on site and not be altered as a result of the proposed Project. Construction of the proposed Project would involve the routine handling of small quantities of hazardous or potentially hazardous materials, such as gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles on the Project site. This handling of hazardous materials would be a temporary activity and coincide with the short-term construction phase of the proposed Project. The transport, use, and storage of hazardous materials during the construction and operation of the proposed Project would be conducted in accordance with applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Through compliance with these regulatory requirements, no significant hazards to the public or environment would result in connection with the construction of the proposed Project.

### Operation

The proposed Project involves operation of a new 24-story residential building with 294 units, four (4) levels of subterranean parking and two (2) levels of above ground parking. The types and amounts of hazardous materials that would be used during operation of the proposed Project would be typical of those in a residential project (e.g., cleaning solvents, pesticides for landscaping, painting supplies). In other words, the proposed Project generally would not produce significant amounts of hazardous waste, use or transport hazardous waste beyond those materials typically used in a residential development. All potentially hazardous materials would be used and stored in accordance with the manufacturer's instructions and handled in accordance with all applicable federal, State, and local regulations, including but not limited to those set forth by the Federal and State Occupational Safety and Health Acts. Additionally, the Glendale Fire Department (GFD) and Los Angeles County have the authority to perform inspections and enforce State and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. As such, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

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<sup>98</sup> California Code of Regulations, Title 22.

***b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

**Less than Significant Impact.** A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

As discussed above, compliance with federal, State, and local laws and regulations relating to transport, storage, disposal, and sale of hazardous materials would minimize any potential for accidental release or upset of hazardous materials. The proposed Project would require demolition of the existing two-story office building and the associated parking structure on the eastern portion as well as the surface parking lot on the southwestern portion of the Project site. The existing Chase Building would remain on site and not be altered as a result of the proposed Project. Grading and excavation for the four level subterranean parking garage at a depth of approximately 43 feet below grade would be required as well as the export of approximately 76,000 cubic yards of soil. The soil on-site is not contaminated and would not pose a risk of releasing hazardous materials into the environment.<sup>99</sup> Additionally, there are no identified underground storage tanks (UST) listed at the Project site.<sup>100</sup>

Additionally, if any building materials containing asbestos or lead paint are present in the existing buildings, these will be removed or otherwise disturbed during the demolition of these buildings as part of the proposed Project. These materials will be removed and disposed of in accordance with SCAQMD Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities.<sup>101</sup> This rule provides specific work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing material (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. Therefore, any potential hazardous emissions or handling of hazardous or acutely hazardous materials would have a less than significant impact during proposed Project implementation.

During the operation of the proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project site. However, it is expected that all potentially hazardous materials would

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<sup>99</sup> California Department of Toxic Substance Control, EnviroStor, <https://www.envirostor.dtsc.ca.gov/public/>. Accessed August 2021.

<sup>100</sup> United States Environmental Protection Agency (EPA), Underground Storage Tank (UST) Finder, <https://www.epa.gov/ust/ust-finder>. Accessed August 2021.

<sup>101</sup> SCAQMD Rule 1403. Asbestos Emissions from Demolition/Renovation Activities, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf>. Accessed August 2021.

be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Therefore, the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

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

**Less Than Significant Impact.** The nearest school to the Project site is the Incarnation Parish School located approximately 0.27 miles north of the Project site. The proposed Project would not include a use that would handle hazardous or acutely hazardous materials, substances, or waste. As discussed in **Section 5.3: Air Quality**, and shown in **Table 5.3-4**, emissions would not exceed the localized significance thresholds for operation. Localized operational impacts to sensitive receptors located around the Project site would be less than significant. As the proposed Project would not emit or handle hazardous materials, substances, or waste, within one-quarter mile of an existing or proposed school, impacts would be less than significant.

***d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment?***

**Less Than Significant Impact.** A significant impact may occur if a Project site is included on any Statewide list and poses an environmental hazard to surrounding sensitive uses. California Government Code Section 66962.5 requires various State agencies including but not limited to, the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB), to compile list of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.<sup>102</sup>

A geographical search for hazardous materials sites, as defined in Government Code Section 66962.5, was conducted based on a review of these databases. The Project site is not located on a list of hazardous materials sites compiled pursuant to Section 65962.5.<sup>103,104</sup> According to Envirostor, there is only one

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102 These lists include, but are not limited to the 'EnviroStor' database (<https://www.envirostor.dtsc.ca.gov/public/>) and Geotracker list (<https://geotracker.waterboards.ca.gov/>) maintained by DTSC and SWRCB respectively.

103 California Department of Toxic Substances Control, EnviroStor, <https://www.envirostor.dtsc.ca.gov/public/>. Accessed August 2021.

104 State Water Resources Control Board, GeoTracker, <https://geotracker.waterboards.ca.gov/>. Accessed August 2021.

site (Palace Cleaner's Glendale) listed as "Active" within one mile of the Project site located at 201 South Glendale Avenue, approximately 0.84 miles southeast of the Project site. This site has been in remediation since 2014 and as of 2018 is still continuing such remediation measures. As such, the Project site is not located in an area with current significant hazardous materials sites and therefore would not create a significant hazard to the public or environment. Impacts would be less than significant.

- e. For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?***

**No Impact.** A significant project-related impact may occur if the proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The nearest public or private airport/airstrip to the Project site is Hollywood Burbank Airport located approximately 6.0 miles northwest of the Project site. The Project site is not located within an airport land use plan.<sup>105</sup> As such, the Project site is not located within an airport hazard area. The existing Chase Building would remain on site and not be altered as a result of the proposed Project. In addition, given that the Project site is not within two (2) miles of a public airport or public use airport, construction of the proposed Project would not have the potential to result in a safety hazard or excessive noise. Therefore, no impact would occur.

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

**Less Than Significant Impact.** The City's General Plan Safety Element addresses the disaster mitigation plan for the City, including appropriate hazard management, effective emergency preparedness and response, and education to the public about hazards in their area.

### Construction

The Project site is located north of Doran Street on the east side of Brand Boulevard, immediately south of SR-134. According to the Safety Element, Brand Boulevard is a designated City Disaster Response Route which is located adjacent to the Project site to the west.<sup>106</sup> However, the proposed Project does not involve changes to the existing street network or to existing emergency response plans, so the City's emergency access plan would not be altered. During construction, the construction contractor is required

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105 County of Los Angeles, L.A. County's Airport Land Use Commission, <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a>. Accessed August 2021.

106 City of Glendale General Plan, Safety Element, Plate P-3, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

to notify the GPD and GFD of construction activities that would impede movement (such as movement of equipment and temporary lane closures) along adjacent streets to allow for these first emergency response teams to reroute traffic to an alternative route, if needed.<sup>107</sup> Further, during construction, the Applicant would be required to obtain any necessary street use permits from the City of Glendale Public Works Department for all work occurring within the public right-of-way. Implementation of these requirements would be incorporated as a typical condition of approval.

### Operation

Upon operation of the proposed Project, vehicular access to the Project site would be provided via two driveways along the west side of Maryland Avenue. The Northerly Maryland Avenue driveways on-site would provide access to the two above-grade levels of the on-site parking garage only. The Southerly Maryland Avenue driveway on-site would provide access to the four subterranean levels of the on-site parking garage. The proposed Project driveways are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). Operation of the proposed Project would not impair or interfere with Brand Boulevard.

With these requirements, the proposed Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

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

**No Impact.** The Project site is not located in a designated wildland area that may contain substantial forest fire risks or hazards. As delineated on the State Responsibility Area Map, the proposed Project is also not located in a “Very High Fire Hazard Severity Zone (VHFHSZ).<sup>108</sup> The City’s General Plan Safety Element also indicates that the Project site is not located within an area of High Fire Hazard.<sup>109</sup> As such, no impacts would occur with respect to significant risk of loss, injury, or death involving wildland fires as a result of the proposed Project.

### Cumulative Impacts

The Project and related projects would be subject to the same regulatory requirements. As stated previously, the Project site does not contain any recognized environmental conditions and the Project

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<sup>107</sup> City Municipal Code, Ch. 12.12, Sec. 12.12.040.

<sup>108</sup> California Board of Forestry and Fire Protection, State Responsibility Area Viewer, <https://bof.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer>. Accessed August 2021.

<sup>109</sup> City General Plan, Safety Element, Ch. 4, Plate 4-2.

would not result in any significant impacts related to hazards and hazardous materials. As such, the Project would not have a considerable contribution to cumulative impacts.

***Mitigation Measures***

***Incorporation of Prior Mitigation***

**SCAG 2020-2045 RTP/SCS Program EIR:**

No hazards and hazardous materials mitigation measures were identified.

**City of Glendale South Glendale Community Plan EIR**

No hazards and hazardous materials mitigation measures were identified.

**City of Glendale Downtown Specific Plan EIR**

No hazards and hazardous materials mitigation measures were identified.

***Project Mitigation***

No additional project-specific mitigation measures are necessary.

***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

## 5.10 HYDROLOGY AND WATER QUALITY

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

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

**Less Than Significant with Mitigation Incorporated.** For the purpose of this specific threshold, a significant impact may occur if the project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB through its nine Regional Boards. The Project site lies within the Los Angeles Regional Water Quality Control Board (LARWQCB). Applicable regulations include compliance with NPDES permitting system and the low impact

development requirements, which reduces potential water quality impacts during the construction and operation of a project.

### Construction

Grading activities associated with construction may temporarily increase the number of suspended solids from surface water flows from the Project site during a concurrent storm event due to sheet erosion of exposed soil. As stated in the GMC, construction projects resulting in the disturbance of one acre or more requires a NPDES General Construction permit.<sup>110</sup> The applicant is required to satisfy all applicable requirements of Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan (SUSMP) of the GMC, at the time of construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a SWPPP containing structural treatment and source control measures appropriate and applicable to the proposed Project. The SWPPP will incorporate best management practices (BMPs) by requiring controls of pollutant discharges that utilize best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT) to reduce pollutants. Examples of BAT/BCT that may be implemented during site grading and construction of the proposed Project could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences. Preparation of the SWPPP would be incorporated as a condition of approval. Implementation of BMPs such as fences, sandbag barriers, and/or stabilization of the construction entrance/exit would ensure that Los Angeles Regional Water Quality Control Board (RWQCB) water quality standards are met during construction activities of the proposed Project. As such, with implementation of BMPs, impacts would be less than significant.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project would implement **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1** which would require that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted. The proposed Project would comply with the recommendations provided in the geotechnical investigation related to groundwater. Therefore, with implementation of **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1**, no significant impact during construction would occur.

### Operation

The proposed Project would increase the intensity of activities on the site and would likely result in an increase in typical urban pollutants generated by motor vehicle use on roadways and parking areas adjacent to the Project site, and the maintenance and operation of landscaped areas. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations; oil and grease residues; fertilizer/pesticide uses; human/animal littering; careless

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110 City's Municipal Code, Ch. 13, Sec. 13.42.090.

material storage; and poor handling and property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period.

The proposed Project would meet the City's requirements for Low Impact Development (LID) standards. Under Title 13 Chapter 13.43 of the GMC, the City outlines the LID standards for designated development projects, of which the proposed Project qualifies as a "Redevelopment Project" as it is a land disturbing activity that results in the replacement of 5,000 square feet or more of impervious surface area on an already developed site. The City's LID standards consist of the following: (1) Minimize the percentage of impervious surfaces by minimizing soil compaction during construction, designing projects to minimize the amount of impervious area, and employing LID design principles to mimic hydrology through infiltration, evapotranspiration and rainfall harvest and use; (2) Prevent pollutants from leeching into stormwater; and (3) Minimize impacts to existing hydrologic systems.<sup>111</sup> To meet these standards, development projects such as the proposed Project that have been designated applicable under the Municipal Code, shall retain one hundred (100) percent of the stormwater quality design volume ("SWQDv") on-site, through infiltration, evapotranspiration, rainfall harvest and use, or a combination thereof. If any of these methods are seen to be infeasible for the operation of the proposed Project, the LID standards require alternatives be used to capture as much of the runoff as possible.

The potential increase in pollutant loads generated by the proposed Project would have the potential to degrade water quality. Therefore, the proposed Project would be required to obtain a NPDES permit under Section 401 of the Clean Water Act. Waste discharges include discharges of stormwater and construction surface water runoff from a project. In addition, the proposed Project would be required to submit an SUSMP to mitigate urban stormwater runoff. The LID standards as described above would be implemented into the proposed Project's design to capture and filter pollutants from the proposed Project during operation. As such, implementation of the proposed Project would comply with water quality standards or waste discharge requirements creating a less than significant effect.

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

**Less Than Significant with Mitigation Incorporated.** A project could have a significant impact on groundwater level if it would change potable water levels sufficiently to (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

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111 GMC, Title 13, Ch. 13.43, Sec. 13.43.040.

## 5.0 Sustainable Communities Environmental Analysis

The Project site does not serve as a primary area of groundwater recharge within the San Fernando or Verdugo Basin, which are both located within the City. The Project site is generally impervious with the exception of some portions of landscaping along the public rights-of-way (ROW). As such, surface water runoff from the Project site is directed to adjacent existing storm drains and generally does not percolate into the groundwater table beneath the Project site. During construction, excavation and grading for the four level subterranean parking garage would be conducted at a depth of approximately 43 feet below grade, which could interfere with groundwater. The proposed Project would implement **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1** which would require site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted. The proposed Project would comply with the recommendations provided in the geotechnical investigation related to groundwater. Therefore, with implementation of **SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1**, no significant impact during construction would occur.

Implementation of the proposed Project would result in additional development that could indirectly require an increased use of groundwater through the provision of potable water by GWP. Pervious surfaces on the Project site would be the total of approximately 2,721 square feet of landscape area (1,595 square feet of publicly accessible landscape area and 1,126 square feet of residential common landscape area) provided on Level 1. As discussed in **Section 5.19: Utilities and Services Systems**, below, the proposed Project's water demand is within water projections. Groundwater to be consumed by the proposed Project would be utilized according to current plans and projections of the GWP groundwater supplies. As such, operation of the proposed Project would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies. Consequently, impacts related to groundwater extraction and recharge will be less than significant.

**c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

**i. result in substantial erosion or siltation on or off site;**

**Less Than Significant Impact.** A significant impact could occur if the proposed Project substantially altered the drainage pattern of the site or an existing stream or river, so that substantial erosion or siltation would result on-or off-site.

The Project site is located in an urbanized area of the City, and no streams or river courses are located on or within the proposed Project vicinity that could be affected by the construction or operation of the proposed Project in a manner that would result in substantial erosion or siltation on or off site. During construction, the proposed Project would be required to implement a SWPPP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity and Land

Disturbance Activities. The SWPPP would include BMPs and erosion control measures. The SWPPP would be subject to review and approval by the City for compliance with the City's LID BMPs.<sup>112</sup>

In addition, the GMC Chapter 30.31.010, includes requirements for projects that would be subject to the State Model Water Efficient Landscape Ordinance (MWELo). The MWELo was created by the California Department of Water Resources (DWR) as a model for local agencies to enforce minimum standards in landscape design, construction, and management.<sup>113</sup> It achieves this through specific requirements related to soil, plants, irrigation, stormwater, and non-potable water supplies. It sets an upper limit for the water budgets of landscape projects, thereby driving water-efficiency through the thoughtful selection of climate-appropriate plants, organic soil amendments, water-saving irrigation devices, and the use of alternative water supplies. The DWR requires a Landscape Design Plan and an Irrigation Design Plan to be developed for residential landscape projects in order to ensure that the applicant and/or designer(s) understand the intent of the MWELo and the sustainable principles included therein. With preparation of the required Landscape Design Plan and Irrigation Design Plan, implementation of the proposed Project would therefore not alter the existing drainage pattern so as to result in substantial erosion or siltation on or off site.

- ii. **substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

**Less Than Significant Impact.** A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project site or nearby properties.

### ***Construction***

Consistent with the GMC stating that all new developments involving one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface, the proposed Project shall implement the LID requirements per Code. These requirements include infiltration and drainage techniques to reduce the amount of runoff during construction.<sup>114</sup> The implementation of the required SWPPP, as discussed above, including BMPs designed to control erosion during construction would also control storm runoff generated during construction. Construction of the proposed Project would not, therefore, result in flooding on or off the site.

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112 City's Municipal Code, Ch. 13.43, Sec. 13.43.040.

113 California State Department of Water Resources, Model Water Efficient Landscape Ordinance (MWELo), <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Model-Water-Efficient-Landscape-Ordinance>. Accessed August 2021.

114 City Municipal Code, Ch. 13.43, Sec. 13.43.040.

### **Operation**

The LID standards as described above would be implemented into the proposed Project's design to capture and filter pollutants from the proposed Project during operation. The proposed Project would also be required to prepare a SWPPP containing structural treatment and source control measures appropriate and applicable to the proposed Project. A NPDES permit under Section 401 of the Clean Water Act would also be obtained for the proposed Project. In addition, the proposed Project would be required to submit an SUSMP to mitigate urban stormwater runoff. The Project site is served by an existing storm water collection and conveyance system. All runoff with implementation of the proposed Project would continue to be conveyed via streets and gutters to storm drain locations around the Project site. As a result, the proposed Project would not require any substantial changes to the existing drainage pattern of the site or the area. Consequently, impacts would be less than significant.

- iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

**Less Than Significant Impact.** A significant impact could occur if the proposed Project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project site, or if the proposed Project would introduce substantial new sources of polluted runoff.

Construction activities such as earth moving, maintenance of construction equipment, handling of construction materials, and dewatering can contribute to pollutant loading in stormwater runoff. However, as previously discussed, the proposed Project applicant would prepare and implement the required SWPPP including BMPs that would include but not be limited to erosion control, sediment control, non-stormwater management, and materials management BMPs. With implementation of the site-specific BMPs, this would reduce or eliminate the discharge of potential pollutants from stormwater runoff. In addition, the proposed Project applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion. Consequently, construction of the proposed Project would not result in discharge that would cause: (1) pollution which would alter the quality of the water of the State (i.e. local water sources) to a degree which unreasonably affects beneficial uses of the waters; (2) contamination of the quality of the water of the State by waste to a degree which creates a hazard to the public health through poisoning or through the spread of diseases; or (3) nuisance that would be injurious to health; affect an entire community or neighborhood, or any considerable number of persons; and occurs during or as a result of the treatment or disposal of wastes. Furthermore, construction of the proposed Project would not result in discharges that would cause regulatory standards to be violated.

Pervious surfaces on the Project site would be the total of approximately 2,721 square feet of landscape area (1,595 square feet of publicly accessible landscape area and 1,126 square feet of residential common landscape area) provided on Level 1. All runoff with implementation of the proposed Project would continue to be conveyed via streets and gutters to storm drain locations around the Project site.

Additionally, the proposed Project would be required to execute LID standards described in the GMC and would be subject to NPDES under the California General Permit since the proposed Project would result in the disturbance of one acre or more of soil.<sup>115</sup> The NPDES permit would allow discharges of stormwater and construction-related discharges to “waters of the nation” including reservoirs, lakes and their tributary waters. A Storm Water Pollution Prevention Plan (SWPPP) is also required by the construction general permit in order to effectively control stormwater pollution from such construction activities and operations. Any such stormwater pollution plan shall be subject to review and approval by the director of public works. In addition to an approved SWPP, the proposed Project would be required to develop best management practices (BMPs) based on the Stormwater Best Management Practice Handbook as published by California Stormwater Quality Association.

Operation of the proposed Project would introduce sources of potential stormwater pollutants that are typical of residential uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with circulation areas). Stormwater runoff from precipitation events could potentially carry urban pollutants into municipal storm drains. All runoff with implementation of the proposed Project would continue to be conveyed via streets and gutters to storm drain locations around the Project site. Furthermore, any pollutants generated due to proposed Project operation, for example from the parking areas or due to property maintenance, would be subject to the requirements and regulations of the NPDES. The proposed Project can be adequately served by existing drainage facilities and construction of new off-site drainage facilities or expansion would not be required. Thus, water runoff entering the public storm drain system would not affect the existing capacity of the public storm drains. Accordingly, impacts during operation would be less than significant.

#### iv. impede or redirect flood flows?

**Less Than Significant Impact.** A significant impact could occur if the Project site was located within a 100-year flood zone, which would impede or redirect flood flows.

The Project site is located in a Federal Emergency Management Agency (FEMA) designated flood Zone X, meaning that it is in an area of minimal flood hazard and the Project site is not located within a 100-year flood zone.<sup>116</sup> The Project site is approximately 0.18 miles south of the Verdugo Wash. This Channel was designed for a 100-year capital storm to carry the storm water run-off from the hillsides at the northern portion of the City (La Crescenta), and outlets into the Los Angeles River.<sup>117</sup> Other tributaries of the Verdugo Wash include: Halls Canyon Channel, Pickens Canyon Channel, Eagle Shields Canyon Channel, Cooks Canyon Channel and the Dunsmuir Canyon Channel. A debris basin was also constructed across the Verdugo Wash Channel downstream from all the tributary channels to filter debris that could

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<sup>115</sup> FEMA, National Flood Hazard Layer (NFHL), <https://msc.fema.gov/>. Accessed August 2021.

<sup>116</sup> FEMA, National Flood Hazard Layer (NFHL), <https://msc.fema.gov/>. Accessed August 2021.

<sup>117</sup> City of Glendale General Plan, Safety Elements, Flooding Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

potentially clog the channel and reduce its capacity. These storm drain facilities provide the City with adequate protection from a major storm except some isolated minor localized inundation.

Therefore, the proposed Project would not place housing within a 100-year flood hazard area or result in structures being constructed that would impede or redirect flood flows. The proposed Project would not be subject to flooding and impacts would be less than significant.

***d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

**Less Than Significant Impact.** A significant impact would occur if the Project site were sufficiently close to the ocean or other water body to potentially be at risk of seismically induced tidal phenomena (e.g., seiche and tsunami), or was within a flood zone, and if the Project site utilized, stored, or otherwise contained pollutants that would be at risk of release if inundated.

The Project site is not located in a coastal area; therefore, tsunamis are not considered a hazard at the site. Seiches are large waves generated in enclosed bodies of water in response to ground shaking. The Project site is not located near major water-retaining structures immediately up gradient from the Project site. Therefore, flooding from a seismically induced seiche is considered unlikely. Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. Because the Project site is located outside of the 100-year flood zone, the Project site would not place people or structures at risk of inundation by seiche, tsunami, or mudflow. As such, the proposed Project would not create a significant risk as it is not within flood hazard, tsunami, or seiche zones. Impacts would be less than significant.

***e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

**Less Than Significant Impact.** Under the California Water Code, the State of California is divided into nine regional water quality control boards (RWQCBs), which govern the implementation and enforcement of the California Water Code and the Clean Water Act. As discussed above, the Project site is within the LARWQCB. The LARWQCB Water Quality Control Plan: Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan), September 11, 2014, is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Under the NPDES permit enforced by the LARWQCB, all existing and future municipal and industrial discharges to surface waters within the City of Glendale are subject to applicable local, State and/or

## **5.0 Sustainable Communities Environmental Analysis**

federal regulations. The proposed Project must comply with all provisions of the NPDES program and other applicable waste discharge requirements (WDRs), as enforced by the LARWQCB.

The proposed Project would comply with the NPDES program and other applicable WDRs described above, and with the LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. This NPDES permit specifies groundwater discharge prohibitions, receiving water limitations, monitoring, and reporting program requirements, and general compliance determination criteria for groundwater discharges. The proposed Project would comply with applicable NPDES and City requirements, which would include the use of BMPs during construction of the proposed Project as detailed in a SWPPP and in the City's LID ordinance. The proposed Project construction would occur in accordance with City Building Code, which requires necessary permits, plans, plan checks, and inspections to avoid or reduce the effects of sedimentation and erosion. In addition, the proposed Project would require approval of a SWPPP in accordance with the NPDES permit. The SWPPP incorporates BMPs in accordance with the City's BMPs to control erosion including grading and dust control measures.

Therefore, proposed Project construction would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts from construction would be less than significant.

After construction, the operation of the proposed Project would also be required to comply with applicable NPDES and City requirements, which would include BMPs as detailed in the SWPP and in the LID ordinance. With the incorporation of these BMPs into the proposed Project, the proposed Project would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts from operation of the proposed Project would be less than significant.

### ***Cumulative Impacts***

The proposed Project is located in an urbanized area. The existing storm drainage system serving this area has been designed to accommodate run off from an urban built-out environment. New construction does not lead to substantial additional runoff, since new development are required to comply with the City Ordinance and incorporate appropriate stormwater pollution control measures into the proposed Project's LID design plans to ensure that water quality impacts are minimized. Therefore, the proposed Project would not have a considerable contribution to cumulative impacts.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will reduce impacts of the proposed Project to less than significant.

**SCAG 2020-2045 RTP/SCS Program EIR:**

See SCAG 2020-2045 RTP/SCS Program EIR PMM GEO-1 in Section 5.7: Geology and Soils, above.

**City of Glendale South Glendale Community Plan EIR**

No hydrology and water quality mitigation measures were identified.

**City of Glendale Downtown Specific Plan EIR**

**MM 4.7-1(a)** Prior to the issuance of a grading or building permit for individual projects, the project developer shall file a NOI with California to comply with the requirements of the National Pollution Discharge Elimination System General Construction Permit (Municipal Code Title VII, Chapter 8 7823(d)), including the Small LUP General Permit, if applicable. This will include the preparation of a SWPPP incorporating BMPs for construction-related control of erosion and sedimentation contained in stormwater runoff. The SWPPP may include, but would not necessarily be limited to, the following applicable measures:

- a) Minimum required pavement widths for residential streets needed to comply with all zoning and applicable ordinances
- b) Use permeable materials for private sidewalks, driveways, parking lots, or interior roadway surfaces
- c) Reduce the overall imperviousness associated with parking lots by using pervious materials in spillover parking areas.
- d) Direct rooftop runoff to pervious areas and avoid routing rooftop runoff to the roadway or the stormwater conveyance system.
- e) Biofilters including vegetated swales and strips
- f) Extended/dry detention basins
- g) Infiltration basin
- h) Infiltration trenches or vaults
- i) Catch basin inserts
- j) Continuous flow deflection/separation systems
- k) Storm drain inserts
- l) Media filtration
- m) Foundation planting
- n) Catch basin screens
- o) Normal flow storage/separation systems
- p) Clarifiers
- q) Filtration systems
- r) Primary wastewater treatment systems
- s) Dry Wells
- t) Cistern

## ***5.0 Sustainable Communities Environmental Analysis***

**MM 4.7-1(b):** Individual project applicants shall prepare and implement a Standard Urban Storm Water Mitigation Plan (SUSMP) per the requirements of Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Storm Water Mitigation Plan of the Glendale Municipal Code to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate and applicable BMPs.

**MM 4.7-3:** Individual projects within the DSP area shall comply with the provision of the SUSMP to include drainage improvements, such as catch basins, surface parking drains, and other drainage improvements, as necessary. These improvements must be constructed as part of the proposed Project in accordance with standard engineering practices and BMP.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

The mitigation measures identified above will reduce impacts to less than significant.

### 5.11 LAND USE AND PLANNING

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

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

**No Impact.** A significant impact could occur if the proposed Project were configured in such a way as to create a physical barrier within an established community. The proposed Project involves demolition of the existing two-story office building, parking structure, and associated surface parking lot, and the construction of a 24-story residential building with associated four levels of subterranean parking and two levels of above ground parking. The existing six-story Chase Building would remain on-site with parking for this building to be supplied in the two levels of above ground parking in the proposed residential building.

SR-134 Eastbound On-Ramp is directly adjacent to the north of the Project site. Maryland Avenue is located adjacent to the Project site to the east. Across Maryland Avenue is a two-level parking structure, which is on the eastern border of the Gateway District and the DSP boundary. Further east are several three-story multiple-family buildings on sites zoned R 1250 (High Density Residential) with a land use designation of High Density. An existing commercial office building and associated surface parking lot is located to the south of the Project site. Further south across Doran Street is a high-rise commercial building with a four-level parking podium. This property is also located within the Gateway District of the DSP. Directly adjacent to the Project site to the west is Brand Boulevard. A surface parking lot, 14-story commercial office building, and a one-story commercial office building are located across Brand Boulevard to the east. These uses are also located within the Gateway District of the DSP. The proposed Project is surrounded by Gateway designated and zoned land with high density residential designation and zoning to the east past Louise Street. As such, the proposed Project is consistent with by-right zoning and no operational or structural changes are proposed that would divide the surrounding land uses, nor are any linear features, new roads or other barriers to movement proposed.

Vehicular access to the Project site would be provided via two driveways along the west side of Maryland Avenue. The Northerly Maryland Avenue driveway on-site would provide access to the two above-grade levels of the on-site parking garage. The Southerly Maryland Avenue Project driveway would provide access to the four subterranean levels of the on-site parking garage. The Project driveways are proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements). No operational or structural changes are proposed that would divide the surrounding land uses, nor are any linear features, new roads or other barriers to movement proposed. Therefore, the proposed Project would not physically divide an established community and no impact would occur.

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

**Less Than Significant Impact.** A significant impact could occur if a project is inconsistent with planning or zoning designations currently applicable to the Project site adopted for the purpose of avoiding or mitigating an environmental effect.

**SCAG 2020-2045 RTP/SCS**

The Project site is located within the six-county region that comprises the SCAG planning area. SCAG prepared the 2008 Regional Comprehensive Plan (2008 RCP) in response to SCAG Regional Council directive in its 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges. The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced the Regional Comprehensive Plan and Guide (RCPG) for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the 2020-2045 RTP/SCS. As the 2020-2045 RTP/SCS encompasses and builds upon the previous 2016-2040 RTP/SCS, many of the goals and strategies from the previous plan are incorporated and have been updated or expanded upon. The 2020-2045 RTP/SCS aims to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve, and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency, and facilitate the use of alternative modes of transportation.

Based on the analysis presented in **Table 5.11-1: Consistency Analysis 2020-2045 RTP/SCS**, the proposed Project would not be in conflict and would be consistent with applicable 2020-2045 RTP/SCS goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency and facilitate the use of alternative modes of transportation.

The Project site is served by mass transit with frequency of service intervals of 15 minutes or less during peak commute periods (see **Section 3.0** of this SCEA for further discussion on the location of the Project site in a Transit Priority Area served by high frequency mass transit service.) The proposed Project would provide residents with convenient access to mass transit and opportunities for walking and biking. The

## 5.0 Sustainable Communities Environmental Analysis

location of the proposed Project encourages a variety of transportation options and access. The proposed Project would include bicycle parking facilities within the parking levels and at the ground level between the existing Chase Building located on the Project site, the proposed residential building, and surrounding buildings, and would create a pedestrian-friendly environment by providing landscaped areas and open space on-site throughout the proposed Project. In addition to the available mass transit service, the Project site is located adjacent to a mature network of streets that include vehicular, pedestrian and bicycle facilities. Development of an infill residential transit-oriented development project within this established community would promote a variety of travel choices and would create new housing opportunities in the area.

The proposed Project would be consistent with policies set forth in the 2020-2045 RTP/SCS because it would redevelop an underdeveloped site within an existing urban setting. The proposed Project would include 294 residential units and would be located in an urban area well-served by mass transit. Furthermore, the proposed Project would place residents in proximity to corridors well-served by mass transit. The integration of a residential use on the Project site surrounded by corridors of mass transit would allow for multimodal travel options to and from the Project site to nearby commercial centers, which would help reduce single occupancy vehicles. This would enable the region to accommodate growth and meet the goals of the RTP/SCS that minimize per capita GHG emissions and would therefore not conflict with the goals of the 2020-2045 RTP/SCS. Therefore, the proposed Project would result in a less than significant impact as it would not conflict with the 2020-2045 RTP/SCS.

### **Land Use Tools**

The SCAG 2020-2045 RTP/SCS outlines various land use tools to assist agencies in implementing sustainable community strategies.

### **Center Focused Placemaking**

The goal of center focused placemaking is to create connected built environments that support multimodal mobility, reduced reliance on single-occupancy vehicles, and reduced GHG emissions. Center focused placemaking is prioritized in urban and suburban infill sites in the SCAG region. As discussed in **Section 3.0** of this SCEA and **Section 5.1**, above, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and the existing Glendale Beeline 1 stop at the intersection of Lexington Drive and Central Avenue.<sup>118,119</sup> Additionally, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines as shown in **Figure 3.0-4.120** Therefore, the proposed Project is considered within a TPA under SB 743. The proposed Project qualifies as a transit priority

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118 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

119 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

120 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. As discussed above, the current service provided by Glendale Beeline Route 1 along Central Avenue qualifies Central Avenue as an existing high quality transit corridor based on this service.<sup>121,122</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**. Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (refer to **Section 3.0** for additional discussion on proposed Project Transit Priority Project designation).<sup>123,124</sup> There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity**. The Project site's location near mass transit and proximity to commercial uses and employment opportunities promotes a pedestrian-friendly environment and the use of a variety of transportation options, including walking, biking, and public transportation. In addition, the proposed Project would comply with CALGreen building standards by incorporating eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. As such, the proposed Project would be consistent with the principle of center focused placemaking.

### Priority Growth Areas

Currently only four percent of the SCAG region's total land area account for Priority Growth Areas (PGAs); however, implementation of SCAG's recommended growth strategies will help increase both household growth and employment growth in these areas. Development in PGAs reduces travel distances, increases mobility options, and improves access to workplaces as a compact form of regional development. As discussed above, the proposed Project is an infill development within one-half mile of a planned high-quality transit corridor and within a TPA (see **Section 3.0** of this SCEA and **Section 5.1**, above, for further discussion). The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The proposed Project site is within a PGA and is consistent with the SCAG growth strategy for PGAs.

### Job Centers

Job Centers are areas with denser employment than their surroundings, representing areas with local employment peaks rather than places with the most jobs. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced. The area surrounding the Project site would be considered a Job Center. As discussed in **Section 3.0** of this SCEA and in **Section 5.1**, above, the Project site is located in Downtown Glendale within one-half mile of a high-quality transit corridor and within a

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121 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

122 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

123 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

124 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

TPA as defined by CEQA. Additionally, the proposed Project would develop a new residential use within walking distance to numerous employment opportunities, including the six-story office building on-site. Additionally, the Project site is located adjacent to the SR-134 with convenient freeway access. The location of the proposed Project encourages a variety of transportation options, such as walking and biking. Thus, the proposed Project would reduce VMT and promote alternatives to driving. As such, the proposed Project would be consistent with the growth concentrated in Job Centers across the SCAG region.

### Transit Priority Areas

TPAs are Priority Growth Areas that are within one-half mile of existing or planned ‘major’ transit stops in the region. A ‘major’ transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As discussed in **Section 3.0** of this SCEA and Section 5.1, above, the proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station, at the intersection of Lexington Drive and Central Avenue, for the North Hollywood to Pasadena BRT Corridor Project as shown in **Figure 3.0-1**.<sup>125</sup> The North Hollywood to Pasadena BRT Corridor Project was approved by the Metro in May 2021.<sup>126</sup> This North Hollywood to Pasadena BRT line is scheduled to be operation by 2024 and qualifies Central Avenue as a planned high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**.<sup>127,128</sup> The existing Glendale Beeline 1 bus route also travels on Central Avenue with a stop at the intersection of Lexington Drive and Central Avenue, as shown in **Figure 3.0-3**, also located approximately 0.3 miles southwest of the Project site.<sup>129</sup> Glendale Beeline 1 is an existing major bus route as it provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays with a stop located approximately 0.3 miles southwest of the Project site.<sup>130</sup> Therefore, because the proposed Project is within the 0.5 miles of this planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1, the proposed Project is within a transit priority area (TPA). Additionally, the proposed Project is considered within a TPA under SB 743

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125 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

126 Los Angeles County Metropolitan Transit Authority, Metro Board Approves Proposed Project for North Hollywood to Pasadena Bus Rapid Transit Corridor Project, May 27, 2021, <https://www.metro.net/about/metro-board-approves-proposed-project-for-north-hollywood-to-pasadena-bus-rapid-transit-corridor-project/>, Accessed January 2022.

127 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

128 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

129 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

130 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

per the City's Transportation Impact Analysis Guidelines (Glendale TIA Guidelines) as shown in **Figure 3.0-4**.<sup>131</sup> Therefore, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines.<sup>132</sup> There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5**. The location of the proposed Project encourages a variety of mobility options, such as walking, biking and the use of public transportation since the proposed Project is located within an urban center and nearby multiple mass transit stops. These multimodal travel options for future residents of the proposed Project would reduce the need for use of single occupancy vehicles. Thus, the proposed Project would reduce VMT and promote alternatives to driving. As such, the proposed Project's location in a TPA would be consistent with SCAG's strategy to focus infill development in established communities with access to high-quality transportation.

### High Quality Transit Area

HQTAs are corridor-focused Priority Growth Areas within one-half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours. As discussed above and in **Section 3.0** of this SCEA, the Project site is located within a TPA as defined by CEQA. Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. The Glendale Beeline Route 1 currently provides service every 10 minutes between 7:05 AM and 8:40 AM in the morning and 3:44 PM and 7:08 PM in the evenings on weekdays along Central Avenue and Central Avenue qualifies as an existing high quality transit corridor based on this service.<sup>133,134</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2** (see discussion in **Section 3.0** of this SCEA for additional discussion on transit priority project designation for the proposed Project).<sup>135,136,137</sup> Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line. Therefore, the proposed Project is within a HQTA. The proposed Project would also develop a new residential use within walking distance to numerous services, retail, and employment opportunities. The location of the proposed Project encourages a variety of transportation options, such as walking and

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131 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

132 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

133 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

134 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

135 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

136 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

137 PRC, "California Legislative Information," [https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21155](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21155), accessed September 2021.

biking (see **Section 5.1** and **3.0** of this SCEA for more discussion on the North Hollywood to Pasadena BRT Corridor Project and bus routes within the vicinity of the Project site). Thus, the proposed Project would reduce VMT, promote alternatives to driving, and aim to improve air quality. Furthermore, the proposed Project would also provide approximately 115 bicycle parking spaces (96 long term and 19 short term). As such, the proposed Project would be consistent with SCAG's HQTA strategy.

### Neighborhood Mobility Areas

Neighborhood mobility area (NMAs) focus on creating, improving, restoring, and enhancing safe and convenient connections to surrounding community land uses. NMAs are Priority Growth Areas with residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. The area surrounding the proposed Project would be considered an NMA. As discussed above and in **Section 3.0** of this SCEA, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and the existing Glendale Beeline 1 stop at the intersection of Lexington Drive and Central Avenue.<sup>138,139</sup> Additionally, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines as shown in **Figure 3.0-4**.<sup>140</sup> Therefore, the proposed Project is considered within a TPA under SB 743. The proposed Project qualifies as a transit priority project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. As discussed above, the current service provided by Glendale Beeline Route 1 along Central Avenue qualifies Central Avenue as an existing high quality transit corridor based on this service.<sup>141,142</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**. Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (see discussion in **Section 3.0** of this SCEA for additional discussion on transit priority project designation for the proposed Project).<sup>143,144</sup> The proposed Project

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138 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

139 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

140 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

141 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

142 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

143 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

144 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

is also located within one-half mile of numerous bus routes as shown in **Figure 3.0-5**. The Project site's location near mass transit, walking distance to services, employment opportunities, and the availability of bike parking located on the Project site would promote a variety of transportation options, allowing residents to connect to surrounding destinations. As such, the proposed Project would be consistent with the strategy of Neighborhood Mobility Areas by creating more walkability within the Project site and surrounding area.

### Livable Corridors

The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story under-performing retail with well-designed, higher density housing and employment centers. The Livable Corridors strategy aims to encourage density through transit improvements, active transportation improvements, and land use policies such as mixed-use zoning. The area surrounding the Project site would be considered a Livable Corridor. As discussed in **Section 3.0** of this SCEA, the proposed Project's location encourages the use of alternative transportation, including walking and bicycling opportunities. As discussed above and in **Section 3.0** of this SCEA, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and Glendale Beeline 1 at the intersection of Lexington Drive and Central Avenue.<sup>145,146</sup> Additionally, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines as shown in **Figure 3.0-4**.<sup>147</sup> Therefore, the proposed Project is considered within a TPA under SB 743. The proposed Project qualifies as a transit priority project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. The current service provided by Glendale Beeline Route 1, as discussed above, along Central Avenue qualifies Central Avenue as an existing high quality transit corridor. Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**. Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (see discussion in **Section 3.0** of this SCEA for additional discussion on transit priority project designation for the proposed Project).<sup>148,149</sup> The Project site is also located within one-half mile of numerous bus routes as shown in **Figure 3.0-5**. The Project site is located in the DSP area of the City surrounded by numerous commercial uses and would promote the use of alternative

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145 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

146 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

147 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

148 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

149 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

transportation or future employment within walking or biking distance from residential uses. As such, the proposed Project would be consistent with the strategy of Livable Corridors.

**Spheres of Influence**

A Sphere of Influence (SOI) is a planning boundary outside of a local agency’s legal boundary, such as the city limit line, which designates the agency’s future boundary and service area. The intent of an SOI is to promote the efficient, effective, and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies. SOIs discourages urban sprawl and promotes growth in an efficient manner that limits sprawl and leapfrog development.

This strategy is directed toward SCAG and the City. However, the proposed Project is an infill development that would add 294 new residential units as well as open space and other amenities. The proposed Project would increase the utilization of the site within the City, which is currently used as an office building and associated surface and structure parking. As such, this strategy related to SOIs is applicable to the proposed Project.

As shown in **Table 5.11-1**, the proposed Project would not be in conflict and would be consistent with the 2020-2045 goals to maximize mobility and accessibility for all people and goods in the region, ensure travel safety and reliability, preserve, and ensure a sustainable regional transportation system, protect the environment, encourage energy efficiency, and facilitate the use of alternative modes of transportation.

<b>TABLE 5.11-1 CONSISTENCY ANALYSIS 2020-2045 RTP/SCS</b>	
<b>Goals and Policies</b>	<b>Consistency Analysis</b>
<b>Goal 1:</b> Encourage regional economic prosperity and global competitiveness	<b>No Conflict.</b> This Goal is directed towards SCAG and the City and would not apply to the proposed Project.
<b>Goal 2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>No Conflict.</b> As discussed in <b>Section 3.0</b> of this SCEA and above, Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . The proposed Project would develop 294 residential units. The Project site is served by mass transit with frequency of service intervals of 15 minutes or less during peak commute periods. The proposed Project would provide residents with convenient access to mass transit and opportunities for walking and biking. The location of the proposed Project encourages a variety of transportation options and access.
<b>Goal 3:</b> Enhance the preservation, security, and resilience of the regional transportation system.	<b>No Conflict.</b> While not necessarily applicable on a project-specific basis, the proposed Project would support this goal by improving the viability of alternative forms of transportation through placing higher density residential development within one-half mile of a high-quality transit corridor and within a TPA near existing commercial development. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA (refer to <b>Section 3.0</b> for additional

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
	<p>discussion on proposed Project Transit Priority Project designation). The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. A robust variety of transportation options helps to ensure the mobility need of residents and visitors are met. Additionally, as discussed in the Transportation Impact Analysis (<b>Appendix E</b>), the proposed Project would not result in significant transportation impacts.</p>
<p><b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.</p>	<p><b>No Conflict.</b> While not necessarily applicable on a project-specific basis, the proposed Project would support this goal by improving local access to alternative forms of transportation, with appropriate design considerations to account for future population growth and multimodal choices such as access to multiple mass transit operators, with networks connecting different communities within and outside of City boundaries.</p>
<p><b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality.</p>	<p><b>No Conflict.</b> As discussed in <b>Section 3.0</b> and above, the proposed Project would place new residential units within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. The Project site's location near mass transit and proximity to commercial uses and employment opportunities promotes a pedestrian-friendly environment. The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation.</p>
<p><b>Goal 6:</b> Support healthy and equitable communities.</p>	<p><b>No Conflict.</b> The proposed Project would place new residential units within one-half mile of a high-quality transit corridor and within a TPA. As discussed above and in <b>Section 3.0</b> of this SCEA and above, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA (refer to <b>Section 3.0</b> for additional discussion on proposed Project Transit Priority Project designation). The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. The Project site's location near mass transit and proximity to commercial uses and employment opportunities promotes a pedestrian-friendly environment. The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation.</p>
<p><b>Goal 7:</b> Adapt to a changing climate and support an integrated regional development pattern in transportation network.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG to support regional development pattern areas. However, the proposed Project is an infill development within one-half mile of a high-quality transit corridor and within a TPA (see above and <b>Section 3.0</b> of this SCEA for the transit priority project designation for the proposed Project) which is consistent with this policy. In regard to adaptation to a changing climate, the proposed Project would comply with CALGreen and the City's Greener Glendale Plan, and would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-</p>

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
<b>Goal 8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<p>VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment.</p> <p><b>No Conflict.</b> This policy is directed towards SCAG to leverage the use of new transportation technologies using data-driven solutions. However, as stated in <b>Section 3.0</b> of this SCEA and above, the proposed Project is an infill development within one-half mile of a high-quality transit corridor and within a TPA which both offer highly-efficient travel opportunities, which is consistent with this policy. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. The proposed Project would provide residents with convenient access to mass transit and opportunities for walking and biking as well as 502 vehicle parking spaces, consisting of 373 spaces for the proposed apartments and 129 replacement spaces for the existing Chase Building which will remain on site.</p>
<b>Goal 9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<p><b>No Conflict.</b> As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. The proposed Project would provide 294 residential units including 247 one-bedroom, and 47 two-bedroom units. The Project site is served by mass transit with approximately six bus lines serving the proposed Project area. The proposed Project would provide residents and visitors with convenient access to mass transit and opportunities for walking and biking as well as 502 vehicle parking spaces, consisting of 373 spaces for the proposed apartments and 129 replacement spaces for the existing Chase Building which will remain on site.</p>
<b>Goal 10:</b> Promote conservation of natural and agricultural lands and restoration of habitats.	<p><b>No Conflict.</b> This policy is directed towards SCAG and does not directly apply to the proposed Project. Development of the proposed Project would not remove any areas that have significant value as wildlife habitats or agricultural lands given the entirely asphalted nature of the Project site.</p>
<b>Guiding Principle 1:</b> Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	<p><b>No Conflict.</b> This policy is directed towards SCAG in allocating transportation investments rather than individual development projects.</p>
<b>Guiding Principle 2:</b> Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	<p><b>No Conflict.</b> This policy is directed towards SCAG in allocating transportation system funding. However, the proposed Project would contribute to a safe, well maintained and efficient multimodal transportation system. As discussed in the Transportation Impact Analysis (<b>Appendix E</b>), the proposed Project would not result in significant transportation impacts.</p>
<b>Guiding Principle 3:</b> Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	<p><b>No Conflict.</b> This Goal is directed towards SCAG and the City and does not apply it to individual development projects. However, the proposed Project advances the local smart growth initiatives of the County by locating residential uses near commercial uses designed to facilitate multiple modes of transportation and the availability of jobs in close proximity to the Project.</p>

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
<p><b>Guiding Principle 4:</b> Encourage RTP/SCS investments in strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.</p>	<p><b>No Conflict.</b> This policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. However, as discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>.</p>
<p><b>Guiding Principle 5:</b> Encourage transportation investments that will result in improved air quality in public health, and reduced greenhouse gas emissions.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.</p>
<p><b>Guiding Principle 6:</b> Monitor progress on all aspects of the plan, including the timely implementation of projects, programs, and strategies.</p>	<p><b>No Conflict.</b> This policy directed towards SCAG and the City and not does apply to the proposed Project.</p>
<p><b>Guiding Principle 7:</b> Regionally, transportation investments should reflect best known science regarding climate change vulnerability, in order to design for long term resilience.</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.</p>
<p><b>Core Vision Topic 1: Sustainable Development</b> Through our continuing efforts to better align transportation investments and land use decisions, we strive to improve mobility and reduce greenhouse gases by bringing housing, jobs and transit closer together.</p>	<p><b>No Conflict.</b> The proposed Project would comply with CALGreen with the inclusion of eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. Additionally, the proposed Project would be designed and constructed to incorporate environmentally sustainable design features consistent with the Greener Glendale Plan.</p> <p>The proposed Project includes the development of a high density infill residential project, which would place residents in close proximity to employment, shopping and dining opportunities. Further, the proposed Project is within walking distance of existing commercial (retail, personal service, restaurant, etc.) uses and employment opportunities. In addition, the proposed Project is located approximately 0.3 miles from the proposed Lexington Drive station for the North Hollywood to Pasadena BRT Corridor Project as shown in <b>Figure 3.0-1</b>. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>.</p>
<p><b>Core Vision Topic 2: System Preservation and Resilience</b> “Fix it First” has been a guiding principle for prioritizing transportation funding in the RTP for the last decade. The cost of rebuilding roadways is eight times more than preventative maintenance. Preservation of the transportation system can extend the pavement life in a cost effective manner and can also improve safety.</p>	<p><b>No Conflict.</b> This core vision topic is directed towards SCAG to ensure the safety and security of the regional transportation system and to guide, encourage, and support transportation investments.</p>
<p><b>Core Vision Topic 3: Demand and System Management</b> Better managing the existing transportation system through demand management strategies and Intelligent Transportation Systems (ITS) yields significant mobility benefits in a cost-effective manner.</p>	<p><b>No Conflict.</b> This core vision topic is directed towards public transportation investments and is not directly applicable to individual residential development projects. However, the proposed Project design would promote active transportation modes, including pedestrian and bicycle uses and the use of mass transit.</p>

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
<p><b>Core Vision Topic 4: Transit Backbone</b> Expanding the transit network and fostering development in transit-oriented communities is central to the region's plan for meeting mobility and sustainability goals while continuing to grow the regional economy.</p>	<p><b>No Conflict.</b> This core vision topic is directed towards SCAG goals for the region and is not directly applicable to individual residential development projects. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. The Project site's location near mass transit and proximity to commercial uses and employment opportunities promotes the use of a variety of transportation options, including walking, biking and the use of public transportation which supports this core vision topic.</p>
<p><b>Core Vision Topic 5: Complete Streets</b> Creating "complete streets" that are safe and inviting to all roadway users is critical to increasing mobility choices, reducing traffic fatalities and serious injuries and meeting greenhouse gas reduction targets.</p>	<p><b>No Conflict.</b> This core vision topic is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, the Project site's location near mass transit, proximity to existing commercial uses and employment opportunities and the availability of bicycle parking located on the Project site would promote a variety of transportation options.</p>
<p><b>Core Vision Topic 6: Goods Movement</b> The efficient movement of goods is critical to a strong economy and improves quality of life in the SCAG region by providing jobs and access to markets through trade. However, increased volumes of goods moving across the transportation system contribute to greater congestion, safety concerns and harmful emissions. It is critical to integrate land use decisions and technological advancements to minimize environmental and health impacts while fostering continued growth in trade and commerce.</p>	<p><b>No Conflict.</b> This core vision topic is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, the Project site's location near mass transit, proximity to existing commercial uses and employment opportunities and the availability of bicycle parking located on the Project site would promote a variety of transportation options to minimize environmental health impacts while fostering continued economic growth.</p>
<b>Sustainable Community Strategy 1: Focus Growth Near Destinations and Mobility Options</b>	
<p><b>Sustainable Community Strategy 1a:</b> Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations.</p>	<p><b>No Conflict.</b> The proposed Project's design and location would encourage the use of alternative transportation, including walking and bicycling opportunities. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>.</p>
<p><b>Sustainable Community Strategy 1b:</b> Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets</p>	<p><b>No Conflict.</b> This strategy is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, the proposed Project includes the development of a residential project, which would place residents in close proximity to employment, shopping, and dining opportunities. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>.</p>
<p><b>Sustainable Community Strategy 1c:</b> Plan for growth near transit investments and support implementation of first/last mile strategies</p>	<p><b>No Conflict.</b> This strategy is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, as discussed above and in <b>Section 3.0</b> of this SCEA, the proposed Project would provide 294 units of varying size within one-</p>

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
	half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . The proposed Project would aid in accommodating projected population and employment growth by accommodating approximately 765 residents, as further detailed in <b>Section 5.14: Population and Housing</b> of this SCEA.
<b>Sustainable Community Strategy 1d:</b> Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	<b>No Conflict.</b> This strategy is directed toward SCAG and is not specifically applicable to the proposed Project. Nonetheless, the proposed Project is an infill residential development that would add housing as well as increase the utilization of the Project site, which is currently developed with office buildings and associated parking structure and surface parking lot.
<b>Sustainable Community Strategy 1e:</b> Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	<b>No Conflict.</b> This strategy is directed towards SCAG and the City and does not apply to individual development projects. However, the proposed Project advances the local smart growth initiatives of the County by locating residential uses near commercial uses designed to facilitate multiple modes of transportation.
<b>Sustainable Community Strategy 1f:</b> Encourage design and transportation options that reduce the reliance on number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	<b>No Conflict.</b> As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . Additionally, the proposed Project would develop new residential uses in close proximity to commercial uses and employment opportunities. Thus, the proposed Project would reduce VMT and promote alternatives to driving.
<b>Sustainable Community Strategy 1g:</b> Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 2: Promote Diverse Housing Choices</b>	
<b>Sustainable Community Strategy 2a:</b> Preserve and rehabilitate affordable housing and prevent displacement.	<b>No Conflict.</b> Strategy 2a is directed towards SCAG regionally and does not apply to individual projects. As such, this strategy not does apply to the proposed Project. There are no existing housing units on-site that would be demolished as part of the Project. The City requires construction of affordable housing or payment of an In-Lieu fee. The proposed Project would be required to meet the City’s affordable housing requirements. The Applicant is requesting approval of a Development Agreement, which includes the option to pay an In-Lieu fee for affordable housing. The proposed Project will provide a variety of dwelling units sizes including one-bedroom units and two-bedroom units.
<b>Sustainable Community Strategy 2b:</b> Identify funding opportunities for new workforce and affordable housing development.	<b>No Conflict.</b> This strategy is directed towards SCAG in identifying funding opportunities for affordable housing development. The proposed Project would be required to meet the City’s inclusionary housing requirements. The Applicant is requesting approval of a Development Agreement, with the option to pay an In-Lieu fee for affordable housing.

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
<p><b>Sustainable Community Strategy 2c:</b> Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p><b>Sustainable Community Strategy 2d:</b> Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, as discussed above and in Section 3.0 of this SCEA, the proposed Project is an infill development within a one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in Figure 3.0-5. The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed in Section 5.3: Air Quality and Section 5.8: Greenhouse Gas Emissions, operational emissions and greenhouse gas emissions generated by the proposed Project’s construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the proposed Project would be consistent with this strategy.</p>
<p><b>Sustainable Community Strategy 3: Leverage Technology Innovations</b></p>	
<p><b>Sustainable Community Strategy 3a:</b> Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking /drop off space.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the proposed Project would provide 502 parking spaces on site. As discussed above and in Section 3.0 of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. the Project site is located within one-half mile of numerous bus routes as shown in Figure 3.0-5. The location of the proposed Project encourages a variety of transportation options, such as walking, biking and the use of mass transit modes within the vicinity of the Project site.</p>
<p><b>Sustainable Community Strategy 3b:</b> Improve access to services through technology such as telework and telemedicine as well as other incentives such as a “mobility wallet”, an app-based system for storing transit and other multi modal payments.</p>	<p><b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.</p>
<p><b>Sustainable Community Strategy 3c:</b> Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation.</p>	<p><b>No Conflict. No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the proposed Project would comply with CALGreen with the inclusion of eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. Additionally, the proposed Project would comply with the Greener Glendale Plan.</p>
<p><b>Sustainable Community Strategy 4: Support Implementation of Sustainability Policies</b></p>	
<p><b>Sustainable Community Strategy 4a:</b> Pursue funding opportunities to support local sustainable development</p>	<p><b>No Conflict.</b> This policy is directed towards SCAG in pursuit of funding opportunities for projects that reduce greenhouse gas emissions. Nonetheless, as</p>

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
implementation projects that reduce greenhouse gas emissions.	discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . The location of the proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. As discussed in <b>Section 5.3, Air Quality</b> and <b>Section 5.8: Greenhouse Gas Emissions</b> , operational emissions and greenhouse gas emissions generated by the proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the proposed Project would be consistent with this strategy.
<b>Sustainable Community Strategy 4b:</b> Support statewide legislation that reduces barriers to new construction and that incentivizes development new transit corridors and stations.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4c:</b> Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4d:</b> Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4e:</b> Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4f:</b> Continue to support long range planning efforts by local jurisdictions.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 4g:</b> Provide educational opportunities to local decisionmakers and staff on new tools, best practices and policies relating to implementing the Sustainable Communities Strategy.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 5: Promote a Green Region</b>	
<b>Sustainable Community Strategy 5a:</b> Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.
<b>Sustainable Community Strategy 5b:</b> Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the proposed Project would provide new outdoor private and public open space including outdoor and private terraces, rooftop terraces and a substantial, at-grade plaza area which is consistent with the reduction of urban heat islands.
<b>Sustainable Community Strategy 5c:</b> Integrate local food production into the regional landscape.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects.

TABLE 5.11-1  
CONSISTENCY ANALYSIS 2020-2045 RTP/SCS

Goals and Policies	Consistency Analysis
<b>Sustainable Community Strategy 5d:</b> Promote more resource efficient development focus on conservation, recycling and reclamation.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. Nonetheless, the proposed Project would comply with CALGreen with the inclusion of eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. Additionally, the proposed Project would be designed and constructed to incorporate environmentally sustainable design features in compliance with the Greener Glendale Plan. As such, the proposed Project would be consistent with promotion of efficient development and a focus on conservation.
<b>Sustainable Community Strategy 5e:</b> Preserve, enhance and restore regional wildlife connectivity.	<b>No Conflict.</b> This policy is directed towards SCAG and does not directly apply to the proposed Project. As discussed above, development of the proposed Project would not remove any areas that have significant value as wildlife habitats given that the Project site is entirely paved or covered with buildings and structures.
<b>Sustainable Community Strategy 5f:</b> Reduce consumption of resource areas, including agricultural land.	<b>No Conflict.</b> This policy is directed towards SCAG and does not directly apply to the proposed Project. Nonetheless, development of the proposed Project would not remove any areas that have significant value as agricultural lands given that the Project site is entirely paved or covered with buildings and structures.
<b>Sustainable Community Strategy 5g:</b> Identify ways to improve access to public park space.	<b>No Conflict.</b> This strategy is directed towards SCAG and does not apply to individual development projects. However, the proposed Project would include open space available to the public. Approximately 6,994 square feet of the Project site would be publicly accessible open space. This space includes landscaping, a water feature, and benches on Level 1.

Source: SCAG, Connect SoCal, 2020-2045 RTP/SCS, September 2020.

Notes: Not Applicable—Actions/strategies are those that are not identified for implementation of local jurisdictions. The Project’s consistency with any actions/strategies identified for implementation by the local jurisdictions is assessed above.

**City of Glendale General Plan**

The proposed Project would conform to the goals and objectives identified in the City of Glendale General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of eight elements: Circulation, Historic Preservation, Housing, Land Use, Noise, Open Space and Conservation, Recreation, and Safety.

The elements that would be most applicable to the proposed Project are the Land Use Element, Housing Element, Circulation Element, Noise Element, and Historic Preservation Element. The City’s Open Space and Conservation Element, Recreation Element, and Safety Element present goals and objectives that apply to the City, but not specifically to individual projects. The consistency of the proposed Project with

applicable objectives and policies in the General Plan is summarized below and further analyzed in **Table 5.11-2: Applicable General Plan Consistency**.

### Land Use Element

The Land Use Designation for the site is Downtown Specific Plan - Gateway District. Based on the analysis in **Table 5.11-2: Applicable General Plan Consistency**, the proposed Project would be consistent with the applicable goals in the Land Use Element below.

#### General:

- **Goal 3:** Form an urban environment which will provide for residential diversity and opportunity.
- **Goal 5:** Promote development and improvement within the community capitalizing on the location of, and access to, Glendale as adjacent to the regional core.

#### Residential:

- **Goal 3:** Safeguard residential neighborhoods from intrusion of incompatible and disruptive uses
- **Goal 4:** Support the creation of higher density residential development and alternative forms of medium and high density housing in those areas best suited from the standpoint of accessibility, current development, community organization, transportation and circulation facilities and economic feasibility.

#### Circulation:

- **Goal 4:** Develop clusters of uses which will facilitate the development of public transportation networks, decreasing dependence on the automobile.

The proposed Project would provide 294 new residential units that would support the needs of the City's existing and future residents, businesses, and visitors by providing additional residential uses in close proximity to existing commercial uses, including general commercial, restaurant, retail, and office uses, in Downtown Glendale. For these reasons, the proposed Project would not conflict with Land Use Element General Goal 3. The Project site is located within the DSP and has access to a variety of commercial businesses and restaurants, as well as along Brand Boulevard which is the primary signature street that runs through the center of the City. As such, the proposed Project would not conflict with Land Use Element General Goal 5. The proposed Project would also create a balanced connection between residential uses on North Louise Street and the commercial uses adjacent to North Brand Boulevard. This would enhance the uses within the downtown area and create a more accessible environment (Land Use Element Residential Goal 3). In addition, development of the proposed Project in an area with convenient access to mass transit and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution while supporting the City's objective to support the creation of higher density residential development and alternative forms of medium and high density housing in those areas best suited from the standpoint of accessibility,

## ***5.0 Sustainable Communities Environmental Analysis***

current development, community organization, transportation and circulation facilities and economic feasibility (Land Use Element Residential Goal 4). The proposed Project would develop a high-density residential use adjacent to commercial uses in the downtown area. The Project site is within one-half mile of numerous bus stops which would facilitate the use of public transportation within the development (see **Section 3.0** and **Figure 3.0-5** of this SCEA for further discussion). Bicycle parking and enhanced pedestrian streetscapes would also promote the use of multimodal access and use. Therefore, the proposed Project would not conflict with Land Use Element Circulation Goal 4.

### Housing Element

Based on the analysis in **Table 5.11-2**, the proposed Project would be consistent with the applicable goals and policies within the Housing Element below.

- **Policy 1.5:** Encourage the development of residential units in the downtown area and along appropriate commercial corridors.
- **Policy 2.9:** Ensure the variety and visual appeal of residential development in Glendale through the Design Review process.
- **Policy 6.5:** Require residential projects to preserve major ridgelines, secondary ridgelines, blue line streams, indigenous trees, and other significant environmental features.
- **Policy 6.9:** Continue promoting energy and resource efficiency by implementing the City's residential recycling, bulk item collection, household hazardous waste, horse accounts, backyard composting, chopper rebates, Christmas Tree Recycling, electronics recycling, recycling drop-off and worm composting services/programs.
- **Policy 6.11:** Provide opportunities for residential locations and design that encourage transit, pedestrian, bicycle, and other mobility options.

The proposed Project would add 294 new residential units that would add to the citywide housing supply. The City requires that in all new multi-family rental developments of eight units of greater, a minimum of 15% in the otherwise market-rate rental project be made available of lower income households, provide the required number of inclusionary housing units off site within a one mile radius, or pay an In-Lieu fee. The Applicant is requesting approval of a Development Agreement, which includes payment of the In-Lieu fee. In addition, as discussed above and in **Section 3.0** of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA within the downtown area along Brand Boulevard. There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity**. Therefore, the proposed Project would not conflict with Housing Element Policy 1.5 or 6.11.

The proposed Project would retain the quality and prominent characteristics of existing neighborhoods nearby through the use of similar colored building materials and architectural style while improving those in need of change through redeveloping the existing office building to create a residential use for the area. The proposed Project is subject to Design Review approval pursuant to GMC Chapter 30.47 to assure the proposed Project is consistent with the character of the surrounding structures within the Downtown context. The Maryland streetscape of the proposed Project has been designed to be compatible with the pedestrian-oriented residential neighborhood to the east along Maryland Avenue, which would not conflict with Housing Element Policy 2.9. As the Project site is not located within a scenic corridor, or primary/secondary ridgeline, and does not feature blue line streams or indigenous trees on site, the proposed Project would not conflict with Housing Element Policy 6.5.

The proposed Project would promote energy and resource efficiency with compliance with CALGreen with the inclusion of eco-friendly building materials, systems, and features wherever feasible, including

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Energy Star appliances, water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelopment. Additionally, as discussed in **Section 5.8**, above, the proposed Project would comply with the requirements in the Greener Glendale Plan, which impose energy conservation measures. The City is also considering adoption of reach codes, which are local code that “reach” beyond the State minimum requirements for energy use in building design and construction. On November 4, 2021, the Sustainability Commission of the City approved a motion (Motion 5a) to recommend the City Council hire a consultant to assist in the preparation of reach code(s) including standards requiring buildings to only use electricity. No reach codes have been adopted by the City that are applicable to the proposed Project. Nevertheless, the proposed Project would adhere to all policies and codes listed within the GMC that require recycling facilities on-site as well as other requirements for energy and resource saving, which would not conflict with Housing Element Policy 6.9. In addition, the amount of open space provided by the proposed Project (15,844 square feet provided on Level 1, including 6,994 square feet of publicly accessible open space as well as 41,625 square feet of residential development open space within the proposed residential building) is more than the required amount of open space (12,752 square feet of open space, 6,376 square feet of publicly accessible open space, and 41,160 square feet of residential development open space required) in order to meet the needs of new residents.

### Circulation Element

The Project site is bordered by Brand Boulevard on the east and Maryland Avenue on the west; Brand Boulevard is classified as a “Major Arterial” with a “Signature Street Overlay” in the Circulation Element and Maryland Avenue is designated as a local street. Based on the analysis in **Table 5.11-2**, the proposed Project would be consistent with the applicable goals and objectives stated in the Circulation Element below.

#### Goal 1:

- Develop acceptable thresholds of traffic volume in residential zones based on environmental capacity

#### Goal 2:

- Increase/support public and high occupancy vehicle transportation system improvements through mitigation of traffic impacts from new development
- Develop parking policies which support reduced automobile travel in the most congested areas of Glendale
- Construct the complete bikeway system for Glendale as identified in the Bikeway Master Plan and continue to consider additions or adjustments to the planned system

#### Goal 3:

- Encourage growth in areas and in patterns which are of can be well served by public transportation
- Encourage housing around and in commercial centers

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- Ensure transportation connections to regional systems by a variety of modes
- Meet special transportation needs of the physically challenged

### Goal 4:

- Provide and maintain high quality streetscape and pedestrian amenities (i.e., bus shelters, street trees, street furniture, wide sidewalks, etc.)

### Goal 5:

- Balance land use/zoning with roadway capacity by establishing congestion thresholds and avoiding unacceptable levels of congestion from future development

The proposed Project would result in a net increase of 81 AM total peak hour volumes, 95 PM total peak hour volumes, and 1,198 total daily trip ends volumes. Traffic resulting from the operation of the proposed Project would not exceed operations criteria of the City at the six study intersections analyzed in the Transportation Impact Analysis for the proposed Project (see **Appendix E**). The proposed Project's home-based VMT per capita is 6.67 VMT per capita, which is below the threshold of 7.39 VMT per capita per the City's online mapping tool (see *Appendix A* of **Appendix E** of this SCEA). The proposed Project would not conflict with Circulation Element Goal 1. The proposed Project is located within one-half mile of a high-quality transit corridor and within a TPA (see **Section 3.0**) where access to public transit is ample. As analyzed in **Section 5.17** of this SCEA, traffic impacts would be less than significant and no project-specific mitigation measures would be required. Additionally, the Project would provide 341 residential parking space with an additional 30 for guests and 129 spaces specifically for the existing Chase Bank which would remain on-site. 47 of the residential parking spaces would be tandem parking spaces for the 47 two-bedroom units, which is allowed per the GMC. The amount of parking proposed by the Project would be sufficient according to the DSP and the GMC. The proposed Project is located along Brand Boulevard and Maryland Avenue, which provides access and connectivity to pedestrian and bicycle networks within the vicinity of the proposed Project vicinity. According to the City's Bicycle Transportation Plan, a Class III Bike Lane is proposed to the east of the Project site along Louise Street.<sup>150</sup> While no bicycle infrastructure is provided on Brand Boulevard or Maryland Avenue, the proposed Project will not preclude the City from installing bicycle infrastructure in the future. The proposed Project would provide a total of 115 bicycle parking spaces (96 long term and 19 short term). The proposed Project would be consistent with Goal 2 of the Circulation Element.

The proposed Project would support the City's objective to support and enhance existing neighborhood commercial centers to continue to serve the needs of nearby residents by redeveloping the existing two-story office building, parking structure and surface parking on-site in order to serve both commercial and residential uses efficiently. As discussed above and in Section 3.0 of this SCEA, the Project site is located

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<sup>150</sup> City of Glendale, Bicycle Transportation Plan, <https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-mobility/bike>, Accessed December 2021.

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within one-half mile of a high-quality transit corridor and within a TPA. There are also numerous bus routes within the vicinity of the Project site as shown in **Figure 3.0-5: Existing Transit Routes in Project Site Vicinity**. By including residential uses within the mixed-use area of downtown and providing needed housing to an area adequately served by mass transit, many errands could be accomplished without the need of a single-passenger vehicle, thus reducing VMT. For these reasons, the proposed Project would meet Goal 3 of the Circulation Element.

In addition, the proposed Project would provide enhancements to ensure quality pedestrian environment along North Maryland Avenue and North Brand Boulevard with landscaping elements such as grass areas and trees along the public ROW and updated sidewalks as well as 6,994 square feet of publicly accessible open space on Level 1. The proposed Project would be consistent with the City's policy to provide safe and convenient bicycle facilities by providing 115 on-site short-term and long-term bicycle spaces. With these pedestrian amenities and bicycle facilities proposed, the proposed Project would meet the criteria of Goal 4 of the Circulation Element. Additionally, the Project site is located within one-half mile qualifies as a transit priority project because the Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. As discussed above, the current service provided by Glendale Beeline Route 1 along Central Avenue qualifies Central Avenue as an existing high quality transit corridor based on this service.<sup>151,152</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**. Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (refer to **Section 3.0** for additional discussion on proposed Project Transit Priority Project designation).<sup>153,154</sup> The Project site is also located within one-half mile of numerous bus routes as shown in **Figure 3.0-5**. As such, public transportation would be available nearby the Project site and pedestrian access to these resources would be provided through connected pathways and ROWs.

As discussed above, the proposed Project would not exceed operations criteria of the City at the six study intersections analyzed in the Transportation Impact Analysis for the proposed Project and would be below the threshold of 7.39 VMT per capita per the City's online mapping tool. As such, the proposed Project would avoid unacceptable levels of congestion from future development and be consistent with Goal 5 of the Circulation Element. Therefore, the proposed Project would not conflict with the applicable

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151 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

152 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

153 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

154 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

goals that support the goals set forth in the Circulation Element and impacts would be less than significant.

### Noise Element

Based on the analysis in **Table 5.11-2: Applicable General Plan Consistency**, the proposed Project would be consistent with the applicable goals in the Noise Element found below.

- **Program 3.1:** New land uses in a 60 CNEL or higher noise contour, may be subject to potentially significant environmental impacts that must be addressed by a noise study. The noise study, prepared by a qualified consultant (to the satisfaction of the City), shall address the noise environment and propose appropriate conditions of approval or mitigation measures to comply with the interior and exterior noise standards. Interior tenant improvements, signs, and exterior remodeling will not normally be subject to review under this Program.
- **Program 3.2:** Continue to enforce the State of California Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources.

The proposed Project would introduce a residential use within existing commercial and retail uses within the DSP area. The existing site is also located adjacent to the 134 freeway. As analyzed in **Section 5.13**, the construction and operation of the proposed Project would not result in a significant noise level increase at sensitive receptors. The proposed Project would not conflict with Noise Element Program 3.1. With regard to combined noise effects, as stated in **Section 5.13**, proposed Project related noise would not exceed thresholds. The proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project site and, thus, would not conflict with Noise Element Program 3.2. Therefore, the proposed Project would not conflict with the applicable programs that support the goals set forth in the Noise Element and impacts would be less than significant.

### Historic Preservation Element

Based on the analysis in **Table 5.11-2: Applicable General Plan Consistency**, the proposed Project would be consistent with the applicable goals in the Historic Preservation Element found below.

- **Policy 1-8:** Encourage the preservation of individual historic resources and historic thematic and historic geographic districts.

According to the City's Historic Preservation Element, there are no National Register of Historic Resources (NRHR), California Register of Historic Resources (CRHR), or Glendale Register of Historic Resources listed or eligible properties on or within the vicinity of proposed Project.<sup>155</sup> As discussed in **Section 5.5**, above, the City conducted a Historic Resources Survey in 2018 which identified the existing Chase Building located on the Project site as appearing to be individually eligible for local designation. The parking

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<sup>155</sup> City of Glendale General Plan, Historic Preservation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/historic-preservation-element>. Accessed August 2021.

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structure was not included in the description of the property and was not identified as a related feature. The property at 625 N. Maryland Avenue, the two-story office building, was identified as ineligible for listing in the National Register of Historic Places, California Register of Historical Resources, or Glendale Register of Historic Resources.<sup>156</sup> The property directly to the south of the Project Site at 600 N. Brand Boulevard was also identified as appearing to be individually eligible for local designation. A Historic Resource Report was conducted in January 2022 to provide an intensive level survey to evaluate the parking structure and re-evaluated both the existing Chase Building and the two-story office building to determine if they qualify as historic resources defined by CEQA (see **Appendix F**). The Historic Report concluded the Chase Building is a historical resource as defined by CEQA and appears to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and Glendale Register of Historic Resources.<sup>157</sup> The Historic Report determined the two-story office building and parking structure are not historical resources as defined by CEQA or eligible for listing. As discussed in the Historic Report and in **Section 5.5**, above, the proposed Project would introduce a new visual element to the setting of the Chase Building, a historical resource; however, it would not cause the demolition, destruction, relocation, or alteration of a historical resource or its immediate surroundings such that the significance of the Chase Building would be materially impaired, resulting in a substantial adverse change. The proposed Project incorporates mitigation measure **South Glendale Community Plan EIR MM 4.4-1**, which requires that all properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits. The proposed Project would also implement **Downtown Specific Plan EIR MM 4.4-4(c)** and **MM 4.4-4(d)**, which require a development project to consider the impacts to the known historic resource and, if needed, include a study conducted by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance and an intensive level survey to determine whether the property is a historic resource under CEQA. The January 2022 Historic Resources Technical Report provides an intensive level survey of the subject property and concluded while the proposed Project is located on the same site as an eligible historic resource, the Chase Building would not be altered as a result of the proposed Project. Therefore, the proposed Project would not conflict with the applicable policy that support the goals set forth in the Historic Resources Element and impacts would be less than significant.

As discussed above and shown in **Table 5.11-2**, the proposed Project would not be in conflict and would be consistent with the General Plan.

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<sup>156</sup> Historic Resources Group, City of Glendale South Glendale Historic Resources Survey, <https://www.glendaleca.gov/home/showpublisheddocument/42070/636512649002070000>. Accessed October 2021.

<sup>157</sup> See Historic Report (**Appendix F**).

TABLE 5.11-2  
CITY OF GLENDALE GENERAL PLAN CONSISTENCY WITH APPLICABLE POLICIES

Goals and Policies	Project Consistency
<i>Land Use Element</i>	
<b>General</b>	
<b>Goal 3:</b> Form an urban environment which will provide for residential diversity and opportunity.	<b>No Conflict.</b> The proposed Project is a residential development project that would add 294 new units within a mixed-use designated area and provide a new opportunity for a residential use within an existing downtown area.
<b>Goal 5:</b> Promote development and improvement within the community capitalizing on the location of, and access to, Glendale as adjacent to the regional core.	<b>No Conflict.</b> The Project site is located within the DSP and has access to a variety of commercial businesses and restaurants, as well as along Brand Boulevard which is the primary signature street that runs through the center of the City.
<b>Residential</b>	
<b>Goal 3:</b> Safeguard residential neighborhoods from intrusion of incompatible and disruptive uses.	<b>No Conflict.</b> The proposed Project would create a balanced connection between residential uses on North Louise Street and the commercial uses adjacent to North Brand Boulevard. This would enhance the uses within the downtown area and create a more accessible environment.
<b>Goal 4:</b> Support the creation of higher density residential development and alternative forms of medium and high density housing in those areas best suited from the standpoint of accessibility, current development, community organization, transportation and circulation facilities and economic feasibility.	<b>No Conflict.</b> The proposed Project would construct 294 residential units within the downtown area. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . Bicycle parking is also included in the development of the proposed Project.
<b>Circulation</b>	
<b>Goal 4:</b> Develop clusters of uses which will facilitate the development of public transportation networks, decreasing dependence on the automobile.	<b>No Conflict.</b> The proposed Project would develop a high-density residential use adjacent to commercial uses in the downtown area. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . Bicycle parking and enhanced pedestrian streetscapes would also promote the use of multimodal access and use.
<b>Housing Element</b>	
<b>Policy 1.5:</b> Encourage the development of residential units in the downtown area and along appropriate commercial corridors.	<b>No Conflict.</b> The proposed Project would develop a residential use located within the downtown area. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . As such, would be able to sufficiently serve

TABLE 5.11-2  
CITY OF GLENDALE GENERAL PLAN CONSISTENCY WITH APPLICABLE POLICIES

Goals and Policies	Project Consistency
<p><b>Policy 2.9:</b> Ensure the variety and visual appeal of residential development in Glendale through the Design Review process.</p>	<p>the development using a number of multimodal opportunities.</p> <p><b>No Conflict.</b> The proposed Project Applicant requires Design Review approval pursuant to GMC Chapter 30.47 to assure the proposed Project aligns with the character of the surrounding structures within the Downtown context. The Maryland streetscape of the proposed Project has been designed to be compatible with the pedestrian-oriented residential neighborhood to the east along Maryland Avenue.</p>
<p><b>Policy 6.5:</b> Require residential projects to preserve major ridgelines, secondary ridgelines, blue line streams, indigenous trees, and other significant environmental features.</p>	<p><b>No Conflict.</b> The Project site is not located within a scenic corridor, or primary/secondary ridgeline, and does not feature blue line streams or indigenous trees on site.</p>
<p><b>Policy 6.9:</b> Continue promoting energy and resource efficiency by implementing the City’s residential recycling, bulk item collection, household hazardous waste, horse accounts, backyard composting, chopper rebates, Christmas Tree Recycling, electronics recycling, recycling drop-off and worm composting services/programs.</p>	<p><b>No Conflict.</b> The proposed Project would adhere to all policies and codes listed within the GMC that require recycling facilities on-site as well as other requirements for energy and resource saving.</p>
<p><b>Policy 6.11:</b> Provide opportunities for residential locations and design that encourage transit, pedestrian, bicycle, and other mobility options.</p>	<p><b>No Conflict.</b> As discussed above and in Section 3.0 of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in Figure 3.0-5.</p>
<b>Circulation Element</b>	
<b>Goal 1</b>	
<p>Develop acceptable thresholds of traffic volume in residential zones based on environmental capacity</p>	<p><b>No Conflict.</b> The proposed Project would result in a net increase of 81 AM total peak hour volumes, 95 PM total peak hour volumes, and 1,198 total daily trip ends volumes. Traffic resulting from the operation of the proposed Project would not exceed operations criteria of the City at the six study intersections analyzed in the Transportation Impact Analysis for the proposed Project (see Appendix E). Additionally, the City’s online VMT mapping tool states that the threshold (i.e., 15% below the existing Citywide average) home-based VMT per capita average for residential projects is 7.39 VMT per capita. Per the City’s online mapping tool, (see Appendix A of Appendix E of this SCEA), the proposed Project’s home-based VMT per capita is 6.67 VMT per capita, which is below the threshold of 7.39 VMT per capita.</p>
<b>Goal 2</b>	
<p>Increase/support public and high occupancy vehicle transportation system improvements through mitigation of traffic impacts from new development</p>	<p><b>No Conflict.</b> As discussed above and in Section 3.0 of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of</p>

TABLE 5.11-2  
CITY OF GLENDALE GENERAL PLAN CONSISTENCY WITH APPLICABLE POLICIES

Goals and Policies	Project Consistency
	<p>numerous bus routes as shown in <b>Figure 3.0-5</b>.</p> <p>As analyzed in <b>Section 5.17</b> of the SCEA, traffic impacts would be less than significant and no project-specific mitigation measures would be required.</p>
<p>Develop parking policies which support reduced automobile travel in the most congested areas of Glendale</p>	<p><b>No Conflict.</b> The proposed Project is located within a TPA, and proposes 341 residential parking spaces with an additional 30 for guests and 129 spaces specifically for commercial parking spaces for the existing Chase Building that would remain. 47 of the residential parking spaces would be tandem parking spaces for the 47 two-bedroom units, which is allowed per the GMC. The amount of parking supplied for the proposed Project would be consistent with the DSP and the GMC standards related to parking.</p>
<p>Construct the complete bikeway system for Glendale as identified in the Bikeway Master Plan and continue to consider additions or adjustments to the planned system</p>	<p><b>No Conflict.</b> The proposed Project is located along Brand Boulevard and Maryland Avenue, which provides access and connectivity to pedestrian and bicycle networks within the vicinity of the proposed Project vicinity. According to the City’s Bicycle Transportation Plan, a Class III Bike Lane is proposed to the east of the Project site along Louise Street. While no bicycle infrastructure is provided on Brand Boulevard or Maryland Avenue, the proposed Project will not preclude the City from installing bicycle infrastructure in the future. The proposed Project would provide a total of 115 bicycle parking spaces (96 long term and 19 short term).</p>
<p><b>Goal 3</b></p>	
<p>Encourage growth in areas and in patterns which are of can be well served by public transportation</p>	<p><b>No Conflict.</b> As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>.</p>
<p>Encourage housing around and in commercial centers</p>	<p><b>No Conflict.</b> The proposed Project is located within an area that is mainly commercial and would promote the objective of the DSP by including more residential uses on the same site as an existing Chase Bank office building to further a better balance between commercial and residential uses.</p>
<p>Ensure transportation connections to regional systems by a variety of modes</p>	<p><b>No Conflict.</b> There are no transit stops currently provided along the Project site’s frontage on Brand Boulevard or Maryland Avenue, but there are stops provided on adjacent streets. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of</p>

**TABLE 5.11-2  
CITY OF GLENDALE GENERAL PLAN CONSISTENCY WITH APPLICABLE POLICIES**

Goals and Policies	Project Consistency
<p>Meet special transportation needs of the physically challenged</p>	<p>numerous bus routes as shown in <b>Figure 3.0-5</b>.</p> <p><b>No Conflict.</b> The proposed Project will provide approximately nine accessible parking spaces for those requiring ADA compliant spaces. Additionally, As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> (see <b>Section 3.0</b>).</p>
<b>Goal 4</b>	
<p>Provide and maintain high quality streetscape and pedestrian amenities (i.e., bus shelters, street trees, street furniture, wide sidewalks, etc.)</p>	<p><b>No Conflict.</b> The proposed Project’s driveways are located along Maryland Avenue, which is designated as a Local Street north of Doran Street. The driveway placement along Maryland Avenue will allow for vehicular access to the Project site with limited potential for conflicts with pedestrians and bicyclists. The proposed Project would also provide landscaping and public open space along pedestrian walkways to maintain high quality streetscape and amenities.</p>
<b>Goal 5</b>	
<p>Balance land use/zoning with roadway capacity by establishing congestion thresholds and avoiding unacceptable levels of congestion from future development</p>	<p><b>No Conflict.</b> In accordance with Glendale Transportation Impact Analysis (TIA) Guidelines, a significant VMT impact will occur if the Project generates a home-based VMT per capita exceeding a level of 15% below the existing Citywide average. As such, the proposed Project has been evaluated for this level of VMT (see response to Checklist Question b in <b>Section 5.17</b>, below, and <b>Appendix E</b>) and would not result in a significant impact on congestion. Additionally, the proposed Project would not exceed operations criteria of the City at the six study intersections (see <b>Appendix E</b>). Furthermore, the proposed Project’s home-based VMT per capita is 6.67 VMT per capita, which is below the threshold of 7.39 VMT per capita. As such, the proposed Project would not exceed the VMT threshold.</p>
<b>Noise Element</b>	
<p><b>Program 3.1:</b> New land uses in a 60 CNEL or higher noise contour, may be subject to potentially significant environmental impacts that must be addressed by a noise study. The noise study, prepared by a qualified consultant (to the satisfaction of the City), shall address the noise environment and propose appropriate conditions of approval or mitigation measures to comply with the interior and exterior noise standards. Interior tenant improvements, signs, and exterior remodeling will not normally be subject to review under this Program.</p>	<p><b>No Conflict.</b> The proposed Project site is located within an area designated as a downtown center with commercial uses and the existing 134 freeway to the immediate north. As discussed in <b>Section 5.13</b>, the construction and operation of the proposed Project would not result in significant noise level increases at sensitive receptors.</p>
<p><b>Program 3.2:</b> Continue to enforce the State of California Building Code that specifies that the indoor noise levels for</p>	<p><b>No Conflict.</b> As stated in <b>Section 5.13</b>, Project related noise would not exceed thresholds. Thus, the proposed Project would</p>

**TABLE 5.11-2  
CITY OF GLENDALE GENERAL PLAN CONSISTENCY WITH APPLICABLE POLICIES**

Goals and Policies	Project Consistency
residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources.	not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project site.

**Historic Preservation Element**

<p><b>Policy 1-8:</b> Encourage the preservation of individual historic resources and historic thematic and historic geographic districts.</p>	<p><b>No Conflict.</b> As discussed in <b>Section 5.5</b>, the City conducted a Historic Resources Survey in 2018 which identified the existing Chase Building located on the Project site as an eligible historic property for listing in the local register. A Historic Resource Report was prepared in January 2022 to provide an intensive level survey to evaluate the parking structure and re-evaluated both the existing Chase Building and the two-story office building to determine if they qualify as historic resources defined by CEQA (see <b>Appendix F</b>). As discussed in <b>Section 5.5</b>, above, the Historic Report concluded the Chase Building is a historical resources as defined by CEQA and appears to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and Glendale Register of Historic Resources. The Historic Report determined the two-story office building and parking structure are not historical resources as defined by CEQA or eligible for listing. As discussed in the Historic Report and <b>Section 5.5</b>, above, the proposed Project would introduce a new visual element to the setting of the Chase Building, a historical resource; however, it would not cause the demolition, destruction, relocation, or alteration of a historical resource or its immediate surroundings such that the significance of the Chase Building would be materially impaired, resulting in a substantial adverse change. The proposed Project would not conflict with the Historic Resources policy as the identified historic resource would not be altered with implementation of the proposed Project. The Chase building would be preserved and mitigation measures would be included in construction and operation of the Project in order to protect this resource. The proposed Project incorporates mitigation measure <b>South Glendale Community Plan EIR MM 4.4-1</b>, which requires that all properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits. The proposed Project would also implement <b>Downtown Specific Plan EIR MM 4.4-4(c)</b> and <b>MM 4.4-4(d)</b>, which require a development project to consider the impacts to the known historic resource and, if needed, include a study conducted by a qualified historian or architectural historian to determine whether the proposed</p>
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**TABLE 5.11-2  
CITY OF GLENDALE GENERAL PLAN CONSISTENCY WITH APPLICABLE POLICIES**

Goals and Policies	Project Consistency
	development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance and an intensive level survey to determine whether the property is a historic resource under CEQA. The January 2022 Historic Resources Technical Report provides an intensive level survey of the subject property and concluded while the proposed Project is located on the same site as an eligible historic resource, the Chase Building would not be altered as a result of the proposed Project.

*Source: City of Glendale, City-Wide Plans, General Plan Elements, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans>, Accessed December 2021.*

### **Partially Adopted South Glendale Community Plan**

Based on the analysis presented in **Table 5.11-3 Partially Adopted South Glendale Community Plan Consistency**, the partially adopted South Glendale Community Plan Chapter 4: Places states the DSP is a mixed-use development district which guides the development of Glendale’s city center.<sup>158</sup> This area of the City includes various uses such as retail, service, office, entertainment, as well as very high density urban housing and mixed-use developments. Depending on the location within the DSP area, residential density can vary with high-rise buildings within dense office centers and retail areas or low to mid-rise buildings in less denser parts of the DSP area. The DSP area currently consists of an Urban Center and other major shopping center; paseos, open space, and other recreational park spaces; high-density residential and mixed-uses; office towers; and historic buildings. Based on the analysis presented in **Table 5.11-3 Partially Adopted South Glendale Community Plan Consistency**, the proposed Project would be consistent with the applicable objectives and policies in the partially adopted South Glendale Community Plan as proposed to the City Council on July 31, 2018. The Project site is located within an urbanized portion of the South Glendale Community Plan. The vision of the partially adopted South Glendale Community Plan includes goals building upon past plans and envisions the maintenance, enhancement, or transformation of South Glendale’s various neighborhoods, centers, and corridors over the next quarter century. The partially adopted South Glendale Community Plan identifies the proposed Project site within the Downtown center. The partially adopted South Glendale Community Plan attributes of the Downtown area consisting of an urban development with high rise buildings in areas dominated with office towers. The future of this area is envisioned as low to mid-rise buildings depending on location and including a multitude of balanced uses such as commercial, residential, retail, and others.

The proposed Project would provide a high-density residential use along Maryland Avenue and Brand Boulevard, which is the primary signature street that runs through the Downtown area. The proposed Project would connect pedestrian activity on Brand Boulevard while providing residential units in close

<sup>158</sup> City of Glendale, Partially Adopted South Glendale Community Plan, Ch. 4: Places, <https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/south-glendale-community-plan>. Accessed November 2021.

proximity to mass transit. The scale of the proposed Project would be consistent with the surrounding environment and character of the neighboring buildings in the Downtown. As such, the proposed Project would not conflict with the applicable policies in the partially adopted South Glendale Community Plan.

**Downtown Specific Plan**

Downtown Glendale is located at the southern base of the Verdugo Mountains, in a valley “bowl” also bounded on the west by the Los Angeles River and Griffith Park and to the east by the San Rafael Hills. The DSP area consists of approximately 220 acres located in the center of the City.<sup>159</sup> The area is generally bounded to the north by Glenoaks Avenue, to the west by Central and Columbus Avenues, to the east along Maryland and Glendale Avenues and to the south by Colorado and Elk Streets.

**TABLE 5.11-3  
CONSISTENCY ANALYSIS PARTIALLY ADOPTED SOUTH GLENDALE COMMUNITY PLAN**

Goals and Policies	Project Consistency
<b>Manage Growth</b>	
<p>Create and enhance vibrant commercial areas to meet the wide range of economic needs of residents, businesses, and the City; provide employment opportunities; and take advantage of Glendale’s proximity and connections to surrounding areas.</p>	<p><b>No Conflict.</b> The proposed Project would introduce 294 new residential units to the downtown area. The downtown which includes businesses and restaurants as well as numerous bus stops that would support multimodal transit accompanied by bicycle parking and walking.</p>
<b>Housing</b>	
<p>Provide a balanced mix of housing opportunities and services available and affordable to all current and future residents, including those with special needs.</p>	<p><b>No Conflict.</b> The proposed Project would introduce 294 residential units within the downtown area which would serve existing residents and provide a new opportunity for living near the commercial area. As discussed above and in Section 3.0 of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in Figure 3.0-5. As such, the proposed Project would be able to sufficiently serve the development using a number of multimodal opportunities.</p>
<b>Urban Design and Land Use</b>	
<p>Provide a policy framework that recognizes the capacity of existing and proposed infrastructure, promotes vital and attractive commercial areas, preserves the character of existing residential neighborhoods, and encourages a healthy lifestyle for the community.</p>	<p><b>No Conflict.</b> This strategy addresses the City’s planning policies and does not apply to individual development projects. Nevertheless, the proposed residential building would have a maximum height of 265.5 feet within an area that has a maximum building height of 275 feet. The proposed FAR for the proposed Project is 7.25, which is the maximum FAR allowed within the Gateway District of the DSP. The design of the proposed Project would also blend with the surrounding high-rise commercial buildings within the area. As discussed above and in Section 3.0 of this SCEA, the Project site is located within one-</p>

159 Downtown Specific Plan, Introduction, <https://www.glendaleca.gov/home/showpublisheddocument/50230/636904148989570000>. Accessed December 2021.

TABLE 5.11-3  
CONSISTENCY ANALYSIS PARTIALLY ADOPTED SOUTH GLENDALE COMMUNITY PLAN

Goals and Policies	Project Consistency
	half mile of a high-quality transit corridor and within a TPA (refer to Section 3.0 for additional discussion on proposed Project Transit Priority Project designation). The Project site is also located within one-half mile of numerous bus routes as shown in Figure 3.0-5. The inclusion of bicycle parking and proximity to the downtown area would also promote transportation that is not dependent on automobiles.
<b>Mobility</b>	
Foster a well-planned, comprehensive and safe transportation system that enhances mobility through infrastructure, technology, design and multi-modal options.	<b>No Conflict.</b> The proposed Project would provide a total of 129 commercial parking spaces would be provided for the existing Chase Building that would remain on site and 373 residential parking spaces. Additionally, as discussed above and in Section 3.0 of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA (refer to Section 3.0 for additional discussion on proposed Project Transit Priority Project designation). The Project site is also located within one-half mile of numerous bus routes as shown in Figure 3.0-5. The proposed Project would also include enhanced streetscape surrounding the site for safe and cohesive pedestrian access. As such, the proposed Project would promote active transportation modes within the vicinity of the Project site.

Source: City of Glendale, Partially Adopted South Glendale Community Plan (SGCP), <https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/south-glendale-community-plan>, Accessed December 2021.

The DSP is designed to function as a manual for residents, business owners, property owners, developers, designers, City staff and appointed and elected officials involved in review of proposed development projects.

Based on the analysis presented in Table 5.11-4 Downtown Specific Plan Consistency, the proposed Project would be consistent with the applicable objectives and policies in the DSP. The DSP is divided into 11 different districts: Alex Theatre, Broadway Center, Civic Centers, Downtown “Art & Entertainment”, East Broadway, Galleria, Gateway, Mid-Orange, Town Center, and Transitional. The Project site is located within the Gateway District which is characterized by high-rise development and home to numerous corporate headquarters and businesses whose multi-storied towers are visible from the various viewpoints throughout the City and SR-134. The focus of the area is the continued promotion and location of corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service, and retail businesses at the street level, as well as the introduction of appropriate night-time entertainment uses. In order to regulate the use of property as provided in the DSP, the DSP is divided into the following four chapters which define design and development standards: Land Use, Urban Design, Open Space, and Mobility. The Design and Development Standards build upon existing characteristics and promote new development that contributes to the desired uses, scale, image, and pedestrian-friendliness of Downtown. DSP Chapter 4 provides the height and FAR requirements within

the DSP, which range from 2 stories and 2.00 FAR to 25 stories and 7.50 FAR with incentives). DSP Chapter 7 limits DSP building heights within the Gateway District to a maximum of 275 feet by right (up to 380 feet maximum for projects participating in the Community Benefits program). Chapter 7 also requires the maximum FAR permitted by the DSP for the Gateway District to be 7.25 by right (up to 7.5 FAR maximum for projects participating in the Community Benefits program).<sup>160</sup>

### Land Uses

The Project site is located within the Gateway District of the DSP and would include a residential use that would enhance the attractiveness and convenience of the primary downtown land uses such as offices and other commercial uses. Additionally, the proposed Project would support ground floor pedestrian-oriented environment including enhanced landscaping and publicly accessible open space to contribute to the creation of primary and secondary pedestrian activity streets. Per Chapter 3 of the DSP, residential development is permitted in the Gateway District.<sup>161</sup> Providing residential development within the Gateway District would contribute to the City's community benefit goals to enhance the livability, contribute to the beautification of the City, and provide opportunity and accessibility for those that live, visit and work in the Downtown.

### Urban Design

The proposed Project would further the goal of providing new development to the Downtown that is compatible with the pattern of uses, height, scale, and density envisioned by the DSP by introducing new residential uses within a site that is surrounded by commercial uses and currently has commercial office buildings on site. The proposed Project would comply with the allowable building heights and FAR in the Gateway District and would stay in character with the surrounding neighborhood and commercial environment. It would also comply with the urban design requirements including Massing & Scale, Façade Design, and Architectural Elements criteria for Tall Buildings outlined in Chapter 4 of the DSP.<sup>162</sup> The scale of the proposed Project would also not conflict with existing neighborhood character and identity.

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160 City of Glendale, Downtown Specific Plan,  
<https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

161 City of Glendale, Downtown Specific Plan,  
<https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

162 City of Glendale, Downtown Specific Plan,  
<https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

### Open Space

The proposed Project would comply with open space policies discussed in Chapter 5 of the DSP by contributing open space available to both residents and publicly available open space within walking distance of Downtown as well as designing open space with surrounding character in mind to incorporate a comprehensive open space for residents and the public.<sup>163</sup> The proposed Project would provide 15,844 square feet of open space and 6,994 square feet of public accessible open space on Level 1 and 41,625 square feet of residential development open space throughout the residential building. The proposed Project would also promote the inclusion of smaller open spaces within the Downtown area with the proposed development. Specifically, the proposed Project would supplement the larger public open spaces, provide local focus points, and diversify the built environment by including private as well as public open space.

### Mobility

The proposed Project would promote the policy to develop street typology based on functional and urban design considerations, emphasizing connectivity and linkages, pedestrian and cyclist safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses. Specifically, the proposed Project would provide access and connectivity to pedestrian and bicycle networks in the direct proposed Project vicinity with sidewalks provided on all streets within the immediate vicinity. The proposed Project would also provide the required bicycle parking. As discussed above and in **Section 3.0** of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in **Figure 3.0-5**. The proposed Project would cluster housing around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets. The proposed Project includes development that would emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety.

The proposed Project would comply with the DSP and Glendale Municipal Code (GMC) standards. As such, the proposed Project would not conflict with applicable policies in the DSP and impacts would be less than significant.

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<sup>163</sup> City of Glendale, Downtown Specific Plan, <https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

TABLE 5.11-4  
CONSISTENCY ANALYSIS DOWNTOWN SPECIFIC PLAN

Goals and Policies	Project Consistency
<i>Land Use</i>	
<p><b>3.1.1:</b> Include many land use options to encourage healthy urban districts with opportunities for interaction between uses. Direct certain land uses to specific areas to reduce potential land use conflicts such as noise or parking demand, while encouraging those land uses which enhance the attractiveness and convenience of the primary downtown land uses such as offices and residential use.</p>	<p><b>No Conflict.</b> The location of the Project site would be consistent with the DSP goal to reduce conflicts between land uses. The proposed Project would introduce 294 new residential units to the Gateway District within the City. The Project site is located within the DSP and has access to a variety of commercial businesses and restaurants as well as along Brand Boulevard which is a major street that runs through the center of the City. The surrounding land uses would not conflict with the proposed Project and would instead develop a cohesive flow of residential mixed with commercial uses. The proposed Project design includes predominantly white and blue metal panels, blue and white metal louvers, limestone cladding, transparent glazing and glazing with operable windows aluminum frame. Design of the proposed Project would match the character of the surrounding area and include attractive design that would be compatible the character of neighboring buildings. Scale and massing for the proposed Project would also be consistent with the DSP Streetscape Standards.</p>
<p><b>3.1.3:</b> Provide ground floor uses where appropriate in order to support a pedestrian-oriented environment in Downtown. Strategically encourage ground floor uses that will contribute to creation of primary and secondary pedestrian activity streets.</p>	<p><b>No Conflict.</b> The proposed Project would provide enhanced landscaping with new sidewalks, row trees planted along the public ROW, as well as publicly accessible open space to contribute to the creation of primary and secondary pedestrian activity streets.</p>
<p><b>3.1.4:</b> Provide mixed-use commercial and residential development in designated areas of Downtown. In addition to market rate housing, encourage affordable and senior housing in Downtown as part of the Community Benefit program.</p>	<p><b>No Conflict.</b> As previously stated, the proposed Project is within the DSP and would create a new residential use within the Gateway District on a site that is surrounded by commercial uses and currently has commercial office buildings on site to create a more balanced neighborhood. The proposed Project would be required to meet the City’s inclusionary housing ordinance. The Applicant is requesting approval of a Development Agreement, with the option to pay an In-Lieu fee for affordable housing.</p>

TABLE 5.11-4  
CONSISTENCY ANALYSIS DOWNTOWN SPECIFIC PLAN

Goals and Policies	Project Consistency
<i>Urban Design</i>	
<p><b>4.0.1:</b> New development shall enhance the overall image of the Downtown as an enticing destination for visitors and Glendale residents. Development should reflect the pattern of uses, height, and density envisioned by the DSP</p>	<p><b>No Conflict.</b> The proposed Project would comply with the land use requirements of the DSP and the GMC. The proposed residential building would have a maximum height of 265.5 feet within the Gateway District that has a maximum building height of 275 feet. The proposed FAR for the proposed Project is 7.25, which is the maximum FAR allowed within the Gateway District of the DSP. The design of the proposed Project would also blend with the surrounding high-rise buildings within the area. The exterior of the proposed residential building would consist of predominantly white and blue metal panels, blue and white metal louvers, limestone cladding, transparent glazing and glazing with operable windows aluminum frame. This is similar to the color and style of the surrounding commercial buildings. The scale and massing for the proposed Project would also comply with the DSP Streetscape Standards.</p>
<p><b>4.0.2:</b> New development shall be sensitive to existing patterns and character in Downtown. Where strong existing patterns of height, scale or use are established, new development should reinforce these patterns.</p>	<p><b>No Conflict.</b> The proposed Project design would be consistent with other developments in the DSP Gateway District through the adherence to DSP Streetscape Standards and comply with the land use requirements of the DSP and the GMC, including the design requirements in the DSP Chapter 7 - Urban Design for massing, scale, building materials, setbacks, and terraces.</p>
<p><b>4.0.4:</b> Protect and enhance significant public views of the Verdugo Mountains, public streets, spaces, and significant architecture, including the Alex Theater and other distinctive buildings.</p>	<p><b>No Conflict.</b> Brand Boulevard runs west adjacent to the Project site and provides partial views of the Verdugo Mountains. Since the proposed Project would not be developed along this street, there would not be any visual resources obscured. Additionally, the Project site is within the Gateway District that includes high-rise buildings and no visual resources would be obscured with development (see <b>Section 5.1</b>, above, for visual resources analysis).</p>
<p><b>4.0.9:</b> New development shall enhance pedestrian activity by improving the physical attractiveness of the street and providing places for relaxation, shopping, living, and dining. The pedestrian experience is enhanced through the pedestrian framework of streets and open spaces (e.g., parks, plazas, paseos, and courtyards) that shape the pedestrian experience in Downtown and reinforce the distinct street typology.</p>	<p><b>No Conflict.</b> The proposed Project would provide landscaping and new pavement along Brand Boulevard to maintain high quality streetscape and amenities to the City's primary signature street in the Downtown. Public open space would also be available on the Project site including a courtyard with landscaping, a water feature, and benches on Level 1.</p>
<i>Open Space</i>	
<p><b>5.1.2:</b> Provide public open space within walking distance of all Downtown residents and employees.</p>	<p><b>No Conflict.</b> The proposed Project would contribute open space available to both residents and the public within walking distance of Downtown as well as designing open space</p>

TABLE 5.11-4  
CONSISTENCY ANALYSIS DOWNTOWN SPECIFIC PLAN

Goals and Policies	Project Consistency
<p><b>5.1.4:</b> Make the new public parks, plazas and courtyards harmonious, inspirational, and sources of community pride and identity through design excellence.</p>	<p>with surrounding character in mind to incorporate a comprehensive open space for residents and the public.</p>
<p><b>5.1.6:</b> Pursue opportunities to enhance existing and create new smaller open spaces. These smaller spaces can include public plazas, courtyards, and pocket parks, on portions of blocks throughout Downtown to supplement the larger public open spaces, provide local focus points, and diversify the built environment.</p>	<p><b>No Conflict.</b> As previously stated, the proposed Project would enhance and provide publicly accessible open space that is designed with the character of the neighborhood in mind. The proposed Project would provide landscaping and new pavement along Brand Boulevard to maintain high quality streetscape and amenities to the City’s primary signature street in the Downtown. A courtyard would be included on the Project site with landscaping, a water feature, and benches on Level 1.</p>
<p><b>5.1.7:</b> Focus on excellent urban design to improve Downtown streets as an essential element of the open space system as tree-lined open spaces and continuous recreational paths.</p>	<p><b>No Conflict.</b> The proposed Project would include a total of 15,844 SF of open space with 6,994 SF being publicly accessible open space on the ground floor (Level 1) of the Project site. This would supplement the larger public open spaces within the City, provide local focus points, and diversify the built environment by including private as well as public open space.</p>
<p><b>5.1.8:</b> Require private common open space as part of all large new residential and mixed-use developments.</p>	<p><b>No Conflict.</b> The Level 1 plan would include an improved landscaping, and parking garage access, which would contain storage, a valet staging area, and bicycle parking. The proposed Project complies with the DSP’s Streetscape Typologies’s criteria, established to enhance and regulate the streetscapes and pedestrian experience through the use of setbacks, sidewalk widths, and landscaping. All design would conform to standards and requirements of the DSP and GMC and would be similar to the existing surrounding area.</p>
<p><b>5.1.8:</b> Require private common open space as part of all large new residential and mixed-use developments.</p>	<p><b>No Conflict.</b> The proposed Project would include 8,867 SF of private common open space including ground floor open space, outdoor terraces, community spaces, and a pool for residents.</p>
<p><b>Mobility</b></p>	
<p><b>Policy 6.1.1</b> (a) Maintain acceptable levels of local circulation in the DSP area and adjacent neighborhoods and good connections with the regional circulation network for both transit and personal/commercial vehicles. (b) Develop street typology based on functional and urban design considerations, emphasizing connectivity and linkages, pedestrian and cyclist safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses. (c) Maintain, re-establish, and enhance the street grid, to promote flexibility of movement through greater street connectivity, capture natural views, and retain the historic relationships between various streets. (d) Maintain, re-establish, and enhance the multi-modal use of Downtown alleys as an integral part of the Downtown</p>	<p><b>No Conflict.</b> The proposed Project would encourage improved access and mobility by adding residential use on a site with an existing commercial office building that would remain and adjacent to commercial uses. The proposed Project is also located within one-half mile of a high-quality transit corridor and within a TPA (see above and <b>Section 3.0</b> of this SCEA). The proposed Project would also provide approximately 96 long-term and 19 short-term bicycle parking spaces as well as cohesive pedestrian walkways. Sidewalks are provided on all streets within the immediate Project vicinity,</p>

**TABLE 5.11-4  
CONSISTENCY ANALYSIS DOWNTOWN SPECIFIC PLAN**

Goals and Policies	Project Consistency
<p>transportation system. (e) Continue the Citywide Safe Routes to School (SRTS) safety improvements to increase the number of students who walk and bike to school. (f) Sustain ongoing SRTS education program to educate and encourage students to walk and bike to school safety.</p>	<p>and the proposed Project would not alter existing pedestrian infrastructure. Additionally, the proposed Project will close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site’s Brand Boulevard frontage. As stated previously, a Class III Bike Lane is proposed to the east of the Project site along Louise Street as part of the City’s Bicycle Transportation Plan. While no bicycle infrastructure is provided on Brand Boulevard or Maryland Avenue, the proposed Project will not preclude the City from installing bicycle infrastructure in the future per the City’s Bicycle Transportation Plan, which guides the City in planning, development, design, and maintenance for new and upgraded bicycle facilities. Though the proposed Project is not along an existing or proposed bikeway according to the City’s Bicycle Transportation Plan, the bicycle facilities proposed on the Project site would encourage bicycle connectivity from the bikeways to the Project site. The proposed Project would not alter or prohibit the use of the street grid, the Downtown alleys, the Citywide Safe Routes to School (SRTS), or the ongoing SRTS education program.</p>
<p><b>Policy 6.1.2</b> (a) Link land use and transit development policies to maximize transit use and convenience in Downtown. (b) Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets. (c) Make street and transit stop improvements to facilitate the safety, attractiveness and convenience of transit use. This might include transit improvements to designated transit-priority streets to keep buses moving, upgrades to transit stops to include amenities such as weather protection, and real time trip information, and other improvements.</p>	<p><b>No Conflict.</b> The proposed Project’s location within the DSP would further the goals to incorporate more residential uses within the commercial area and enhance pedestrian activity within City hubs such as downtown. Additionally, the proposed Project would provide parking for the existing Chase Building that would remain on site, ensuring access for both commercial and residential uses. A total of 502 vehicle parking spaces would be provided in the four subterranean levels and two above ground levels. A total of 373 residential parking spaces would be provided in the four subterranean levels of the proposed residential building, including 30 guest parking spaces and 47 of the residential parking spaces would be tandem parking spaces for the 47 two-bedroom units, which is allowed per the GMC. The commercial Chase Building on site would be allocated 129 vehicle parking spaces to be provided in the two above ground levels. The proposed residential building would also provide a total of 115 bicycle parking spaces (96 long term and 19 short term), in compliance with code. As the proposed Project will close the existing driveways along the Project site’s Brand Boulevard frontage, transit stops could be moved along the Project site’s frontage without any potential conflicts with vehicles entering and exiting the Project site. As such, the</p>

**TABLE 5.11-4  
CONSISTENCY ANALYSIS DOWNTOWN SPECIFIC PLAN**

Goals and Policies	Project Consistency
	proposed Project would ensure future public transportation opportunities within the area.
<b>Policy 6.1.3</b> (a) Increase transportation choices by providing viable alternatives to exclusive reliance on the auto for Downtown residents and visitors. (b) Through sound land use and transportation planning, emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety. (c) Consider the development of mobility devices including bicycle, electronic bicycle and electronic scooters as a mode of transportation.	<b>No Conflict.</b> As discussed above and in <b>Section 3.0</b> , the proposed Project would place new residential units within one-half mile of a high-quality transit corridor and within a TPA. The proposed Project is also located approximately 0.3 miles from the proposed Lexington Drive station for the North Hollywood to Pasadena BRT Corridor Project as shown in <b>Figure 3.0-1</b> . <sup>164</sup> Bicycle parking is also proposed for the proposed Project consistent with the GMC. Additionally, a cohesive pedestrian walkway would be provided. Sidewalks are provided on all streets within the immediate Project vicinity, and the proposed Project would not alter existing pedestrian infrastructure. Additionally, the proposed Project would close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site's Brand Boulevard frontage.
<b>Policy 6.1.4</b> (a) Provide designated bicycle routes with lane markings and signage within and to and from major downtown destinations. (b) Include bicycle parking, showers, and lockers to promote bicycle commuting in new development. (c) Include bicycle parking in streetscape improvements. (d) Promote increased bicycling for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.	<b>No Conflict.</b> The Project site is located along Brand Boulevard and Maryland Avenue, which provide existing access and connectivity to pedestrian and bicycle networks in the direct Project vicinity. The proposed Project would provide approximately 96 long-term and 19 short-term bicycle parking spaces. The proposed Project will not preclude the City from installing bicycle infrastructure along Louise Street in the future. Also, the addition of bicycle parking and the location of the Project site would promote increased bike use throughout the downtown area by situating residents within a commercially developed area of the City.
<b>Policy 6.1.5</b> (a) Provide a high level of pedestrian amenities throughout the downtown area. Minimize interruptions, such as areas for loading and trash collection, and parking garage entries, in sidewalks designated for pedestrian priority. (b) Provide pedestrian crosswalks at all intersections and consider additional improvements to promote safety in key locations with high potential for pedestrian/vehicle conflicts. (c) Consider the special mobility requirements of the young, the elderly, and wheelchair or mobility impaired users of the sidewalk network. (d) Promote increased walking for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.	<b>No Conflict.</b> The proposed Project would close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site's Brand Boulevard frontage. This will increase access to the areas surrounding the Project site and support connectivity. The driveway placement along Maryland Avenue will allow for vehicular access to the Project site with limited potential for conflicts with pedestrians and bicyclists. The proposed Project would provide cohesive pedestrian walkways.
<b>Policy 6.1.6</b> (a) Maximize the efficiency of existing and future parking facilities. (b) Create a Transportation Management District to manage parking supply and revenue policies. The	<b>No Conflict.</b> The proposed Project would provide replacement vehicular parking for the existing Chase Building that would remain on

<sup>164</sup> Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

**TABLE 5.11-4  
CONSISTENCY ANALYSIS DOWNTOWN SPECIFIC PLAN**

Goals and Policies	Project Consistency
<p>District can facilitate coordination of parking pricing to promote efficient use of parking resources, policies which provide incentives for transit use for employees, and other downtown transportation programs and incentives. (c) Use shared parking where possible and establish operations guidelines and standards to minimize parking activity impacts, particularly spillover parking impacts on adjacent residential neighborhoods. (d) Require a certain portion of on-site parking for motorcycle, bicycle, and carpool/carshare vehicle parking in addition to automobile spaces. (e) Maximize the efficiency of parking by managing prices to correspond with activity and demand patterns. (f) Where an existing parking structure can be shown through parking studies to provide more parking than required for an existing facility, excess parking may be converted to other uses or parking should be made available for shared use. At off-peak times where parking is not in use by a facility, parking should be made available for shared use. (g) Reform preferential parking permit program to protect downtown adjacent neighborhoods from spillover parking problems.</p>	<p>site as well as residential parking. Total residential parking required by GMC Title 30 Chapter 30.32, would be 341 spaces. 29 guest parking spaces for the residential units and 94 commercial parking spaces would also be required per the GMC. A total of 129 commercial parking spaces would be provided for commercial use and 373 residential parking spaces would be proposed on the site, including 30 guest parking spaces. 47 of the residential parking spaces would be tandem parking spaces for the 47 two-bedroom units, which is allowed per the GMC. Additionally, the proposed Project would provide approximately 96 long-term and 19 short-term bicycle parking spaces. The amount of parking supplied for the proposed Project would be consistent with the City's Municipal Code for parking.</p>
<p><b>Policy 6.1.7</b> Through a strategic hierarchy of pedestrian-oriented and transit and vehicular-oriented streets in Downtown, parking management, Transportation Demand Management (TDM) incentives, transportation systems management (TSM), and key infrastructure improvements, work to minimize traffic and parking spillover into downtown-adjacent neighborhoods. These strategies, combined with a 1st/last mile improvements, will promote active transportation modes and reduce vehicle miles traveled in the DSP area.</p>	<p><b>No Conflict.</b> The proposed Project would provide a total of 129 commercial spaces for the existing Chase Building that would remain on site and 373 residential parking spaces would be provided on the site. The amount of parking provided on site would not result in overflow parking into the downtown-adjacent neighborhoods during the operation of the proposed Project. The proposed Project would comply with GMC 30.32.171 and develop a TDM plan, pay dues to a designated transportation management association, and include bicycle facilities on-site. As discussed above and in <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. As such, the Project site is located within one-half mile of a well-served transit stop or transit corridor with 15-minute or less service frequency during peak commute hours. The Project would also provide more than the required amount of parking spaces as required by the GMC to reduce spillover into adjacent neighborhoods. As such, the proposed Project would promote active transportation modes within the vicinity of the Project site and be consistent with this policy.</p>

Source: City of Glendale, Downtown Specific Plan, <https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

### Cumulative Impacts

Development of the proposed Project in conjunction with related projects would result in an intensification of existing prevailing land uses in an already urbanized area of Glendale. With regard to

## 5.0 Sustainable Communities Environmental Analysis

land use plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. Like the proposed Project, each related project—listed in **Section 2.0**—would be subject to a discretionary land use approval process, including CEQA review, and would incorporate any mitigation measures necessary to reduce potential land use impacts such that no significant impacts with regard to adopted land use plans would occur. Also, upon approval of the requested actions, development of the proposed Project together with future forecasted growth, would not conflict with the intent of the General Plan, the partially adopted South Glendale Community Plan, the DSP, or with other applicable land use plans. Therefore, development of the proposed Project together with the related projects would not be expected to result in cumulatively considerable impacts with respect to incorporated applicable land use plans and regulations.

With regard to physical land use, it should be noted that all of the related projects are subject to local zoning and land use designations for each of the related Project sites. These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts.

As the proposed Project would not combine with the related projects to change the existing relationship substantially or adversely with off-site communities, the proposed Project would not result in cumulatively considerable physical land impacts.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No land use and planning mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No land use and planning mitigation measures were identified.

##### **City of Glendale Downtown Specific Plan EIR**

No land use and planning mitigation measures were identified.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

## 5.12 MINERAL RESOURCES

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

***a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?***

**No Impact.** A significant impact could occur if the Project site were located in an area used or available for extraction of a regionally important mineral resource, if project development would convert an existing or future regionally important mineral extraction use to another use, or if project development would affect access to a site used or potentially available for regionally important mineral resource extraction. A mineral resource is defined as any naturally occurring chemical element or compound, or groups of elements and compounds, formed in inorganic processes and organic substances, including but not limited to, coal, peat and bituminous rock, but excluding geothermal resources, natural gas and petroleum.

The proposed Project site is not within an oil drilling district, State-designated oil field, or surface mining district.<sup>165</sup> Additionally, the Project site is not located in a Mineral Resource Zone 2 (MRZ-2) indicating an area where known mineral resources occur. No mineral resources are known to exist beneath the Project site. As such, construction and operation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State and no impacts would result.

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<sup>165</sup> City of Glendale General Plan, Open Space and Conservation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans>. Accessed August 2021.

***b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

**No Impact.** The Project site is not located within a Mineral Resource Zone 2 (MRZ-2) Area. The Project site is not designated as a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Thus, there would be no impacts from construction or operation of the proposed Project to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan and no impacts would result.

***Cumulative Impacts***

The proposed Project would have no impact on mineral resources. As such, the proposed Project would not contribute to cumulative impacts to mineral resources.

***Mitigation Measures***

***Incorporation of Prior Mitigation***

**SCAG 2020-2045 RTP/SCS Program EIR:**

No mineral resources mitigation measures were identified.

**City of Glendale South Glendale Community Plan EIR**

No mineral resources mitigation measures were identified.

**City of Glendale Downtown Specific Plan EIR**

No mineral resources mitigation measures were identified.

***Project Mitigation***

No additional project-specific mitigation measures are necessary.

***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

## 5.13 NOISE

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

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

**Less Than Significant with Mitigation Incorporated.** The City has adopted local guidelines based in part on the community noise compatibility guidelines established by the State Department of Health Services for use in assessing the compatibility of various land use types with a range of noise levels. These guidelines are set forth in the City of Glendale General Plan Noise Element in terms of the Community Noise Equivalent Level (CNEL). CNEL guidelines for specific land uses are classified into four categories: (1) normally acceptable; (2) conditionally acceptable; (3) normally unacceptable; and (4) clearly unacceptable.

Noise standards for specific land uses are identified in the City of Glendale's Noise Ordinance, which is located in Chapter 8.36, Section 8.36.040 of the GMC. Under Section 8.36.040 of the Noise Ordinance, exterior and interior noise is regulated by reference to "presumed noise standards," which are presented in **Table 5.13-1: Interior and Exterior Presumed Noise Standards**. Under Section 8.36.050 of the Noise Ordinance, where noise levels are below the presumed noise standards, the actual ambient noise level controls, and any noise more than 5 dBA above the actual ambient noise level is considered a violation of the Noise Ordinance. Where the actual ambient noise level exceeds the presumed noise standard, the actual ambient noise level is used, and any noise more than 5 dBA above the actual ambient noise level is considered a violation of the Noise Ordinance. However, under the Noise Ordinance, the actual ambient noise levels are not allowed to exceed the presumed noise level by more than 5 dBA.

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The City does not have regulations that establish maximum construction noise levels. However, Section 8.36.080 of the GMC states that it is unlawful for any person within a residential zone, or within a radius of five hundred feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures, or projects within the City between the hours of 7:00 PM on one day and 7:00 AM of the next day, or from 7:00 PM on Saturday to 7:00 AM on Monday, or from 7:00 PM preceding a holiday. Moreover, Section 8.36.290(K) of the GMC provides an exemption from the Noise Ordinance for any activity, operation, or noise, which cannot be brought into compliance (with the Noise Ordinance) because it is technically infeasible to do so. “Technical infeasibility” for the purpose of this section means that noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or any other noise reduction devices or techniques during the operation of the equipment.

**TABLE 5.13-1  
INTERIOR AND EXTERIOR PRESUMED NOISE STANDARDS**

Land Use Category		Noise Standards	
Category	Uses	Interior CNEL	Exterior CNEL
Residential	Single Family	45 <sup>1</sup>	65 <sup>2</sup>
	Multifamily	45 <sup>1</sup>	65 <sup>3</sup>
	Residential within Mixed Use	45 <sup>1</sup>	-
Commercial	Hotel, Motel, Transient, Lodging	45 <sup>1</sup>	-
Institutional	Hospital, School, Church, Library	45	-
Open Space	Parks <sup>4</sup>	-	65 <sup>1</sup>

Source: City of Glendale General Plan Noise Element, 2007.

<sup>1</sup> Applies to the indoor environment excluding bathrooms, toilets, closets, and corridors

<sup>2</sup> Applies to the outdoor environment limited to the private yard of single family residences (normally the rear yard).

<sup>3</sup> Applies to the patio area where there is an expectation of privacy (i.e., not a patio area which also serves as, or is adjacent to, the primary entrance to the unit).

<sup>4</sup> Only applies to parks where peace and quiet are determined to be of prime importance, such as hillside open space areas to the public. Generally, would not apply to urban parks or active-use parks.

Short-term sound monitoring was conducted at four (4) locations to measure the ambient sound environment in the proposed Project vicinity. Measurements were taken over 10-minute intervals on August 16, 2021 and are presented in **Table 5.13-2: Ambient Noise Measurements**. As shown in **Table 5.13-2**, ambient noise levels ranged from a low of 63.9 dBA (Leq-10minute) at the southeast corner of Doran Street and Maryland Avenue (Site 3) to a high of 71.6 dBA (Leq-10minute) west of the Project site along Sanchez Drive between Central Avenue and Brand Boulevard (Site 4). Ambient noise levels currently exceed the presumed noise standard for multi-family residential uses west of the Project site along Sanchez Drive between Central Avenue and Brand Boulevard. The segment along Sanchez Drive includes a one-way eastbound roadway that connect the SR-134 Freeways ramps in the eastbound direction between Central Avenue and Brand Boulevard.

The Project site is predominantly surrounded by a mix of high-rise commercial office buildings as well as high-rise and low-rise (one-, two- and three-story) residential buildings. As mentioned previously, the

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Project site is bounded by the SR-134 Eastbound On-Ramp to the north, an existing commercial office building and an associated surface parking lot to the south, N. Brand Boulevard to the west, and N. Maryland Avenue to the east. Residential uses are located to the east of the Project site along N. Maryland Avenue and N. Louise Street, to the west along N. Doran Street, and to the north along Monterey Road.

**TABLE 5.13-2  
AMBIENT NOISE MEASUREMENTS**

Monitoring Site Number/Description	Time Period	Noise Source	Presumed Noise Standard, dBA CNEL	dBA Leq-10minute
1 Southwest corner of the Project site along Brand Boulevard between Sanchez Drive and Doran Street	1:06 PM-1:16 PM	Vehicle traffic along N. Brand Boulevard	N/A <sup>1</sup>	71.4
2 Northeast corner of the Project site along Maryland Avenue and Maryland Place	1:18 PM-1:28 PM	Vehicle traffic along SR-134	N/A <sup>1</sup>	69.5
3 Southeast corner of Doran Street and Maryland Avenue	1:30 PM-1:40 PM	Vehicle traffic along E. Doran Street and N. Maryland Avenue	65 <sup>2</sup>	63.9
4 West of the Project site along Sanchez Drive between Central Avenue and Brand Boulevard.	1:48 PM-1:58 PM	Vehicle traffic along SR-134 and Sanchez Drive	65 <sup>2</sup>	71.6

Notes: dBA = A-weighted decibels; Leq = average equivalent sound level.

<sup>1</sup> There are no presumed noise standards for the commercial use.

<sup>2</sup> Presumed Noise Standard for multi-family residential uses.

Refer to Appendix D: Noise Study

An overview of the surrounding land uses relative to the noise monitoring locations provided in Table 5.13-2 above is provided:

- **Site 1:** Located at the southwest corner of the Project site along N. Brand Boulevard. There are no sensitive receptors within the vicinity of this noise monitoring location.
- **Site 2:** Located at the northeast corner of the Project site along N. Maryland Avenue and Maryland Place. Sensitive receptors include residential uses along Maryland Place.
- **Site 3:** Located at the southeast corner of E. Doran Street and N. Maryland Avenue. Sensitive receptors include residential uses along E. Doran Street and N. Maryland Avenue.
- **Site 4:** Located west of the Project site along Sanchez Drive. Sensitive receptors include residential uses along Sanchez Drive.

The City's General Plan and Municipal Code do not establish numeric maximum acceptable source noise levels or noise level increases at potentially affected receivers. Chapter 8.36 of the GMC prohibits construction activities within 500 feet of a residential zone between the hours of 7:00 PM on one date and 7:00 AM of the next day or from 7:00 PM on Saturday to 7:00 AM on Monday or from 7:00 PM preceding a holiday.

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The FTA *Transit Noise and Vibration Impact Assessment Manual*<sup>166</sup> provides a general noise assessment guideline to assess potential noise impacts construction of transit projects. A general noise assessment is suitable and appropriate given the current stage of planning and evaluation for this Project. The FTA's General Assessment Construction Noise Criteria identifies daytime and nighttime thresholds for residential, commercial, and industrial land uses, which are considered reasonable criteria for use in assessing the potential for adverse community reaction to noise generated by construction activities. The construction noise criteria threshold for residential uses is 90 dBA (Leq-1hour) during the daytime and 80 dBA (Leq-1hour) during the nighttime period. Additionally, construction noise thresholds for commercial and industrial uses are 100 dBA (Leq-1hour) during both the daytime and nighttime periods. Since the construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as Leq noise levels.

For operation, the City's General Plan Noise Element is used to establish satisfactory noise levels of significance for land uses within the City. The exterior noise level criteria for normally acceptable multi-family residential uses range between 50 to 65 dBA CNEL. Additionally, exterior noise level criteria for normally acceptable office buildings, business commercial and professional uses range between 50 to 70 dBA CNEL.

There is no completely satisfactory way to measure the subjective effects of noise or of the corresponding human reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment (ambient) to which one has adapted.

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. As such, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL). FICON identifies a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the noise criteria for a given land use is exceeded. According to the FICON, in areas where the without project noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

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<sup>166</sup> Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018, accessed September 2021, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf)

## Construction

Separate forecasts of construction noise levels from on-site construction at each of the noise monitoring sites within the immediate vicinity were completed. The forecast noise levels at the nearest sensitive uses to the Project site from construction activity are shown in **Table 5.13-3: Project Construction Noise Estimates**. As shown, construction noise levels would range between 62.8 dBA (Leq-1hour) at the multi-family residential uses on the corner of Sanchez Drive and Central Avenue (Site 4) to a high of 98.9 dBA (Leq-1hour) at commercial use adjacent to the Project site. Noise levels due to construction would not exceed the daytime 90 dBA Leq threshold for residential uses or the 100 dBA Leq threshold for commercial uses. Additionally, the Project would be required to adhere to Section 8.36.290(K) of the GMC, which requires noise limitations to be implemented during construction to the extent feasible. Noise limitations include the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. More specifically, using optimal muffler systems on all equipment would reduce construction noise levels by 10 dBA or more.<sup>167</sup> Temporary abatement techniques such as the use of a noise barrier can achieve a 5-dBA noise level reduction when it is tall enough to break the line-of-sight to the receiver. Modifications such as dampening of metal surfaces or the redesign of a particular piece of equipment can achieve noise reduction of up to 5 dBA.<sup>168</sup> Moving stationary equipment away from sensitive receptors will reduce noise levels at the receptor as every doubling of distance will reduce noise by 4 to 6 dBA. As such, adherence to the GMC would further reduce construction noise levels at all of the Sites to below significance thresholds.

Moreover, the proposed Project would comply with the GMC as it relates to construction equipment by ensuring that the operation of noise generating construction equipment would not occur between the hours of 7:00 PM on one day and 7:00 AM of the next day, or from 7:00 PM on Saturday to 7:00 AM on Monday, or from 7:00 PM preceding a holiday. Compliance with the above practices would ensure construction noise levels are reduced to the maximum extent feasible; thus, construction noise levels would not be considered significant. As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **SCAG 2020-2045 RTP/SCS Program EIR PMM NOISE-1; South Glendale Community Plan EIR MM 4.11-1, MM 4.11-2, and MM 4.11-5; and Downtown Specific Plan EIR MM 4.9-1(a) through MM 4.9-1(d) and MM 4.9-3(a)**.

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<sup>167</sup> FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm), Accessed January 2021.

<sup>168</sup> FHWA, Special Report—Measurement, Prediction, and Mitigation, updated June 2017, accessed July 2019, [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm).

**TABLE 5.13-3  
PROJECT CONSTRUCTION NOISE ESTIMATES**

Noise Monitoring Site	Nearest Off-Site Building Structures	Distance from Project Site (feet)	Max dBA (Leq-1hour)	Significance Threshold (dBA)	Exceeds FTA Threshold?
Site 1	Commercial use adjacent to the Project site	10	98.9	100.0	No
Site 2	Multi-family residential uses along Maryland Place and Louise Street	205	73.7	90.0	No
Site 3	Multi-family residential uses along Doran Street and Maryland Avenue	195	74.2	90.0	No
Site 4	Multi-family residential uses on the corner of Sanchez Drive and Central Avenue	720	62.8	90.0	No

Source: FHWA, RCNM, version. 1.1.

Refer to Appendix D: Noise Study

## Operation

### Off-Site Operational Roadway Noise

Traffic noise levels were modeled using the FHWA Noise Prediction Model (FHWA-RD-77-108). This model calculates the average noise level in dB(A) CNEL along a given roadway segment based on traffic volumes, vehicle mix, posted speed limits, roadway geometry, and site conditions. The model calculates noise associated with a specific line source and the results characterize noise generated by motor vehicle traffic along the specific roadway segment. According to data collected by Caltrans, California automobile noise is 0.8 to 1.0 dB(A) louder than national levels, while medium and heavy truck noise is 0.3 to 3.0 dB(A) quieter than national levels.<sup>169</sup>

**Table 5.13-4: Off-Site Roadway Noise Levels—Existing Plus Project** illustrates the change in AM and PM peak hour noise levels from existing traffic volumes and from traffic generated by the proposed Project. The difference in traffic noise between existing conditions and existing plus Project conditions represents the increase in noise attributable to Project-related traffic. As shown in **Table 5.13-4**, the maximum noise level increases along the analyzed roadways would range from negligible changes at various roadway segments to a high of 1.1 dBA CNEL along Maryland Avenue north of Doran Street (Intersection 4). Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project site in excess of the City’s Noise Element. As such, roadway noise under this scenario would not result in a significant noise level increase at sensitive receptors.

<sup>169</sup> Rudolf W. Hendriks, California Vehicle Noise Emission Levels, NTIS, FHWA/CA/TL-87/03 (1987).

**TABLE 5.13-4  
OFF-SITE ROADWAY NOISE LEVELS - EXISTING PLUS PROJECT**

Intersection	Roadway Segment	Adjacent Land Use	Existing (dBA CNEL)	Existing plus Project (dBA CNEL)	Difference	Significant Impact?
<b><i>Brand Boulevard</i></b>						
1	North of Goode Avenue (SR-134 WB Off-Ramp)	Commercial	53.1	53.1	0.0	No
	South of Goode Avenue (SR-134 WB Off-Ramp)	Commercial	53.2	53.2	0.0	No
2	North of Sanchez Drive (SR-134 EB On-Ramp)	Commercial	53.1	53.1	0.0	No
	South of Sanchez Drive (SR-134 EB On-Ramp)	Commercial	54.2	54.2	0.0	No
3	North of Doran Street	Commercial	54.3	54.3	0.0	No
	South of Doran Street	Commercial	53.7	53.7	0.0	No

**TABLE 5.13-4  
OFF-SITE ROADWAY NOISE LEVELS - EXISTING PLUS PROJECT**

Intersection	Roadway Segment	Adjacent Land Use	Existing (dBA CNEL)	Existing plus Project (dBA CNEL)	Difference	Significant Impact?
<b><i>Goode Avenue (SR-134 WB Off-Ramp)</i></b>						
1	East of Brand Boulevard	Commercial	57.8	57.8	0.0	No
	West of Brand Boulevard	Commercial	52.3	52.3	0.0	No
<b><i>Sanchez Drive (SR-134 EB On-Ramp)</i></b>						
2	East of Brand Boulevard	Commercial/Residential (Multi-family)	63.3	63.3	0.0	No
	West of Brand Boulevard	Commercial	60.5	60.5	0.0	No
<b><i>Doran Street</i></b>						
3	East of Brand Boulevard	Commercial/Residential	53.2	53.6	+0.4	No
	West of Brand Boulevard	Commercial/Residential	63.0	63.1	+0.1	No
4	East of Maryland Avenue	Residential (Multi-family)	61.3	61.3	0.0	No
	West of Maryland Avenue	Commercial	56.7	57.1	+0.4	No

**TABLE 5.13-4  
OFF-SITE ROADWAY NOISE LEVELS - EXISTING PLUS PROJECT**

Intersection	Roadway Segment	Adjacent Land Use	Existing (dBA CNEL)	Existing plus Project (dBA CNEL)	Difference	Significant Impact?
6	East of Louise Street	Residential (Multi-family)	61.0	61.0	0.0	No
	West of Louise Street	Residential (Multi-family)	61.2	61.3	+0.1	No
<b>Maryland Avenue</b>						
4	North of Doran Street	Commercial	50.0	51.1	+1.1	No
	South of Doran Street	Commercial/Residential (Multi-family)	60.5	60.6	+0.1	No
<b>Maryland Place</b>						
5	East of Louise Street	N/A	N/A	N/A	N/A	No
	West of Louise Street	Residential/Commercial	51.7	51.9	+0.2	No
<b>Louise Street</b>						
5	North of Maryland Place	Residential (Multi-Family)	54.9	54.9	0.0	No
	South of Maryland Place	Residential (Multi-Family)	61.0	61.0	0.0	No
6	North of Doran Street	Residential (Multi-Family)	61.2	61.2	0.0	No
	South of Doran Street	Residential (Multi-Family)	60.3	60.3	0.0	No

Source: Linscott, Law, and Greenspan, Transportation Impact Analysis for the 606 N. Maryland Avenue Residential Project, June 22, 2021.  
Refer to Appendix D: Noise Study

## ***On-Site Operational Noise***

The proposed Project would introduce various stationary noise sources, including heating, ventilation, and air conditioning systems, which would be located either on the roof, the side of a structure, or on the ground. All Project mechanical equipment would be required to be designed with appropriate noise-control devices—such as sound attenuators, acoustics louvers, or sound screens/parapet walls—to comply with noise compatibility requirements provided in the GMC. The stationary equipment would be required to comply with GMC Section 30.34.070, which establishes low-sound intensities from mechanical equipment. Therefore, operation of mechanical equipment on the proposed Project building would not exceed the City’s threshold of significance.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **SCAG 2020-2045 RTP/SCS Program EIR PMM NOISE-1; South Glendale Community Plan EIR MM 4.11-1, MM 4.11-2, and MM 4.11-5; and Downtown Specific Plan EIR MM 4.9-1(a) through MM 4.9-1(d) and MM 4.9-3(a).**

### ***b. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels?***

**Less Than Significant with Mitigation Incorporated.** Section 8.36.210 of the GMC provides that vibration created by the operation of any device would be a violation of City standards if such vibration were above the vibration perception threshold of an individual at or beyond the property boundary of a source on private property. For sources on a public space or public right-of-way, a violation would occur if the vibration perception threshold of an individual were exceeded at a distance of 150 feet from the source. A numerical threshold to identify the point at which a vibration impact is deemed perceptible is not identified in the GMC.

Thus, the Caltrans Transportation and Construction Vibration Guidance Manual<sup>170</sup> is used as a screening tool to assess the potential for adverse vibration effects related to structural damage. Impacts related to vibration would be considered significant if it exceeds the following standards:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 PPV at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site nonengineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

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170 Caltrans, Transportation and Construction Vibration Guidance Manual (September 2018), accessed August 2021, [http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf).

Construction machinery and operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at its highest levels. Ground-borne vibration from construction activities rarely reaches the levels that damage structures.

As discussed previously, the existing Chase Building would remain on site as part of the Project. The Chase Building is a historical resource as defined by CEQA and appears to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and Glendale Register of Historic Resources.<sup>171</sup> As such, the Chase Building was included in the analysis below using the Caltrans vibration threshold of 0.12 PPV for historic buildings.

**Table 5.13-5: On-Site Construction Vibration Impacts-Building Damage** presents the construction vibration impacts associated with on-site construction in terms of building damage. It is important to note pile driving would not be required during construction. As shown in **Table 5.13-5**, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold at the nearby residential receptors. However, vibration levels would exceed the building damage significance threshold at the on-site historical Chase Building for vibratory rollers, large bulldozers, caisson drilling, and loaded trucks. Implementation of **Mitigation Measure MM NOI-1** and **MM NOI-2** would require the Applicant to retain a vibration monitor to ensure construction-induced vibration levels do not expose the existing Chase Building to vibration levels of 0.12 ppv in/sec or greater. Adherence to these measures would include a monitoring plan consisting of measures to reduce vibration levels, such as but not limited to utilizing quiet pile driving technology (auger displacement installation) to reduce friction thus making penetration for a large range of soils less vibration intensive. As such, impacts related to building damage from on-site construction vibration would not be considered significant with mitigation.

As discussed in Section 3.3 of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **SCAG 2020-2045 RTP/SCS Program EIR PMM NOISE-1**; **South Glendale Community Plan EIR MM 4.11-1, MM 4.11-2, and MM 4.11-5**; and **Downtown Specific Plan EIR MM 4.9-1(a) through MM 4.9-1(d) and MM 4.9-3(a)**.

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<sup>171</sup> See Historic Report (**Appendix F**).

**TABLE 5.13-5  
ON-SITE CONSTRUCTION VIBRATION IMPACTS—BUILDING DAMAGE**

Site	Building Structures	Estimated Vibration Velocity Levels at the Nearest Building Structures from the Project Construction Equipment						Significance Threshold (PPV ips)
		Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jackhammer	Small bulldozer	
<i>FTA Reference Vibration Levels at 25 feet</i>								
		0.210	0.089	0.089	0.076	0.035	0.003	
1	Chase Building (15 Feet)	0.452	0.191	0.191	0.164	0.075	0.006	0.12
2	Residential uses along Maryland Place (205 Feet)	0.009	0.004	0.004	0.003	0.001	0.000	0.2
3	Residential uses E. Doran Street and N. Maryland Avenue (195 Feet)	0.010	0.004	0.004	0.003	0.002	0.000	0.2
4	Residential uses along Sanchez Drive (2720 Feet)	0.001	0.001	0.001	0.000	0.000	0.000	0.2

Source: US Department of Transportation, Federal Transportation Authority, Transit Noise and Vibration Impact Assessment

Note: Refer to Attachment C for construction vibration worksheets.

## Operation

Operation of the proposed Project would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which could produce vibration. Ground-borne vibration generated by each of the above-mentioned activities would generate approximately up to 0.005 inches per second PPV adjacent to the Project site.<sup>172</sup> As such, vibration levels at other sensitive receptors would result in vibration levels below perceptible levels of human annoyance. As a result, the proposed Project's operational vibration impacts would be less than significant.

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs). For this reason, the proposed Project incorporates **SCAG 2020-2045 RTP/SCS Program EIR PMM NOISE-1; South Glendale Community Plan EIR MM 4.11-1, MM 4.11-2, and MM 4.11-5; and Downtown Specific Plan EIR MM 4.9-1(a) through MM 4.9-1(d) and MM 4.9-3(a).**

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?***

### **No Impact.**

The nearest public or private airport/airstrip to the Project site is Hollywood Burbank Airport located approximately 6.0 miles northwest of the Project site. The Project site is not located within an airport land use plan.<sup>173</sup> Therefore, no impact would occur.

## ***Cumulative Impacts***

For purposes of this analysis, development of any related projects will be considered to contribute to cumulative noise impacts. Noise, by definition, is a localized phenomenon and drastically reduces as distance from the source increases. As a result, only related projects, and growth in the general area of the Project site (within 500 feet) would contribute to cumulative noise impacts. Cumulative construction-noise impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment. It is expected that, as with the proposed Project, any related projects would adhere to Section 8.36.290(K) of the GMC and implement noise reduction techniques such as mufflers, shields, sound barriers, which would minimize any noise-related nuisances during construction. In addition, distance attenuation and

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172 FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018, [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf), Accessed January 2020.

173 County of Los Angeles, L.A. County's Airport Land Use Commission, <https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a>. Accessed August 2021.

intervening structures would further reduce construction noise levels and not result in noticeable increases. Therefore, the combined construction-noise impacts of related projects within a 0.5-mile radius and the proposed Project's contribution would not cause a significant cumulative impact.

**Table 5.13-6: Off-Site Roadway Traffic Noise Levels—Cumulative Plus Project** illustrates the change in noise levels from cumulative conditions without the proposed Project-related vehicular traffic to cumulative conditions with the proposed Project. The cumulative scenario represents ambient traffic growth, related project traffic growth, and the proposed Project's incremental contribution to cumulative traffic within the City. As shown in **Table 5.13-6**, the maximum noise level increases along the analyzed roadways would range from negligible changes at various roadway segments to a high of 1.0 dBA CNEL along Maryland Avenue north of Doran Street (Intersection 4). Project-related traffic would not cause noise levels along the analyzed roadways to increase by more than 3.0 dBA. Thus, the proposed Project would not result in a permanent increase in noise levels above ambient levels in the vicinity of the Project Site in excess of the City's Noise Element. As such, roadway noise under this scenario would not result in a significant noise level increase at sensitive receptors.

With regard to ground-borne vibration, cumulative significant vibration impacts could result if construction were occurring on the Project site and nearby related project sites concurrently. As shown in **Table 5.13-5** above, the forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.20 PPV. However, vibration levels would exceed the historical building threshold and the building damage threshold of 0.12 ppv in/sec for the on-site Chase Building prior to mitigation. Mitigation Measure **MM NOI-1** and **MM NOI-2** would reduce vibration impacts to the Chase Building to less than significant. In addition, distance attenuation and intervening structures would further reduce construction vibration levels and not result in noticeable increases. It is expected that, as with the Project, related projects would implement best management practices, which would minimize any ground-borne vibration during construction.

With regard to stationary sources, cumulative significant noise impacts may result from cumulative development. Stationary sources of noise that could be introduced in the area by cumulative projects could include mechanical equipment, loading docks, and parking lots. Noise levels within the proposed parking levels would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be similar to existing levels as the Project site currently includes surface parking. As such, the parking levels within the residential building would not introduce a new source of noise in the Project vicinity. Given that these related projects would be required to adhere to the City's noise standards, all stationary sources would be required to have shielding or other noise-abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur. Impacts would be less than significant.

Therefore, the combined construction vibration impacts of the related projects and the Project's contribution would be less than significant.

**TABLE 5.13-6  
OFF-SITE ROADWAY NOISE LEVELS - CUMULATIVE PLUS PROJECT**

Intersection	Roadway Segment	Adjacent Land Use	Cumulative (dBA CNEL)	Cumulative plus Project (dBA CNEL)	Difference	Significant Impact?
<b>Brand Boulevard</b>						
1	North of Goode Avenue (SR-134 WB Off-Ramp)	Commercial	53.8	53.8	0.0	No
	South of Goode Avenue (SR-134 WB Off-Ramp)	Commercial	53.9	54.0	+0.1	No
2	North of Sanchez Drive (SR-134 EB On-Ramp)	Commercial	53.9	53.9	0.0	No
	South of Sanchez Drive (SR-134 EB On-Ramp)	Commercial	54.9	55.0	+0.1	No
3	North of Doran Street	Commercial	55.0	55.1	+0.1	No
	South of Doran Street	Commercial	54.5	54.5	0.0	No
<b>Goode Avenue (SR-134 WB Off-Ramp)</b>						
1	East of Brand Boulevard	Commercial	58.5	58.6	+0.1	No
	West of Brand Boulevard	Commercial	52.9	52.9	0.0	No
<b>Sanchez Drive (SR-134 EB On-Ramp)</b>						
2	East of Brand Boulevard	Commercial/Residential (Multi-family)	63.9	63.9	0.0	No
	West of Brand Boulevard	Commercial	61.1	61.1	0.0	No
<b>Doran Street</b>						
3	East of Brand Boulevard	Commercial/Residential	53.7	54.0	+0.3	No
	West of Brand Boulevard	Commercial/Residential	64.3	64.4	+0.1	No
4	East of Maryland Avenue	Residential (Multi-family)	61.8	61.8	0.0	No
	West of Maryland Avenue	Commercial	57.2	57.5	+0.3	No
6	East of Louise Street	Residential (Multi-family)	61.5	61.5	0.0	No
	West of Louise Street	Residential (Multi-family)	61.7	61.8	+0.1	No
<b>Maryland Avenue</b>						
4	North of Doran Street	Commercial	50.4	51.4	+1.0	No

**TABLE 5.13-6  
OFF-SITE ROADWAY NOISE LEVELS - CUMULATIVE PLUS PROJECT**

Intersection	Roadway Segment	Adjacent Land Use	Cumulative (dBA CNEL)	Cumulative plus Project (dBA CNEL)	Difference	Significant Impact?
	South of Doran Street	Commercial/Residential (Multi-family)	60.9	60.9	0.0	No
<b>Maryland Place</b>						
5	East of Louise Street	N/A	N/A	N/A	N/A	No
	West of Louise Street	Residential/Commercial	52.0	52.2	+0.2	No
<b>Louise Street</b>						
5	North of Maryland Place	Residential (Multi-Family)	55.3	55.3	0.0	No
	South of Maryland Place	Residential (Multi-Family)	61.4	61.4	0.0	No
6	North of Doran Street	Residential (Multi-Family)	61.6	61.6	0.0	No
	South of Doran Street	Residential (Multi-Family)	60.7	60.7	0.0	No

Source: Linscott, Law, and Greenspan, Transportation Impact Analysis for the 606 N. Maryland Avenue Residential Project, June 22, 2021.

N/A = no data available.

Source: Linscott, Law, and Greenspan, Transportation Impact Analysis for the 606 N. Maryland Avenue Residential Project, June 22, 2021.

Roadway noise model results are provided in Attachment D.

## **Mitigation Measures**

### **Incorporation of Prior Mitigation**

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will further reduce the less than significant impacts of the proposed Project.

### **SCAG 2020-2045 RTP/SCS Program EIR:**

**PMM NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Install temporary noise barriers during construction.
- b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
- c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance
- d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- f) Designate an on-site construction complaint and enforcement manager for the project.
- g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

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- i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned
- l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
- m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;
- n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.
- o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- q) Use of portable barriers in the vicinity of sensitive receptors during construction.
- r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.
- s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.
- u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.
- v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

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- w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
- x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.
- y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

### **City of Glendale South Glendale Community Plan EIR**

- MM 4.11-1:** Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan, Noise Ordinance, or other applicable standards shall be required to implement measures, such as but not limited to; increase setbacks of dwelling units from area roadways or rail lines, use of developer-installed noise walls to protect exterior use area, and/or use of upgraded acoustical doors and windows in dwelling units to reduce interior noise.
- MM 4.11-2:** Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan Noise Ordinance, or other applicable standards, shall implement measures, such as but not limited to, the use of parking areas or garage structures to act as acoustical buffers or barriers against highway or rail noise shall be implemented.
- MM 4.11-5:** Future projects implemented under the SGCP that result in a substantial temporary or periodic increase in ambient noise levels shall be required to implement measures, such as but not limited to, the installation of temporary noise wall or curtains, use of quieter equipment and/or construction procedures, and restrictions on nighttime construction.

### **City of Glendale Downtown Specific Plan EIR**

- MM 4.9-1(a)** All construction activity within the City shall be conducted in accordance with Section 8.36.080 of the City of Glendale Municipal Code.
- MM 4.9-1(b)** The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:
- a) Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a Project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period
  - b) Ensure that construction equipment is properly muffled according to industry standards and be in good working condition
  - c) Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible
  - d) Schedule high noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses
  - e) Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources
  - f) Use electric air compressors and similar power tools rather than diesel equipment, where feasible

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- g) Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes
- h) Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.
- i) Contract specifications shall be included in the proposed Project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

**MM 4.9-1(c)** The project applicant shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the DSP area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed Project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

**MM 4.9-1(d)** The project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed Project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

**MM 4.9-3(a)** Prior to issuance of a grading permit, the developer shall establish a 50-foot buffer zone around identified historic structures, and shall provide for temporary fencing and private security patrols to prevent human and vehicular/equipment access to the structures during construction of the proposed Project.

### ***Project Mitigation***

**MM NOI-1:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, and to the satisfaction of the City of Glendale, the applicant shall retain a Professional Structural Engineer with experience in structural vibration analysis and monitoring for historic buildings and a Project Historical Architect as a team to ensure project construction-induced vibration levels do not expose the existing Chase Building to vibration levels of 0.12 ppv in/sec or greater. The Structural Engineer/Project Historical Architect team shall perform the following tasks:

- Survey the Project Site and the existing Chase Building and prepare a report that includes but not limited to the following:
  - Description of existing conditions at the existing Chase Building;
  - Vibration level limits based on building conditions, soil conditions, and planned demolition and construction methods to ensure vibration levels would be below 0.12 ppv in/sec, the potential for damage to the existing Chase Building;
  - Specific measures to be taken during construction to ensure the specified vibration level limits are not exceeded; and

## 5.0 Sustainable Communities Environmental Analysis

- A monitoring plan to be implemented during demolition and construction that includes post-construction and post-demolition surveys of the existing Chase Building. The plan should include, but not limited to, monitoring instrument specifications, instrument calibration certificates, list of exact monitoring locations, data collection protocol, alarming and alerting protocol, reporting protocol, and maintenance and service outage protocol. Any of the measures can be removed when no longer necessary to achieve the 0.12 ppv in/sec threshold of structure damage at the existing Chase Building.
- Examples of measures that may be specified for implementation during demolition or construction include, but are not limited to:
  - Prohibition of certain types of impact equipment;
  - Requirement for lighter tracked or wheeled equipment;
  - Specifying demolition by non-impact methods, such as sawing concrete;
  - Phasing operations to avoid simultaneous vibration sources; and
  - Installation of vibration measuring devices to guide decision making for subsequent activities. Monitoring shall be conducted, at minimum, during all ground-disturbing significant impact construction activities (i.e., demolition, shoring, excavation, and foundation work). Warning thresholds, as specified in the monitoring plan, shall be below the specified vibration limits to allow the Contractor to take the necessary steps to reduce vibration, including but not limited to halting/staggering concurrent activities, utilizing quieter or lower-vibratory techniques, or reducing the speed or intensity of equipment. A monitoring record that documents all alarms and includes information regarding compliance with these vibration measures shall be provided to the City upon request.

**MM NOI-2:** To the satisfaction of the City, in the unanticipated event of discovery of vibration-caused damage, the Structural Engineer and the Project Historical Architect shall document any damage to the existing Chase Building caused by construction of the project and shall recommend necessary repairs. Until the conclusion of vibration causing activities, a report from the Structural Engineer or Project Historical Architect shall be submitted monthly to the City of Glendale documenting the presence or absence of damage, and, if needed, the status of any required repairs. The project applicant shall be responsible for any repairs associated with vibration - caused damage as a result of construction of the project. Any such repairs shall be undertaken and completed as required to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 Code of Federal Regulations 68), and shall apply the California Historical Building Code (California Code of Regulations, Title 24, Part 8) and other applicable codes.

### ***Impacts After Mitigation***

The mitigation measures identified above will reduce impacts to less than significant.

## 5.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

In April 2016, Southern California Area Governments (SCAG) adopted the 2020-2045 RTP/SCS.<sup>174</sup> As a designated Metropolitan Planning Organization (MPO) under federal law, SCAG is responsible for developing and adopting a long-range RTP every four years. The plan evolved out of a massive outreach undertaking involving a broad range of stakeholders across the region to update the shared vision for the region's sustainable future. The RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards set forth by the federal Clean Air Act. The RTP/SCS focuses on the interconnected components of economic, social, and transportation investments required to achieve a sustainable regional multimodal transportation system. The goals and policies of the RTP/SCS require the participation of individual municipalities and multilevel investment of stakeholders throughout the region. Based on the regional growth projections in the 2020-2045 RTP/SCS,<sup>175</sup> the City had an estimated permanent population of 201,200, 74,500 total dwelling units, and 117,000 employees in 2016 and an estimated population of 203,834 and 81,191 total dwelling units in 2021.<sup>176</sup> Moreover, SCAG estimates the City's population of the City will increase to 214,100 residents, 82,300 dwelling units, and 125,900 employees by 2045, an increase of 12,900 residents, 7,800 dwelling units, and 8,900 employees from 2016 to 2045. This would be an increase of 10,266 residents and 1,109 dwelling units from 2021 to 2045.

<sup>174</sup> Southern California Association of Governments (SCAG), 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016; <http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx>.

<sup>175</sup> SCAG Connect SoCal, Demographics & Growth Forecast Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579). Accessed December 2021.

<sup>176</sup> State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed December 2021.

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

**Less Than Significant Impact.** A significant impact could occur if the proposed Project would locate new development such as homes, businesses, and/or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude.

The State of California requires that cities plan for changes in population and attend to housing and employment needs; if growth is projected, each city must accommodate a share of the region's anticipated growth. These projections are provided to the City by SCAG. The City must then demonstrate that it has accommodated, or created the "capacity" for, these projected levels of population, housing, and employment through its Community Plans. Whether a project's added development would directly induce a substantial population increase or housing growth are evaluated by whether the direct project-related growth could be accommodated within the appropriate population and housing projections. As shown in the analysis that follows, direct growth from the proposed Project's residential component falls within both SCAG's and the City's projections. The number of employees and location of employees within the existing Chase Building would not be altered as a result of the proposed Project.

A project's population impacts are based on an analysis of the probable number of residents associated with the number of residential dwelling units planned in the project. The project's estimated population is then compared with official population growth forecasts for the City. The proposed Project would include development of a residential apartment building which would house a total of 294 multi-family apartments. Based on an average of 2.6 residents per unit,<sup>177</sup> the proposed Project would generate approximately 765<sup>178</sup> new residents. The proposed Project would account for approximately 5.9 percent of the anticipated increase in residents from 2016 to 2045 and approximately 7.5 percent of the anticipated increase in residents from 2021 to 2045.<sup>179,180</sup>

Housing impacts are typically based on the number of new dwelling units planned within the proposed Project, as compared to the housing projections. Based on the California Department of Finance data, there are 81,191 occupied dwelling units within the City and according to the SCAG projections that number is to increase to 82,300 dwelling units between 2016 and 2045. This would constitute an increase of approximately 1,109 dwelling units, of which the proposed Project would account for approximately 26.5 percent of the anticipated increase in dwelling units.

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177 State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed December 2021.

178 294 units \* 2.6 (average persons per household) = 765.

179 765 Project residents / 12,900 (the increase in residents in Glendale between 201,200 [2016] and 214,100 [2045]) = 0.059.

180 765 Project residents / 10,266 (the increase in residents in Glendale between 203,834 [2021] and 214,100 [2045]) = 0.075.

## 5.0 Sustainable Communities Environmental Analysis

**Downtown Specific Plan (DSP) EIR.** Analysis of the City's population was used to determine the amount of potential growth within the DSP area. The Department of City Planning approved the Downtown Specific Plan and FEIR in 2007. The most recent comprehensive update to the plan was made in 2019.

**Partially Adopted South Glendale Community Plan.** SCAG forecasts population and job growth of the cities and counties in the six county Southern California Region. The Department of City Planning South Glendale Community Plan, which was partially adopted on July 31, 2018, refines the City's allocation so that projected growth is directed to centers and districts that are located near mass transit, consistent with the Housing Element and other City policies. Directing growth this way protects other areas, such as single-family neighborhoods, historic districts, hillside, and other residential neighborhoods. The impacts of the partially adopted South Glendale Community Plan were analyzed in a certified South Glendale Community Plan EIR, however the plan has yet to be adopted.

### Construction

The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Construction workers would likely be supplied from the region's large labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the proposed Project on a short-term basis, and for this reason, significant housing or population impacts will not result from construction of the proposed Project. The City requires construction of affordable housing or payment of an In-Lieu fee. The proposed Project would be required to meet the City's affordable housing requirements. The Applicant is requesting approval of a Development Agreement, which includes the option to pay an In-Lieu fee for affordable housing. For this reason, the proposed Project would not induce substantial population growth from affordable housing. The Project would not induce substantial population during the construction phase and impacts would be less than significant.

### Operation

According to the DSP EIR, the total City population presented by SCAG in 2020 was projected at 215,207 residents and total housing units were projected at 77,738.<sup>181</sup> In 2000, the most recent City estimate determined 91,000 employees were working within the City, including resident and non-resident employees. From 2005-2020, the DSP EIR calculated an increase of 7,164 residents, 3,980 dwelling units, and 3,390 employees following the implementation of the proposed DSP.

The South Glendale Community Plan EIR calculated for the year 2015, a total of 102,338 residents, 37,903 dwelling units, and 46,511 employees. For the Year 2040 in the South Glendale Community Plan area, the South Glendale Community Plan EIR projected the population at 109,323 residents, 40,490 dwelling

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181 City of Glendale, Downtown Specific Plan Final Environmental Impact Report, <https://www.glendaleca.gov/home/showpublisheddocument/38596/636398816908230000>. Accessed December 2021.

units, and 54,651 employees.<sup>182</sup> This would account for an increase of approximately 6,985 residents, 2,587 dwelling units, and 8,140 employees.

### **Direct Growth**

The proposed Project would not generate a substantial number of new residents to the area, but would provide additional housing for the existing need within the City. As noted in the DSP EIR, the DSP would designate new land uses and encourage the redevelopment of existing residential land uses.<sup>183</sup> The focus of the Gateway area, which is the district where the Project site is located within the DSP, is the continued promotion and location of commercial and retail uses as well as incorporate mixed-use and residential buildings in the area to increase livability in downtown.

Based on the City's current household demographics, an average of 2.6 persons per household, the construction of 294 dwelling units with implementation of the Project would result in an increase of approximately 765 residents within the DSP and South Glendale Community Plan area. The proposed Project would represent 10.7 percent of the proposed population increase presented in the DSP EIR projections and approximately 7.4 of the proposed increase in dwelling units for 2020. This would not constitute a substantial increase within the DSP area. Furthermore, the increase in population would be within the realm of the DSP as additional residential and mixed-uses were included in the projected focus area of the plan. The South Glendale Community Plan EIR includes the most recent population projections, for Year 2040, within the vicinity of the Project site. The addition of 765 new residents accounts for approximately 10.9 percent of the future population increase while the addition of 294 dwelling units accounts for approximately 11.3 percent of the future dwelling units increase within the South Glendale Community Plan area. The addition of 765 new residents as a result of the proposed Project would be within the projections of the South Glendale Community Plan EIR. Therefore, the proposed Project would not directly induce substantial growth.

### **Indirect Growth**

The proposed Project is an infill development in the DSP and South Glendale Community Plan areas, which is already developed with utility and roadway infrastructure. As stated above, additional population and residential uses were projected DSP EIR as well as the South Glendale Community Plan EIR. As such, both would accommodate the increased population as a result of additional residential uses within the plan areas. The proposed Project would be served by existing infrastructure and would not require or include the development of any new utility or roadway infrastructure. Thus, the proposed Project would not indirectly induce substantial growth, and no impacts related to indirect growth would occur as a result of the proposed Project.

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182 South Glendale Community Plan EIR, Population and Housing, <https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/sgcp-eir>. Accessed December 2021.

183 City of Glendale, Downtown Specific Plan, <https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.

For the reasons discussed above, the proposed Project would not indirectly or directly induce substantial population growth. Therefore, Project impacts related to population and housing would be less than significant.

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

**No Impact.** A significant impact may occur if the proposed Project would result in the displacement of existing dwelling units, necessitating the construction of replacement housing elsewhere. The Project site is developed with an existing two-story office building as well as an existing six-story commercial Chase Building, an associated parking structure, and surface parking lots. There are no residential units or residents on the Project site. Moreover, the construction of the 294 dwelling units would result in an increase of approximately 765 net permanent residents in the City. There is no existing affordable housing on the Project site and, therefore, the proposed Project would not displace affordable housing. The City requires construction of affordable housing or payment of an In-Lieu fee. The proposed Project would be required to meet the City's affordable housing requirements. The Applicant is requesting approval of a Development Agreement, which includes the option to pay an In-Lieu fee for affordable housing. Therefore, the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction or replacement housing elsewhere, and no impact would occur.

### ***Cumulative Impacts***

Development of the proposed Project would result in an increase of approximately 765 permanent residents, 294 dwelling units. According to the DSP EIR, from 2005-2020, the DSP EIR calculated an increase of 7,164 residents, 3,980 dwelling units, and 3,390 employees within the DSP area following the implementation of the proposed DSP. As such, the proposed Project would constitute 10.7 percent of the population increase, and 7.4 percent of the housing unit increase. Based on the South Glendale Community Plan EIR growth projections for the year 2040, population is projected at 109,323 residents, 40,490 dwelling units, and 54,651 employees.<sup>184</sup> The proposed Project would account for approximately 5.9 percent of the anticipated increase in residents and approximately 26.5 percent of the anticipated increase in dwelling units from 2016 to 2045 according to SCAG projections.<sup>185</sup> The proposed Project would account for approximately 7.5 percent of the anticipated increase in residents from 2021 to 2045.<sup>186</sup> The addition of 765 new residents accounts for approximately 10.9 percent of the future population increase and 11.3 percent of the future dwelling unit increase within the projections of the South Glendale Community Plan EIR.

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<sup>184</sup> South Glendale Community Plan EIR, Population and Housing, <https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/sgcp-eir>. Accessed August 2021.

<sup>185</sup>  $765 \text{ Project residents} / 12,900 \text{ (the increase in residents in Glendale between 201,200 [2016] and 214,100 [2045])} = 0.059$ .

<sup>186</sup>  $765 \text{ Project residents} / 10,266 \text{ (the increase in residents in Glendale between 203,834 [2021] and 214,100 [2045])} = 0.075$ .

## 5.0 Sustainable Communities Environmental Analysis

According to the DSP EIR, total City population and housing including the proposed DSP increases would consist of 222,371 residents and 81,718 housing units. With the addition of related projects as described in **Section 2.0**, the population and dwelling units generated by the proposed Project and related projects would constitute 1.5<sup>187</sup> and 1.6<sup>188</sup> percent respectively of the total DSP residents and housing units. Using the most recent data included in the South Glendale Community Plan EIR, the population and dwelling units that would be generated by the proposed Project and related projects would represent an increase of 3.0 percent and 3.1 percent over the proposed Project's growth projections, respectively. Additionally, the DSP included a focus to enhance the residential and mixed-uses within the area which includes the Project site. All potential projects would require review on an individual basis to determine the feasibility of such project within the DSP area. As such, the proposed Project and the related projects would be within the South Glendale Community Plan and DSP EIRs projections and result in a less than significant increase in population, dwelling units. As the proposed Project would not generate employment, it would not contribute to cumulative impacts related to an increase in employment. Therefore, the proposed Project and the related projects would not exceed the growth projections of SCAG and the DSP and South Glendale Community Plan EIRs. Because population growth which would be generated by the proposed Project and the related projects have already been anticipated in the South Glendale Community Plan EIR projections, the proposed Project's population growth would not be cumulatively considerable. Therefore, the proposed Project's contribution to cumulative impacts to population and housing would be less than significant.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No population and housing mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No population and housing mitigation measures were identified.

##### **City of Glendale Downtown Specific Plan EIR**

No population and housing mitigation measures were identified.

#### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

#### ***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

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187 Total related projects population using 2.6 average household \* total dwelling units plus 765 Project residents  
(See section 2.0 for related projects)

188 Total related projects dwelling units plus 294 Project units

## 5.15 PUBLIC SERVICES

Would the project: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Impact Analysis

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

#### **i. Fire Protection**

**Less Than Significant Impact.** A project would normally have a significant impact on fire protection if it requires a new or expanded fire station to maintain service and that new or expanded facility resulted in adverse physical effects. The City provides nine (9) Fire Stations throughout the City as well as a fire communications headquarters, Emergency Medical Services Center, and Fire Prevention/Environmental Management Center.<sup>189</sup> Glendale Fire Station No. 26 is nearest to the Project site located at 1145 North Brand Boulevard approximately 0.50 miles north and Station No. 21 is located at 421 Oak Street approximately 0.89 miles south of the Project site. Station No. 26 is equipped with a fire engine, fire truck, and a basic life support ambulance. The GFD responds to more than 90 percent of the emergency

<sup>189</sup> City of Glendale, Fire Stations, <https://www.glendaleca.gov/government/departments/fire-department/administration/fire-stations>. Accessed August 2021.

calls within 6 minutes of receiving the call at dispatch.<sup>190</sup> The City has reported that with an increase in population, the fire departments have been attending to more medical emergency calls compared to fire calls. However, the City has gained the highest rating possible from the Insurance Services Offices for the number of fire stations strategically placed within City which provide an exceptional level of response.<sup>191</sup> The number of sworn and non-sworn fire personnel staffed in the City includes 274 members and at least 50 sworn members are on duty 24 hours per day.<sup>192</sup> With an estimated current population of 203,834<sup>193</sup> residents, the proposed Project would add an additional 765 residents and would decrease the fire personnel-to-resident ratio from 1.34<sup>194</sup> fire personnel to 1,000 residents to 1.33.<sup>195</sup> However, this change would not require the construction of additional fire facilities. Furthermore, compliance with the applicable Fire Code and the Building Code provisions determines a project's impact on fire services. The proposed Project will be required to meet all code provisions. The proposed Project would be well served with the existing fire stations and impacts would be less than significant.

### ii. Police Protection

**Less Than Significant Impact.** The GPD provides police protection services to the Project site from its station at 131 North Isabel Street, approximately 0.65 miles southeast of the Project site. The number of employees and location of employees within the existing Chase Building would not be altered as a result of the proposed Project. The GPD currently has 245 sworn officers as of this year.<sup>196</sup> Based on the City's most recent population total of 201,200 residents, the overall ratio is currently 1.22. The proposed Project would generate approximately 765 (based on 2.6 residents per household) additional residents, which would result in an overall service ratio of 1.22 officers per 1,000 residents. The increase in residents within the City would not substantially impact the current police services and would not result in the need for any new facilities or the physical alteration to any existing governmental facility. The GPD also participates in the Los Angeles County Mutual Aid Response Plan which can provide assistance, if necessary, obtained from the Los Angeles County Sheriff's Office.<sup>197</sup> Additionally, reported crime in the

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190 City of Glendale General Plan, Safety Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

191 City of Glendale General Plan, Safety Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

192 City of Glendale, Fire Department, Administration, <https://www.glendaleca.gov/government/departments/fire-department/administration>. Accessed August 2021.

193 State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed August 2021.

194 Based on the GFD's 274 members/203.8 existing residents = 1.34.

195 Based on the GFD's 274 members/204.6 future residents with proposed Project incorporated = 1.33.

196 Verbal communication between Vilia Zemaitaitis, Principal Planner, and Carl Povilaitis, Chief of Police, December 1, 2021.

197 City of Glendale General Plan, Safety Element, Other Hazards, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed December 2021.

City is historically low for cities with populations exceeding 100,000. The increase in population would not substantially affect provision of police protection given the proximity of the Project site to existing police protection services. Based on the service ratio of 1.22 not changing as a result of the proposed Project's additional 765 new residents, the proposed Project would not result in a need for new or expanded police protection facilities, the construction of which could cause significant environmental impacts. The overall need for police protection services would not increase substantially as a result of proposed Project implementation. Impacts would be less than significant.

### iii. Schools

**Less Than Significant Impact.** A significant impact would occur if the proposed Project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Glendale Unified School District (GUSD). The GUSD consists of 32 total schooling facilities. The proposed Project area is currently served by the following GUSD public schools: R.D. White Elementary School located approximately 0.44 miles northeast, Columbus Elementary School located 0.49 miles west, Verdugo Academy located approximately 0.53 miles to the south, Woodrow Wilson Middle School approximately 0.86 miles east, Alan F. Daily High School located approximately 0.44 miles south, and Glendale High School located approximately 1.35 miles southeast.<sup>198</sup> Other schools near the Project site include the Incarnation Parish School located approximately 0.27 miles north of the Project site Zion Lutheran School located 0.40 miles southeast, and Holy Family Catholic Grade School located 0.95 miles south. Assuming a student generation rate of 0.437,<sup>199</sup> the proposed Project would increase enrollment by 335 students. With a total enrollment of 25,528 for the 2019-2020 school year,<sup>200</sup> the proposed Project's 335 new students would increase enrollment at GUSD by 1.3 percent. According to recent enrollment, the overall number of students enrolled has been decreasing.<sup>201</sup> As such, this minimal increase in population generated by the proposed Project would be accommodated by existing school facilities. The applicant will also be required to pay school impact fees to the GUSD based on the current fee schedule for residential developments prior to the issuance of buildings permits to provide funds to ensure adequate school facilities are available. Payment of the school impact fees would mitigate any indirect impacts to a less than significant level.

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198 Glendale Unified School District, School Finder, <https://www.gusd.net/streetfinder>. Accessed November 2021.

199 Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020, [https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020\\_Final.pdf](https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202020_Final.pdf). Accessed December 2021.

200 Education Data Partnership, Glendale Unified District Summary, <http://www.ed-data.org/district/Los-Angeles/Glendale-Unified>. Accessed December 2021.

201 California Department of Education, Data Quest, <https://dq.cde.ca.gov/dataquest/dqcensus/enrgdlevels.aspx?cde=1964568&aggllevel=District&year=2020-21&ro=y>. Accessed December 2021.

#### iv. Parks

**Less Than Significant Impact.** The determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of completion and occupancy of a project compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The number of employees and location of employees within the existing Chase Building would not be altered as a result of the proposed Project. The proposed Project would add approximately 765 new residents to the City. In accordance with the requirements of the GMC, the proposed Project applicant will be required to pay the City's full fair share Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities.<sup>202</sup> Payment of the full-fair share fee is considered full mitigation of proposed Project impacts on recreational facilities. The proposed Project would not involve the development or displacement of a park space. The proposed Project would provide open space amenities on-site within the proposed residential building with a total of 15,844 square feet of which a total of 6,994 square feet would be made available to the public. The payment of the impact fee would result in a less than significant impact to park facilities.

#### v. Other Public Facilities

##### ***Libraries***

**Less Than Significant Impact.** A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries) that would exceed the capacity available to serve the Project site. The City has five library branches; the nearest library to the Project site, Brand Library, is located at 1151 North Brand Boulevard, approximately 0.53 miles north of the proposed Project.<sup>203</sup> In accordance with the requirements of the GMC, the proposed Project applicant will be required to pay the City's Public Use Facilities Development Impact Fee.<sup>204</sup> Payment of the full fair share impact fee is considered full mitigation of the proposed Project's impact on library facilities and such payment would result in a less than significant impact to library facilities.

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202 City Code, Ch. 4.10, Sec. 4.10.040.

203 City of Glendale, Library, Arts & Culture Locations, <https://www.eglendalelac.org/in-person-services>. Accessed August 2021.

204 City Code, Ch. 4.10, Sec. 4.10.040.

## **Cumulative Impacts**

### **i. Fire Protection:**

**Less Than Significant Impact.** The proposed Project, in combination with the related projects, could increase the demand for fire protection services in the proposed Project area. Specifically, there could be increased demands for additional GFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the proposed Project and related projects would contribute. Similar to the proposed Project, each of the related projects would be individually subject to GFD review and would be required to comply with all applicable fire safety requirements of the GFD to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small on infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the GFD does not currently have any plans for the development of new fire stations in proximity to the Project site, no impacts are currently anticipated to occur. On this basis, the proposed Project would not make a cumulatively considerable contribution to fire protection services impacts. Impacts would be less than significant.

### **ii. Police Protection:**

**Less Than Significant Impact.** The proposed Project, in combination with the related projects, would increase the demand for police protection services in the proposed Project area. Specifically, there would be an increased demand for additional GPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to GPD review and would be required to comply with all applicable safety requirements of the GPD and the City to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the GPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the GPD does not currently have any plans for new police stations to be developed in proximity to the Project site, no impacts are currently anticipated to occur. On this basis, the proposed Project would not make a cumulatively considerable contribution to police protection services impacts. Impacts would be less than significant.

### **iii. Schools:**

**Less Than Significant Impact.** The related projects and proposed Project combined could cumulatively generate students. This would create an increased cumulative demand on the local school district.

Nonetheless, each project would be required to pay school developer fees, pursuant to California Education Code, Section 17620(a)(1), which in accordance with California Government Code Section 65995 are deemed to be full and complete mitigation of any impacts. As such, the proposed Project would not make a considerable contribution to significant cumulative impact.

### **iv. Parks:**

**Less Than Significant Impact.** As discussed previously, the proposed Project would have a less than significant impact on recreational resources. The proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City. Similar to the proposed Project's requirement to pay applicable taxes or fees in accordance with GMC Ordinance No. 5820 and Resolution No. 14-10 to provide funding for park and recreational facilities. Additionally, each related project would be subject to the provisions of the GMC for providing on-site open space, which is proportionately based on the amount of new development. Impacts would be less than significant.

### **v. Other Public Facilities:**

**Less Than Significant Impact.** As discussed previously, the proposed Project would have a less than significant impact on other public facilities. The proposed Project in combination with the related projects would be required to pay the City's Public Use Facilities Development Impact Fee. Payment of the impact fee would result in a less than significant impact.

## ***Mitigation Measures***

### ***Incorporation of Prior Mitigation***

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

No public services mitigation measures were identified.

#### **City of Glendale South Glendale Community Plan EIR**

No public services mitigation measures were identified.

#### **City of Glendale Downtown Specific Plan EIR**

No public services mitigation measures were identified.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

### 5.16 RECREATION

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

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

**Less Than Significant Impact.** A significant impact could occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The determination of whether the proposed Project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed Project; (b) the demand for recreation and park services anticipated at the time of Project build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the proposed Project’s proportional contribution to the demand; and (c) whether the proposed Project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Community Services and Parks Department).

The proposed Project includes on-site open space amenities intended to serve the recreational needs of the future residents. The Project site is approximately 63,760 square feet in total area and according to DSP Chapter 5.3.1 Open Space, the proposed Project would be required to dedicate 20 percent or 12,752 square feet of the site area to open space. The proposed open space for the proposed Project would include approximately 15,844 square feet, which would be more than the 20 percent required. The proposed Project would also provide 41,625 square feet of residential development open space throughout the residential building, which would exceed the 41,160 square feet required. The Project includes a publicly accessible open space courtyard consisting of approximately 6,994 square feet, which exceeds the DSP 5.3.2 Publicly Accessible Open Space standard of minimum 50% of the open space requirement. The proposed Project would also include a total of 7,064 square feet of residential common

## 5.0 Sustainable Communities Environmental Analysis

open space landscaped area and 1,595 square feet of publicly accessible open space landscaped area. This would total 137 square feet above the required 20 percent residential common landscaping and 1 square foot above the required 25 percent public open space landscaping as per the DSP 5.5.D and DSP 5.4.1.D. According to the City's General Plan Recreation Element, the Project site is located within recreational planning area nine which includes the densest area of the City at a ratio of 0.38 acres of park land per 1,000 residents.<sup>205</sup> The closest recreational facilities to the Project site include Fremont Park located approximately 0.75 miles west of the Project site and Glendale Central Park located approximately 0.83 miles south of the Project site. Fremont Park (7.9 acres) and Glendale Central Park (3.16 acres) are both designated as neighborhood parks based on the City's General Plan Recreation Element. Based upon research conducted by Planning Division staff and standards developed by the National Recreation and Parks Association (NRPA), a ratio of 1 acre of neighborhood park land for every 1000 residents has been established as a goal for the city to strive towards with neighborhood parks serving a half-mile radius.

The DSP functions as a manual for residents, business owners, property owners, developers, designers, City staff and appointed and elected officials involved in review of proposed development projects. This plan provides an overview for a comprehensive open space network to be developed in the coming years within the DSP. The DSP identifies potential open space in the form of a cap park directly northwest of the Project site known as Space 134.<sup>206</sup> Another proposed City project includes in the Verdugo Wash which envisions transforming the stretch of manmade river into an open space including trails and ecological habitat.<sup>207</sup> However, there are currently no adopted plans or documents for obtaining and transforming this identified open space. Additionally, the Central Park Masterplan Project was approved in early 2019 which would augment the landscape open space and recreation facilities to replace surface parking lots in the existing Glendale Central Park located at 201 East Colorado Street in the center of the City, approximately 0.86 miles south of the Project site.<sup>208</sup> In addition to these plans, the City's Greener Glendale Plan adopted in 2012, provides objectives to ensure access to parks and recreational open space to residents in the City.<sup>209</sup>

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205 City of Glendale General Plan, Recreation Element, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/recreation-element>. Accessed August 2021.

206 Glendale Downtown Specific Plan, Ch.5 Open Space, pg. 5-5.

207 City of Glendale Community Development Department, Verdugo Wash, <https://www.verdugowash.com/>. Accessed December 2021.

208 City of Glendale, Central Park Masterplan Project, <https://www.glendaleca.gov/government/departments/community-services-parks/capital-improvement-program/central-park-masterplan>. Accessed August 2021.

209 City of Glendale Sustainability Plan, Greener Glendale Plan, <https://www.glendaleca.gov/government/departments/management-services/office-of-sustainability/greener-glendale>. Accessed August 2021.

## 5.0 Sustainable Communities Environmental Analysis

The proposed Project would generate an estimated 765 residents based on the City's average persons per household<sup>210</sup> and would require approximately 0.76 acres to accommodate the goal of 1 acre of neighborhood park land for every 1000 residents. The proposed open space for the proposed Project would include 15,844 square feet or 0.36 acres of on-site passive open space, approximately 3,000 square feet in addition to the required 20 percent open space. Additionally, the proposed Project applicant would be required to pay the City's Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. As such, the payment of the full fair share development impact fees for parks and recreation is considered full mitigation of the Project's increase the use of existing neighborhood and regional parks or other recreational facilities such that no new impacts on or substantial physical deterioration or accelerated deterioration of recreational facilities would occur. Applicable fees combined with the recreational amenities for residents included in the proposed Project would reduce the impact of the proposed Project to parks and recreational facilities to less than significant.

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

**Less Than Significant Impact.** A significant impact could occur if a project includes the construction or expansion of park facilities, and such construction would have a significant adverse effect on the environment.

No recreational facilities currently exist on the Project site. During construction of the proposed Project, recreational facilities within the vicinity of the proposed Project area would still be available to the public and construction would not generate a demand for park or recreational facilities. Thus, the proposed Project would not increase the use of existing neighborhood and regional parks or other recreational facilities during construction such that substantial physical deterioration of the facilities would occur or be accelerated.

As stated above, the proposed Project site is approximately 63,760 square feet in total area and, thus, would be required to dedicate 20 percent of the site area to open space according to DSP Chapter 5.3.1 Open Space. The open space for the proposed Project would be located on-site on Level 1 as well as included throughout the residential building in the form of private balconies, community space, outdoor terraces, and a pool. The open space for the proposed Project would include approximately 15,844 square feet, which is 20 percent more than required. The proposed Project would also provide 41,625 square feet of residential development open space throughout the residential building, which would exceed the 41,160 square feet required. The proposed Project would include more than the required 20 percent open space with approximately 15,844 square feet and including approximately 6,994 square feet that would be accessible to the public. The proposed Project would also include 7,064 square feet of residential common open space landscaped area and 1,595 square feet of publicly accessible open space

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210 State of California Department of Finance, Population and Housing Estimates (2021), <https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>. Accessed August 2021.

landscaping. This would total 137 square feet above the required 20 percent residential common landscaping and 1 square foot above the required 25 percent public open space landscaping as per the DSP 5.5.D and DSP 5.4.1.D. With the requirements and plans outlined in the DSP, the City's Greener Glendale Plan, and the Central Park Masterplan, and payment of the full fare share City's Public Use Facilities Development Impact Fee, the proposed Project in addition to these City plans would provide sufficient park space for residents and the public and would not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Impacts would be less than significant.

### ***Cumulative Impacts***

The proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the proposed Project area. Similar to the proposed Project's requirement to pay fees to improve recreation and park facilities, the related projects that include residential units would be required to pay the City's Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities as well as applicable Quimby fees to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park Citywide Park goals. For these reasons, no significant cumulative impact to recreation facilities will result from the proposed Project and related projects.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No recreation mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No recreation mitigation measures were identified.

##### **City of Glendale Downtown Specific Plan EIR**

No recreation mitigation measures were identified.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

## 5.17 TRANSPORTATION AND TRAFFIC

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

The following analysis utilizes information provided in the Transportation Impact Analysis, prepared by Linscott Law & Greenspan, Engineers (LLG), June 22, 2021. The Transportation Impact Analysis is available as **Appendix E**.

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

**Less Than Significant Impact.** The following plans provided by the City contain goals and policies for the City's current and future circulation system of the City: The City of Glendale Circulation Plan (within the General Plan Circulation Element), DSP, partially adopted South Glendale Community Plan, and the City of Glendale Transportation Impact Analysis Guidelines. The proposed Project's potential to conflict with each program, plan, ordinance, and policy is described below within **Tables 5.17-1** through **Table 5.17-3**.

### ***City of Glendale Circulation Plan***

The Circulation Plan is contained in the City's General Plan Circulation Element and defines the goals and policies for managing the movement of people and goods through the City. This element was adopted in 1998 and includes the following goals for the City's long term circulation system:

1. Preservation and enhancement of the quality of life in Glendale's unique communities
1. Minimization of congestion, air pollution, and noise associated with motor vehicles
2. Reasonable access to services and goods in Glendale by a variety of transportation modes
3. Functional and safe streetscapes that are aesthetically pleasing for both pedestrians and vehicular travel
4. Land Use which can be supported within the capacity constraints of existing and realistic future infrastructure

Applicable goals and policies are described below in **Table 5.17-1: City of Glendale Circulation Plan Consistency Analysis**.

TABLE 5.17-1 CITY OF GLENDALE CIRCULATION PLAN CONSISTENCY ANALYSIS	
Plan Objectives	Project Consistency
<i>City of Glendale Circulation Plan</i>	
<b>Goal 1</b>	
Support and enhance existing neighborhood commercial centers to continue to serve the needs of nearby residents	<b>No Conflict.</b> The Project site is located within the Gateway District which includes mainly high-rise, commercial development with some residential uses and is focused on furthering the number of residential buildings in the area to enhance the character of the existing area and provide more opportunities for close access to downtown via walking, bicycling, and public transportation. The proposed Project would add residential uses to the area and create a more balanced effect. The existing neighborhood commercial centers would be serve the additional residents of the proposed Project.
Maintain acceptable noise levels in residential areas as defined in the Noise Element by managing traffic volumes and speed	<b>No Conflict.</b> Vehicular access to the Project site will be provided via two driveways along the west side of Maryland Avenue. The proposed Project would result in a net increase of 81 AM total peak hour volumes, 95 PM total peak hour volumes, and 1,198 total daily trip ends volumes. Traffic resulting from the operation of the proposed Project would not exceed operations criteria of the City at the six study intersections analyzed in the Transportation Impact Analysis for the proposed Project (see <b>Appendix E</b> ). As the proposed Project would utilize a similar traffic pattern to the existing site, noise levels should remain similar. Additionally, the proposed Project would comply with existing City codes relating to speed limits in residential areas.
Discourage high speeds on residential streets through roadway design and traffic enforcement	<b>No Conflict.</b> The proposed Project would adhere to GMC Chapter 10.24 regarding speed zones and would not allow unsafe speed limits within the proposed Project area.
Develop acceptable thresholds of traffic volume in residential zones based on environmental capacity	<b>No Conflict.</b> Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE Trip Generation Manual. ITE Land Use Code 222 (Multifamily Housing [High-Rise]) trip generation average rates were used to

TABLE 5.17-1  
CITY OF GLENDALE CIRCULATION PLAN CONSISTENCY ANALYSIS

Plan Objectives	Project Consistency
	<p>forecast the traffic volumes expected to be generated by the proposed Project. ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes generated by the 45,125 square feet of floor area related to the existing Chase Building, for which parking will be provided at the Project site. The proposed Project would result in a net increase of 81 AM total peak hour volumes, 95 PM total peak hour volumes, and 1,198 total daily trip ends volumes. Traffic resulting from the operation of the proposed Project would not exceed operations criteria of the City at the six study intersections analyzed in the Transportation Impact Analysis for the proposed Project (see Appendix E).</p>
<b>Goal 2</b>	
<p>Increase/support public and high occupancy vehicle transportation system improvements through mitigation of traffic impacts from new development</p>	<p><b>No Conflict.</b> As discussed in Section 5.11 and in Section 3.0 of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in Figure 3.0-5. As analyzed in this section of the SCEA, traffic impacts would be less than significant and no project-specific mitigation measures would be required.</p>
<p>Develop parking policies which support reduced automobile travel in the most congested areas of Glendale</p>	<p><b>No Conflict.</b> As the proposed Project is located within a transit priority area, the proposed Project proposes 341 spaces with an additional 30 for guests and total commercial parking for the existing Chase Building on-site would be 129 spaces. 47 of the residential parking spaces would be tandem parking spaces for the 47 two-bedroom units, which is allowed per the GMC. The amount of parking supplied for the proposed Project would be consistent with the City's municipal code standards for parking.</p>
<p>Construct the complete bikeway system for Glendale as identified in the Bikeway Master Plan and continue to consider additions or adjustments to the planned system</p>	<p><b>No Conflict.</b> The proposed Project is located along Brand Boulevard and Maryland Avenue, which provides access and connectivity to pedestrian and bicycle networks in the direct Project vicinity. While no bicycle infrastructure is provided on Brand Boulevard or Maryland Avenue, the proposed Project will not preclude the City from installing bicycle infrastructure in the future. The proposed Project would</p>

TABLE 5.17-1  
CITY OF GLENDALE CIRCULATION PLAN CONSISTENCY ANALYSIS

Plan Objectives	Project Consistency
	provide a total of 115 bicycle parking spaces (96 long term and 19 short term).
<b>Goal 3</b>	
Encourage growth in areas and in patterns which are of can be well served by public transportation	<b>No Conflict.</b> As discussed in <b>Section 5.11</b> and <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. T proposed Project would include development of 294 residential units within an area with numerous bus routes as shown in <b>Figure 3.0-5</b> and other public transportation routes.
Encourage housing around and in commercial centers	<b>No Conflict.</b> The proposed Project is located within an area that is mainly commercial and would promote the efforts of the DSP by including more residential uses on the same site as an existing Chase Building within that area to further a better balance between commercial and residential uses.
Ensure transportation connections to regional systems by a variety of modes	<b>No Conflict.</b> There are no transit stops currently provided along the Project site’s frontage on Brand Boulevard or Maryland Avenue, but there are stops provided on adjacent streets. As discussed in <b>Section 5.11</b> and <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. (refer to <b>Section 3.0</b> for additional discussion on proposed Project Transit Priority Project designation). There are also numerous bus routes within the vicinity of the Project site as shown in <b>Figure 3.0-5</b> .
Meet special transportation needs of the physically challenged	<b>No Conflict.</b> The proposed Project will provide approximately nine accessible parking spaces for those requiring ADA compliant spaces. Additionally, public bus and metro transportation provided within the vicinity of the proposed Project would be accessible to the physically challenged.
<b>Goal 4</b>	
Provide and maintain high quality streetscape and pedestrian amenities (i.e., bus shelters, street trees, street furniture, wide sidewalks, etc.)	<b>No Conflict.</b> The proposed Project’s driveways are located along Maryland Avenue, which is designated as a Local Street north of Doran Street. The driveway placement along Maryland Avenue will allow for vehicular access to the Project site with limited potential for conflicts with pedestrians and bicyclists. The proposed Project would also provide landscaping and public open space along

**TABLE 5.17-1  
CITY OF GLENDALE CIRCULATION PLAN CONSISTENCY ANALYSIS**

Plan Objectives	Project Consistency
<b>Goal 5</b>	pedestrian walkways to maintain high quality streetscape and amenities.
Balance land use/zoning with roadway capacity by establishing congestion thresholds and avoiding unacceptable levels of congestion from future development	<b>No Conflict.</b> In accordance with Glendale Transportation Impact Analysis (TIA) Guidelines, a significant VMT impact will occur if the Project generates a home-based VMT per capita exceeding a level of 15% below the existing Citywide average. As such, the proposed Project has been evaluated for this level of VMT (see response to Checklist Question b, below, and <b>Appendix E</b> ) and would not create result in a significant impact on congestion.

Source: City of Glendale, *The Circulation Plan*, <https://www.glendaleca.gov/home/showpublisheddocument/4497/635242143425530000>, Accessed December 2021.

**Partially Adopted South Glendale Community Plan**

The partially adopted South Glendale Community Plan is the official guide partially adopted by the City Council on July 31, 2018. It contains community level policies for to development for of the neighborhoods and commercial districts in Glendale south of the 134 Freeway, including the DSP is incorporated into the SGCP. The Plan constitutes the City’s goals and policies for stewardship of the places and people that make up South Glendale. The partially adopted South Glendale Community Plan is intended to shape positive community change and foster sustainable land use patterns, while balancing the unique character of the community with citywide policies and regional initiatives; it. The partially adopted South Glendale Community Plan promotes an arrangement of land use, infrastructure, and services intend-ed to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work, and invest in South Glendale.

In terms of mobility, the partially adopted South Glendale Community Plan uses the following Citywide goals as a guide for their developed policies:

- Provide an alternative to automotive transportation by designing healthy, attractive, safe streets for all users.
- Implement the Safe and Healthy Streets Plan, Bicycle Transportation Plan, Safe Routes to School, the Citywide Pedestrian Plan, and other multi-modal policies and programs.
- Support best practices in parking management.
- Support flexibility in local street improvements (i.e., sidewalks, lighting, access) to meet neighborhood needs.

Applicable goals and policies are described below in **Table 5.17-2: Partially Adopted South Glendale Community Plan Consistency Analysis.**

TABLE 5.17-2 PARTIALLY ADOPTED SOUTH GLENDALE COMMUNITY PLAN CONSISTENCY ANALYSIS	
Plan Objectives	Project Consistency
<i>Partially Adopted South Glendale Community Plan</i>	
<b>Principle</b>	
<p><b>3.6.2</b> South Glendale’s mobility network provides linkages to important destinations within Glendale and within the surrounding region, while enabling safe, efficient movement for travelers of all modes, offering an alternative to automobile commuting, and expanding recreational opportunities with connections to parks and trails. Key aspects include maintaining existing local transit, expanding regional transit along corridors with Bus Rapid Transit (BRT) and streetcar service, providing improved transit stops and implementing the Bicycle Transportation Plan and the Citywide Pedestrian Plan.</p> <p>Other top priorities include increasing pedestrian safety through Safe Routes to School programs at all schools and identifying Pedestrian Priority Areas that focus pedestrian improvements along commercial and mixed-use oriented transit and bicycle corridors. Safety enhancements to South Glendale’s road network that are consistent with the City of Glendale’s adopted Complete Streets policy and with the adopted Greener Glendale Plan, include signalized crosswalks, landscape park-ways, buffers, and curb extensions. Other Complete Streets projects include creating greenways that provide safe and inviting opportunities for walking and cycling for recreation, health, as well as for transportation and the incorporation of transportation demand management (TDM) measures for South Glendale’s office and government employees.</p>	<p><b>No Conflict.</b> To the east, adjacent to the Project site includes commercial uses with residential uses found on Louise Street. Additionally, the proposed Project would add a residential use within a high quality transit area to promote the use of public transit. As discussed in <b>Section 5.11</b> and <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b>. The proposed Project will close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site’s Brand Boulevard frontage. This will increase access to the areas surrounding the Project site and support connectivity. The driveway placement along Maryland Avenue will allow for vehicular access to the Project site with limited potential for conflicts with pedestrians and bicyclists. Additionally, the proposed Project would provide approximately 96 long-term and 19 short-term bicycle parking spaces. The proposed Project would provide cohesive pedestrian walkways and plaza areas adjacent to the Project site.</p>

Source: City of Glendale, *Partially Adopted South Glendale Community Plan (SGCP)*, <https://www.glendaleca.gov/government/departments/community-development/planning/community-plans/south-glendale-community-plan>, Accessed December 2021.

**Downtown Specific Plan**

The DSP is an urban design-oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the DSP area, consisting of approximately 220 acres located in the center of the City. The area is generally bounded to the north by Glenoaks Avenue, to the west by Central and Columbus Avenues, to the east along Maryland and Glendale Avenues and to the south by Colorado and Elk Streets. The DSP is designed to function as a manual for residents, business owners, property owners, developers, designers, City staff and appointed and elected officials involved in review of proposed development projects. The City has developed a set of Policies and Standards, which apply to all downtown properties. As such, the Specific Plan Policies and Standards supersede those identified in the Zoning Code. Applicable goals and policies are described below in **Table 5.17-3: Downtown**

**Specific Plan Consistency Analysis.** The DSP considers transportation as a means to accomplish the community’s vision and goals for downtown in the realm of economic development, excellence in urban design, environmental quality, and quality-of-life for all residents. The DSP mobility policies maximize the accessibility, safety, and efficiency of the Downtown transportation system for all users, including pedestrians, transit passengers, cyclists, and drivers of both personal and commercial vehicles.

**TABLE 5.17-3  
DOWNTOWN SPECIFIC PLAN CONSISTENCY ANALYSIS**

Plan Objectives	Project Consistency
<i>Downtown Specific Plan</i>	
<b><u>Mobility Policies</u></b>	

**Policy 6.1.1** (a) Maintain acceptable levels of local circulation in the DSP area and adjacent neighborhoods and good connections with the regional circulation network for both transit and personal/commercial vehicles. (b) Develop street typology based on functional and urban design considerations, emphasizing connectivity and linkages, pedestrian and cyclist safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses. (c) Maintain, re-establish, and enhance the street grid, to promote flexibility of movement through greater street connectivity, capture natural views, and retain the historic relationships between various streets. (d) Maintain, re-establish, and enhance the multi-modal use of Downtown alleys as an integral part of the Downtown transportation system. (e) Continue the Citywide Safe Routes to School (SRTS) safety improvements to increase the number of students who walk and bike to school. (f) Sustain ongoing SRTS education program to educate and encourage students to walk and bike to school safety.

**No Conflict.** The proposed Project would encourage improved access and mobility by adding residential use on a single development with an existing commercial office building that would remain on site and adjacent to commercial uses. As discussed in **Section 5.11** and **Section 3.0** of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in **Figure 3.0-5**. The proposed Project would also provide approximately 96 long-term and 19 short-term bicycle parking spaces as well as cohesive pedestrian walkways and plaza areas adjacent to the Project site. Sidewalks are provided on all streets within the immediate Project vicinity, and the proposed Project will not alter existing pedestrian infrastructure. Additionally, the proposed Project will close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site’s Brand Boulevard frontage. While no bicycle infrastructure is provided on Brand Boulevard or Maryland Avenue, the proposed Project will not preclude the City from installing bicycle infrastructure in the future. The proposed Project would not alter or prohibit the use of the street grid, the Downtown alleys, the Citywide Safe Routes to School (SRTS), or the ongoing SRTS education program.

**Policy 6.1.2** (a) Link land use and transit development policies to maximize transit use and convenience in Downtown. (b) Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets. (c) Make street and transit stop improvements to facilitate the safety, attractiveness, and convenience of transit use. This might include transit improvements to designated transit-priority streets to keep buses moving, upgrades to transit stops to include amenities such as

**No Conflict.** The proposed Project’s location within the DSP would further the goals to incorporate more residential uses within the commercial area and enhance pedestrian activity within city hubs such as downtown. Additionally, the proposed Project would provide parking for the existing Chase Building that would remain

**TABLE 5.17-3  
DOWNTOWN SPECIFIC PLAN CONSISTENCY ANALYSIS**

Plan Objectives	Project Consistency
<p>weather protection, and real time trip information, and other improvements.</p>	<p>on site, ensuring access for both commercial and residential uses. As the proposed Project will close the existing driveways along the Project site's Brand Boulevard frontage, transit stops could be moved along the Project site's frontage without any potential conflicts with vehicles entering and exiting the proposed Project. As such, the proposed Project would ensure future public transportation opportunities within the area.</p>
<p><b>Policy 6.1.3</b> (a) Increase transportation choices by providing viable alternatives to exclusive reliance on the auto for Downtown residents and visitors. (b) Through sound land use and transportation planning, emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety. (c) Consider the development of mobility devices including bicycle, electronic bicycle, and electronic scooters as a mode of transportation.</p>	<p><b>No Conflict.</b> As previously stated, the Project site is located within the vicinity of multiple metro and bus lines which provide regional and local access to the Project site. Bicycle parking is also proposed for the proposed Project consistent with City code requirements. Additionally, a cohesive pedestrian walkway and plaza areas adjacent to the Project site would be provided. Sidewalks are provided on all streets within the immediate Project vicinity, and the proposed Project will not alter existing pedestrian infrastructure. Additionally, the proposed Project will close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site's Brand Boulevard frontage.</p>
<p><b>Policy 6.1.4</b> (a) Provide designated bicycle routes with lane markings and signage within and to and from major downtown destinations. (b) Include bicycle parking, showers, and lockers to promote bicycle commuting in new development. (c) Include bicycle parking in streetscape improvements. (d) Promote increased bicycling for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.</p>	<p><b>No Conflict.</b> The Project site is located along Brand Boulevard and Maryland Avenue, which provide existing access and connectivity to pedestrian and bicycle networks in the direct Project vicinity. The proposed Project would provide approximately 96 long-term and 19 short-term bicycle parking spaces. The proposed Project would allow for future City bicycle infrastructure to be installed. Also, the addition of bicycle parking and the location of the Project site would promote increased bike use throughout the downtown area by situating residents within a commercially developed area of the City.</p>
<p><b>Policy 6.1.5</b> (a) Provide a high level of pedestrian amenities throughout the downtown area. Minimize interruptions, such as areas for loading and trash collection, and parking garage entries, in sidewalks designated for pedestrian priority. (b) Provide pedestrian crosswalks at all intersections and consider additional improvements to promote safety in key locations with high potential for pedestrian/vehicle conflicts. (c) Consider the special mobility requirements of the young, the elderly, and wheelchair or mobility impaired users of the sidewalk network. (d) Promote increased</p>	<p><b>No Conflict.</b> The proposed Project will close the existing driveways along Brand Boulevard, which will further enhance the pedestrian experience along the Project site's Brand Boulevard frontage. This will increase access to the areas surrounding the Project site and support connectivity. The driveway placement along Maryland Avenue will allow for vehicular access to the Project site with limited potential for conflicts with pedestrians and bicyclists.</p>

**TABLE 5.17-3  
DOWNTOWN SPECIFIC PLAN CONSISTENCY ANALYSIS**

Plan Objectives	Project Consistency
walking for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.	The proposed Project would provide cohesive pedestrian walkways and plaza areas adjacent to the Project site.
<b>Policy 6.1.6</b> (a) Maximize the efficiency of existing and future parking facilities. (b) Create a Transportation Management District to manage parking supply and revenue policies. The District can facilitate coordination of parking pricing to promote efficient use of parking resources, policies which provide incentives for transit use for employees, and other downtown transportation programs and incentives. (c) Use shared parking where possible and establish operations guidelines and standards to minimize parking activity impacts, particularly spillover parking impacts on adjacent residential neighborhoods. (d) Require a certain portion of on-site parking for motorcycle, bicycle, and carpool/carshare vehicle parking in addition to automobile spaces. (e) Maximize the efficiency of parking by managing prices to correspond with activity and demand patterns. (f) Where an existing parking structure can be shown through parking studies to provide more parking than required for an existing facility, excess parking may be converted to other uses or parking should be made available for shared use. At off-peak times where parking is not in use by a facility, parking should be made available for shared use. (g) Reform preferential parking permit program to protect downtown adjacent neighborhoods from spillover parking problems.	<b>No Conflict.</b> The proposed Project would provide replacement vehicular parking for the existing Chase Building that would remain on site as well as the residential uses proposed. A total of 129 spaces would be provided for commercial uses in the two above ground levels and 373 parking spaces would be provided within four subterranean levels for the residential use proposed on the site. Additionally, the proposed Project would provide approximately 96 long-term and 19 short-term bicycle parking spaces. The amount of parking supplied for the proposed Project would be consistent with the GMC.
<b>Policy 6.1.7</b> Through a strategic hierarchy of pedestrian-oriented and transit and vehicular-oriented streets in Downtown, parking management, Transportation Demand Management (TDM) incentives, transportation systems management (TSM), and key infrastructure improvements, work to minimize traffic and parking spillover into downtown-adjacent neighborhoods. These strategies, combined with a 1st/last mile improvements, will promote active transportation modes and reduce vehicle miles traveled in the DSP area.	<b>No Conflict.</b> The proposed Project would provide a total of 129 spaces for commercial uses that would remain on site in the two above ground levels and 373 parking spaces for the residential use proposed on the site within four subterranean levels. The amount of parking provided on site would not result in overflow parking into the downtown-adjacent neighborhoods during the operation of the proposed Project. The proposed Project would comply with GMC 30.32.171 to develop a TDM plan, pay dues to a designated transportation management association, and include bicycle facilities on-site. Additionally, as discussed in <b>Section 5.11</b> and <b>Section 3.0</b> of this SCEA, the Project site is located within one-half mile of a high-quality transit corridor and within a TPA. The Project site is also located within one-half mile of numerous bus routes as shown in <b>Figure 3.0-5</b> . As such, the proposed Project would promote active transportation modes within the vicinity of the Project site.

*Source: City of Glendale, Downtown Specific Plan, <https://www.glendaleca.gov/government/departments/community-development/planning/plans-for-downtown-glendale/downtown-specific-plan>, Accessed December 2021.*

### **City of Glendale Transportation Impact Analysis Guidelines**

The Glendale TIA Guidelines document provides guidance to City staff, applicants, and consultants on the requirements to evaluate transportation impacts for projects in the City. With the approval of SB 743, VMT is the preferred metric for assessing transportation impacts pursuant to CEQA, however, SB 743 does not prevent a city or county from using metrics such as 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 can continue to require congestion-related transportation analysis and mitigation projects through planning approval processes outside CEQA.

The recommended VMT estimating tool for the City is the City of Glendale Online VMT Tool which can be utilized to estimate VMT efficiency metrics for land use projects by locating the project's address or assessor's parcel. Per the City's TIA Guidelines, a LOS analysis and other analyses deemed appropriate by the City should be prepared in transportation impact analysis to inform decision makers of the overall transportation effects of a project. As such a Transportation Impact Analysis was prepared by LLG for the proposed Project that included a VMT and LOS analysis (see **Appendix E**).

In accordance with Glendale TIA Guidelines, a significant VMT impact will occur if the Project generates a home-based VMT per capita exceeding a level of 15% below the existing Citywide average. The City's online VMT mapping tool states that the threshold (i.e., 15% below the existing Citywide average) home-based VMT per capita average for residential projects is 7.39 VMT per capita. Per the City's online mapping tool, the proposed Project's home-based VMT per capita is 6.67 VMT per capita, which is below the threshold of 7.39 VMT per capita. Further discussion regarding VMT is provided in response to **Checklist Question b**, below.

The LOS analysis identified six study intersections and analyzed these intersections to determine changes in operations following construction and occupancy of the proposed Project. The following six (6) intersections were identified:

1. Brand Boulevard / Goode Avenue - SR-134 WB Off-Ramp;
2. Brand Boulevard / Sanchez Drive - SR-134 EB On-Ramp;
3. Brand Boulevard / Doran Street;
4. Maryland Avenue / Doran Street;
5. Louise Street / Maryland Place; and
6. Louise Street / Doran Street.

LOS calculations were prepared for the following scenarios for the study intersections:

- a. Existing (2021) conditions.
- b. Condition (a) plus 1.0% annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., Opening Year baseline).

## 5.0 Sustainable Communities Environmental Analysis

- c. Condition (b) with completion and occupancy of the proposed Project.
- d. Condition (b) plus 1.0% annual ambient traffic growth through year 2029 and with completion and occupancy of the related projects (i.e., Cumulative baseline).
- e. Condition (d) with completion and occupancy of the proposed Project.

According to the Glendale TIA Guidelines, the operations criteria is exceeded if the proposed Project-related increase in delay is equal to or exceeds the thresholds presented in **Table 5.17-4: City Intersections Operations Criteria**.

TABLE 5.17-4 CITY INTERSECTIONS OPERATIONS CRITERIA		
Final Delay	Level of Service	Project Related Increase in Delay
>35.0 seconds	D,E or F	Equal to or greater than 5 seconds

Source: Transportation Impact Analysis (See Appendix E).

As shown in **Table 5.17-5: Summary of Delay Values and Levels of Service (LOS)**, the proposed Project would not exceed the thresholds in the Glendale TIA Guidelines.

TABLE 5.17-5 SUMMARY OF DELAY VALUES AND LEVELS OF SERVICE (LOS)										
No.	Intersection	Peak Hour	Year 2021 Existing		Year 2024 Opening Year Baseline		Year 2024 Opening Year Plus Project		Change in Delay	Criteria Exceeded
			Delay	LOS	Delay	LOS	Delay	LOS		
1	Brand Boulevard/Goode Avenue - SR-134 WB Off Ramp	AM	64.2	E	78.4	E	78.6	E	0.2	No
		PM	42.6	D	52.4	D	52.8	D	0.4	No
2	Brand Boulevard/Sanchez Drive - SR-134 EB On Ramp	AM	31.6	C	35.5	D	35.5	D	0.0	No
		PM	25.6	C	27.2	C	27.2	C	0.0	No
3	Brand Boulevard/Doran Street	AM	30.9	C	33.5	C	33.6	C	0.1	No
		PM	30.8	C	34.7	C	35.0	D	0.3	No
4	Maryland Avenue/Doran Street	AM	11.9	B	17.8	B	17.6	B	-0.2	No
		PM	16.6	B	17.5	B	17.7	B	0.2	No
5	Louise Street/Maryland Place	AM	13.1	B	13.4	B	14.0	B	0.6	No
		PM	31.0	D	35.5	E	37.0	E	1.5	No
6	Louise Street/Doran Street	AM	13.5	B	13.9	B	13.9	B	0.0	No
		PM	17.2	B	18.6	B	18.7	B	0.1	No

Source: Transportation Impact Analysis (See Appendix E Table 10-1).

The “Opening Year Plus Project” conditions were forecast based on the addition of traffic generated by the proposed Project plus completion and occupancy of related projects. Application of the City’s

threshold criteria to the “Opening Year Plus Project” scenario indicates that the proposed Project would not exceed the operations criteria at any of the six study intersections. Accordingly, no traffic measures are required or recommended for the study intersections. Therefore, the proposed Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and impacts would be less than significant.

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

**Less Than Significant Impact.** CEQA Guidelines Section 15064.3(b) states that “vehicle miles traveled is the most appropriate measure of transportation impacts” and that “projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.” As discussed above and in **Section 3.0** of this SCEA, the proposed Project is located 0.3 northeast of a planned major bus stop, the intersection of the planned North Hollywood to Pasadena BRT station identified in the SCAG 2020-2045 RTP/SCS and the existing Glendale Beeline 1 stop at the intersection of Lexington Drive and Central Avenue.<sup>211,212</sup> Additionally, the proposed Project is considered within a TPA under SB 743 per the Glendale TIA Guidelines as shown in **Figure 3.0-4**.<sup>213</sup> Therefore, the proposed Project is considered within a TPA under SB 743. The proposed Project qualifies as a transit priority project because Central Avenue qualifies as both an existing and bus transit corridor and the Project site is located within 0.3 miles of Central Avenue. As discussed above, the current service provided by Glendale Beeline Route 1 along Central Avenue qualifies Central Avenue as an existing high quality transit corridor based on this service.<sup>214,215</sup> Central Avenue is also identified as a future high quality transit corridor in the SCAG 2020-2045 RTP/SCS as shown in **Figure 3.0-2**. Central Avenue is identified as a future high quality transit corridor in the RTP because Central Avenue is included in the route for the planned North Hollywood to Pasadena BRT line (refer to **Section 3.0** for additional discussion on proposed Project Transit Priority Project designation).<sup>216,217</sup>

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211 Los Angeles County Metropolitan Transit Authority, North Hollywood to Pasadena Transit Corridor Project, <https://www.metro.net/projects/noho-pasadena-corridor/>. Accessed November 2021.

212 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

213 City of Glendale, Transportation Impact Analysis Guidelines, Attachment A: High-Quality Transit Maps, City of Glendale SB 743 Implementation Future High Quality Transit Areas (October 2020).

214 City of Glendale, Beeline Route 1 Timetables and Route Map, <https://www.glendaletransit.com/home/showpublisheddocument/42220/637606455056530000>. Accessed September 2021.

215 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

216 SCAG, Transportation System Transit Technical Report, [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_transit.pdf?1606002122](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_transit.pdf?1606002122). Accessed December 2021.

217 Personal communication with Stephen G. Fox, Southern California Association of Governments (SCAG), January 2021.

## **5.0 Sustainable Communities Environmental Analysis**

The numerous bus routes within the vicinity of the Project site are shown in **Figure 3.0-5** in **Section 3.0**.

In September 2013, the Governor's Office signed Senate Bill 743 (SB 743), starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act (CEQA). Within the State's CEQA Guidelines, these changes include the elimination of auto delay, LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies VMT as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

In January 2016, OPR released for public review a revised proposal for changes to the CEQA Guidelines which reinforced VMT as the primary metric for transportation performance and included new threshold recommendations that are better aligned with California's long-term GHG emission reduction goals.

In November 2017, OPR released proposed updates to the CEQA guidelines in support of the goals to develop a transportation performance metric that would help promote: the reduction of GHG emissions, the development of multimodal networks, and a diversity of land uses. The proposed updates stated that once the new transportation guidelines are adopted, automobile delay (LOS) generally will no longer be considered to be an environmental impact under CEQA. The guidelines established VMT as the primary metric for evaluating a project's environmental impacts on the transportation system. The guidelines also required that the environmental assessment for a project consider whether the project may conflict with plans or policies addressing the circulation system and removed language regarding conflicting with a congestion management program (CMP), including LOS standards for roads or highways. OPR granted agencies a phase-in period of two years. All California cities must update their transportation impact analysis metrics to evaluate transportation impacts with a VMT-based metric prior to July 1, 2020. Agencies ready for the change may implement immediately.

The City has formally adopted VMT as the criteria for determining transportation impacts of development projects in conjunction with the Glendale TIA Guidelines, which includes VMT guidelines and thresholds for measuring transportation impacts under CEQA. Accordingly, a VMT assessment has been prepared of the proposed Project's potential VMT impact based on the Glendale TIA Guidelines.

### ***VMT Methodology***

VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified period of time. VMT is a measure of the use and efficiency of the transportation network. VMTs are calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round-trip) travel and is often estimated for a typical weekday for the purposes of measuring transportation impacts.

## 5.0 Sustainable Communities Environmental Analysis

The City formally adopted VMT as the criteria for determining transportation impacts of development projects in conjunction with the Glendale TIA Guidelines, which includes VMT guidelines and thresholds for measuring transportation impacts under CEQA. Accordingly, a VMT assessment has been prepared of the proposed Project's potential VMT impact based on the Glendale TIA Guidelines.

According to the Glendale TIA Guidelines, proposed residential projects within areas that generate VMT below adopted City thresholds can be presumed to have a less-than-significant transportation impact and would not require a detailed VMT analysis.<sup>218</sup> This determination would be based on residential and employment CMT screening maps which show transportation analysis zones (TAZs) in the City where VMT is below the City's impact threshold. The following types of projects could be screened out using this approach:

- Residential project proposed in TAZs with home-based VMT per capita below the City's threshold of exceeding 85 percent of the citywide average.

In order to utilize this screening approach, the project must incorporate similar land use characteristics to other projects in the Glendale Model TAZ. The threshold for residential uses is home-based VMT per capita 15 percent below the existing citywide average. A significant impact would occur if the proposed Project generated home-based VMT per capita exceeding this threshold.

### ***VMT Analysis***

In accordance with Glendale TIA Guidelines, a significant VMT impact will occur if the proposed Project generates a home-based VMT per capita exceeding a level of 15% below the existing Citywide average. The City's online VMT mapping tool states that the threshold (i.e., 15% below the existing Citywide average) home-based VMT per capita average for residential projects is 7.39 VMT per capita. The VMT analysis found in *Appendix A of Appendix E* of this SCEA, stated that the proposed Project's home-based VMT per capita is 6.67 VMT per capita, which is below the threshold of 7.39 VMT per capita. Therefore, the proposed Project would result in a less than significant VMT impact. Accordingly, no mitigation measures related to VMT are required or recommended in conjunction with the proposed Project and impacts would be less than significant.

### ***c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**No Impact.** A significant impact could occur if a project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project site access or other features were

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218 City of Glendale, Transportation Impact Analysis Guidelines, October 30, 2020, <https://www.glendaleplan.com/transportation-guidelines>. Accessed August 2021.

designed in such a way as to create hazard conditions.

The proposed Project is located between Brand Boulevard and Maryland Avenue, which provide access and connectivity to pedestrian and bicycle networks in the direct proposed Project vicinity. Sidewalks are provided on all streets within the immediate proposed Project vicinity, and the proposed Project would not alter existing pedestrian infrastructure. Additionally, the proposed Project would close the existing driveways along Brand Boulevard, which would further enhance the pedestrian experience along the Project site's Brand Boulevard frontage. Vehicular access to the Project site would be provided via two driveways along the west side of Maryland Avenue. The northerly Maryland Avenue driveway on-site would provide access to the two above-grade levels of the on-site parking garage. The southerly Maryland Avenue driveway on-site would provide access to the four subterranean levels of the on-site parking garage. The proposed Project driveways are proposed to accommodate full vehicular access (i.e., left-turn and right turn ingress and egress turning movements).

While no bicycle infrastructure is provided on Brand Boulevard or Maryland Avenue, the proposed Project would not preclude the City from installing bicycle infrastructure in the future. The proposed Project would provide bicycle parking in accordance with City's code. The proposed Project driveways are located along Maryland Avenue, which is designated as a Local Street north of Doran Street. The driveway placement along Maryland Avenue will allow for vehicular access to the Project site with limited potential for conflicts with pedestrians and bicyclists. As such, the proposed Project would not increase hazards, and therefore, the proposed Project will not result in a safety impact. No impact would occur.

### ***d. Would the project result in inadequate emergency access?***

**Less Than Significant Impact.** The proposed Project is located within an established urban area that is well served by a roadway network. While it is expected that the majority of construction activities for the proposed Project would be confined on-site, construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day.

The City's General Plan Safety Element includes a map of the evacuation routes throughout the City. These routes consist of the main thoroughfares within the City to be used by emergency response services during an emergency. If the situation warrants the evacuation of an area, these roadways serve as evacuation routes; otherwise, all roads should be considered disaster response routes. Evacuation routes are used to relocate residents and visitors from a hazardous or potentially hazardous area to a safer area. Disaster routes serve as thoroughfares primarily for the movement of emergency response vehicles and access to critical facilities.

The Safety Element shows that Brand Boulevard is a designated City Disaster Response Route which is

located adjacent to the Project site to the west.<sup>219</sup> The proposed Project does not involve changes to the existing street network or to existing emergency response plans, so the City's emergency access plan would not be altered. Long-term emergency access would continue to be provided. As such, emergency access will not be impeded, and adequate emergency access will be provided. As such, impacts due to inadequate emergency access would be less than significant.

### ***Cumulative Impacts***

The Transportation Impact Analysis prepared by LLG forecasted "Cumulative Plus Project" conditions based on the addition of traffic generated by the proposed Project plus completion and occupancy of related projects. Application of the City's threshold criteria to the "Cumulative Plus Project" scenario indicates that the proposed Project is not expected to exceed the operations criteria at any of the six study intersections. Therefore, no measures are required or recommended with respect to these intersections under the "Cumulative Plus Project" conditions. As discussed above, the proposed Project's home-based VMT per capita is 6.67 VMT per capita, which is below the threshold of 7.39 VMT per capita. Therefore, the proposed Project would result in a less than significant VMT impact. Per the Glendale TIA Guidelines, projects that do not result in a significant VMT impact would also result in a less than significant cumulative VMT impact. As such, cumulative impacts would be less than significant.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No transportation mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No transportation mitigation measures were identified.

##### **City of Glendale Downtown Specific Plan EIR**

No transportation mitigation measures were identified.

#### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

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219 City of Glendale General Plan, Safety Element, Plate P-3, <https://www.glendaleca.gov/government/departments/community-development/planning/city-wide-plans/safety-element>. Accessed August 2021.

## ***5.0 Sustainable Communities Environmental Analysis***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

### 5.18 TRIBAL CULTURAL RESOURCES

Would the project: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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 the cultural value to a California Native American tribe, and that is:**

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

**Less Than Significant with Mitigation Incorporated.** “Tribal cultural resources,” as defined in PRC Section 21074, are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Additionally, PRC section 5020.1(k) defines “local register of historical resources” as a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution. A project would cause a substantial adverse change in the significance of a TCR with cultural value to a California Native American tribe if such resource 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 if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. PRC 5024.1(c)

## 5.0 Sustainable Communities Environmental Analysis

states that “[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

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

The Gabrielino tribe of Native Americans were the original inhabitants of the area that is now known as the City of Glendale. The Project site has been disturbed and excavated in the past and is currently developed with an existing two-story office building, associated surface parking lot, and a 6-story Chase Building. The proposed Project would remove only the existing office building, parking structure, and surface parking lot. The Chase Building, a historic resource as defined by CEQA, would remain on-site and the proposed Project would not cause the demolition, destruction, relocation, or alteration of a historical resource or its immediate surroundings such that the significance of the Chase Building would be materially impaired, resulting in a substantial adverse change (see **Section 5.5**, above, for additional discussion). However, there is the potential for discovery of TCRs during the excavation and grading for the four-level subterranean parking garage at a depth of approximately 43 feet below grade. In the event that resources are unearthed during proposed Project subsurface activities, all earth-disturbing work must be temporarily suspended or redirected until NAHC has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.

With implementation of **South Glendale Community Plan EIR MM 4.4-4**, the City would evaluate the likelihood of archaeological and tribal cultural resources within the Project site and determine if a qualified archaeologist would be necessary to conduct a study to determine if a Phase I cultural resources survey is necessary prior to the approval of project plans, including full documentation of outreach to the Native American community. If potentially significant archaeological resources are encountered during the survey, the resources would be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource. Additionally, **South Glendale Community Plan EIR MM 4.4-8** states that should subsurface archaeological and tribal cultural resources be discovered during construction, all activity in the vicinity of the proposed Project shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. Through compliance with the mitigation measures described above, potential proposed Project construction impacts to tribal cultural resources would be less than significant.

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

**Less Than Significant Impact.** Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American tribes to identify potential significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074 as part of CEQA. Pursuant to AB 52, the City provided notification to the following two tribes on October 14, 2021 - Fernandeno Tataviam Band of Mission Indians and Soboba Band of Luiseno Indians. The Fernandeno Tataviam Band of Mission Indians deferred consultation for the proposed Project to the Gabrielino-Tongva Tribe. The City provided notification to the Gabrielino-Tongva Tribe on November 1, 2021 (See **Appendix G: AB 52 Consultation Letters**), requesting responses no later than 30 days after receipt of the letter. As of December 8, 2021, the Soboba Band of Luiseno Indians and Gabrielino-Tongva Tribe have not responded to the notification for consultation. As such, consultation has been deemed complete.

The Project site has been disturbed and excavated in the past and is currently developed with an existing two-story office building, associated parking structure, surface parking lots, and the Chase Building. The proposed Project would remove only the existing office building, associated parking structure and surface parking lot, and the Chase Building would remain on-site. As previously discussed, no known burial sites exist within the vicinity of the Project site and surrounding area. Thus, the potential for impact on known human remains or a resource determined to be significant by a California Native American tribe is low. However, while the Project site is located in an urbanized area and has been disturbed by past development activities, the proposed Project includes subgrade preparation that would involve the excavation and grading of approximately 43 feet below grade. The proposed Project would comply with the State's Health and Safety Code Section 7050.5 should human remains be discovered on the Project site. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. Through compliance with the regulatory standards, no significant impact to tribal cultural resource is anticipated. Additionally, **South Glendale Community Plan EIR MM 4.4-8** states that should subsurface archaeological and tribal cultural resources be discovered during construction, all activity in the vicinity of the proposed Project shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. Through compliance with the mitigation measures described above, potential proposed Project construction impacts to tribal cultural resources would be less than significant.

### ***Cumulative Impacts***

As discussed above, the proposed Project would have less than significant impact on Tribal Cultural Resources (TCRs). It is not known if any of the related projects would result in significant impact to TCRs.

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Development of the proposed Project, in combination with the related projects in the Project site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to TCRs tend to be site-specific and are assessed on a site-by-site basis. It is unknown whether any other related project contains identified sites, features, places, or cultural landscapes that have been 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. Further, related Project sites would be required to comply with PRC Section 21074, which governs TCRs. As the Project would fully comply to all applicable regulatory requirements, cumulative impacts would not be considerable, and impacts would be less than significant.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

As discussed in **Section 3.3** of this SCEA, PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable environmental impact reports (EIRs).

The following mitigation measures from prior applicable EIRs incorporated into the proposed Project will further reduce the less than significant impacts of the proposed Project.

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

No tribal cultural resources mitigation measures were identified.

#### **City of Glendale South Glendale Community Plan EIR**

See MM 4.4-4 and MM 4.4-8 in **Section 5.5: Cultural Resources**, above.

#### **City of Glendale Downtown Specific Plan EIR**

No tribal cultural resources mitigation measures were identified.

#### **Project Mitigation**

No tribal cultural resources mitigation measures were identified.

#### ***Impacts After Mitigation***

The mitigation measures identified above will further reduce less than significant impacts.

## 5.19 UTILITIES AND SERVICE SYSTEMS

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

- a. ***Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

**Less Than Significant Impact.** A significant impact may occur if a project would increase water consumption, wastewater generation, electricity consumption, natural gas consumption, or telecommunication facilities to such a degree that the capacity of facilities currently serving the Project site would be exceeded.

## Water

Water for the City is provided by Glendale Water and Power (GWP).<sup>220</sup> A portion of the City to the north is served by both Glendale and Crescenta Valley Water District (CVWD). The GWP provides approximately 34,000 potable and recycled water service connections to the City's approximately 200,000 residents over 30.6 square miles.<sup>221</sup> The Project site is located within the Gateway District of the DSP which is served by an existing system of GWP water lines. The City's water supply consists of imported water purchased from the Metropolitan Water District (MWD), groundwater produced from the Verdugo and San Fernando Basins, and recycled water produced at the Los Angeles-Glendale Water Reclamation Plant (LAGWRP) facility. In 2020, the GWP supplied a total of 26,178 acre-feet (AF) consisting of groundwater, purchased or imported water, and recycled water.<sup>222</sup>

**Table 5.19-1: Estimated Water Demand** shows the estimated water consumption for the proposed Project estimated at 60,334 gallons per day (GPD) or 67.58 acre-feet per year (AFY), with a net increase of 59,014 GPD or 66.1AFY.

TABLE 5.19-1 ESTIMATED WATER DEMAND				
Use	Area (SF)/ Residential Units	Factor <sup>b</sup>	Daily Demand (GPD)	Annual Demand (AFY)
Multi-Family	294 du	200 gal/unit/day	58,800	65.86
Landscape Open Space	4,901 SF 6,977 SF	130 gal/1,000 SF/day	1,534	1.72
<i>Subtotal</i>			60,334	67.58
Existing Two- story Office Building	5,297 SF	250 gal/1,000 SF/day	1,320	1.48
<b>Total Net Increase in Water Demand<sup>a</sup></b>			<b>59,014</b>	<b>66.1</b>

*Notes:*

<sup>a</sup> The existing Chase Building would remain on site. Though the existing Chase Building would continue to consume water, it would not result in a net increase compared to existing conditions.

<sup>b</sup> Generation factor based on Los Angeles Sanitation District Wastewater Generation fact sheet multiplied by 1.25

220 City of Glendale, Utilities, <https://www.glendaleca.gov/residents/utilities>. Accessed August 2021.

221 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

222 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

## 5.0 Sustainable Communities Environmental Analysis

The City’s estimated total demand for water supply in 2020 was 21,372 AF with recycled water demand at approximately 1,811 AF and the water supplied for that same year consisting of 26,178 AF including recycled water production.<sup>223</sup> As shown below in **Table 5.19-2: Projected Water Supply**, the projected water supply for the year 2025, would be approximately 39,346 AF. As such, the estimated water demand for the proposed Project would constitute approximately 0.17 percent of the total water available to the City under the Urban Water Management Plan (UWMP). Additionally, water supply assessments were completed for the DSP in 2006 and the partially adopted South Glendale Community Plan in 2016. The estimated water available for the DSP was calculated at 30,176 AFY of potable water and 7,950 AFY of recycled water in 2030.<sup>224</sup> Water supply in 2025 was projected to be 39,540 AF for the partially adopted South Glendale Community Plan Water Supply Assessment.<sup>225</sup> The proposed Project would consume water within the estimates projected in the DSP and the partially adopted South Glendale Community Plan water supply assessments.

Water Supply	2025		2030		2035		2040	
	Estimated Volume	Total Right or Safe Yield	Estimated Volume	Total Right or Safe Yield	Estimated Volume	Total Right or Safe Yield	Estimated Volume	Total Right or Safe Yield
Recycled Water	9,490	--	9,490	--	9,490	--	9,490	--
Purchased or Imported Water	26,000	--	26,000	--	26,000	--	26,000	--
Groundwater (San Fernando Basin)	--	5,500	--	5,500	--	5,500	--	5,500
Groundwater (Verdugo Basin)	3,856	--	3,856	--	3,856	--	3,856	--
<b>Total</b>	<b>39,346</b>	<b>5,500</b>	<b>39,346</b>	<b>5,500</b>	<b>39,346</b>	<b>5,500</b>	<b>39,346</b>	<b>5,500</b>

Source: City of Glendale, Urban Water Management Plan (2020), Table 6-9: Water Supplies - Projected.

223 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

224 City of Glendale, Final Program Environmental Impact Report for the Glendale Downtown Specific Plan (2006), Appendix J: Water Supply Assessment. <https://www.glendaleca.gov/home/showpublisheddocument/38596/636398816908230000>. Accessed August 2021.

225 City of Glendale, South Glendale Community Plan Final Program Environmental Impact Report (2018), Appendix H: Water Supply Assessment. <https://www.glendaleca.gov/home/showpublisheddocument/45657/636651702286270000>. Accessed August 2021.

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The City's drought management plan ensures that a mandatory conservation plan is in place to minimize the negative impacts of temporary water shortages resulting from droughts. Under the GMC, the City Manager is authorized to implement the plan, conduct necessary public outreach, and take enforcement actions to minimize the impact of the drought. The proposed Project would comply with any requirements under this plan.

In addition, the GMC Chapter 30.31, includes requirements for projects that would be subject to the State Model Water Efficient Landscape Ordinance (MWELO).<sup>226</sup> The California Department of Water Resources requires a Landscape Design Plan and an Irrigation Design Plan to be developed for residential landscape projects in order to ensure that the applicant and/or designer(s) understand the intent of the MWELO and the sustainable principles included therein.<sup>227</sup> Glendale's Water Conservation Ordinance, the GMC Chapter 13.36, Section 13.36.060, already addresses the State's mandates by having in effect, at all times, the City's "no water waste" policy prohibiting certain uses and setting restrictions which include said mandates. The proposed Project would comply with the provisions of the GMC.

With these measures in place and the total water demand for the proposed Project able to be met by the projected supply, impacts to the City's water supply would be less than significant.

### **Wastewater**

Wastewater generated by the City is processed at the LAGWRP and the Hyperion Treatment Plant (HTP) which processes the solid waste from the wastewater.<sup>228</sup> The LAGWRP service area includes the east San Fernando Valley communities that are within and outside of the Los Angeles City limits. LAGWRP produces disinfected "tertiary treated" wastewater effluent that meets or exceeds the water quality standards, codified in the California Code of Regulations, Title 22, Division 4, Chapter 3, for recycled water for non-potable uses permitted by the State of California, such as landscape irrigation and industrial processing. The City shares 50 percent ownership in LAGWRP with the City of Los Angeles and also receives 50 percent right to treatment capacity.<sup>229</sup> LAGWRP has a treatment capacity of 20 million gallons per day (MGD) or 22,400 AFY. The City has a right of up to 11,200 AFY of the resulting treated wastewater. However, LAGWRP produces approximately 12,000 to 14,000 AFY of treated effluent on average, of which the City receives between 6,000 to 8,000 AFY. From 2010-2015, an average of 1,650 AFY of water was recycled in the City and in 2020 recycled water totaled 1,811 AF. The HTP is the City's largest reclamation plant,

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226 Municipal Code, Ch. 30, Sec. 30.31.010.

227 California State Department of Water Resources, Model Water Efficient Landscape Ordinance (MWELO), <https://water.ca.gov/Programs/Water-Use-And-Efficiency/Urban-Water-Use-Efficiency/Model-Water-Efficient-Landscape-Ordinance>. Accessed August 2021.

228 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

229 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

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processing on average 275 million gallons of wastewater on dry weather days and double the amount during the rainy season.<sup>230</sup> The plant has a maximum daily flow of 450 million gallons of water per day (MGD) with peak wet weather flow of 800 MGD.

According to the Los Angeles County Sanitation District, the wastewater generation rate for five residential units or more would be 156 gallons/day/du.<sup>231</sup> The LAGWRP facility has a treatment capacity of 20 MGD, of which the City has a right to 10 MGD. The current wastewater generated by the existing two-story office building is approximately 1,057 GPD. The net increase in wastewater generated by the proposed Project with the existing use subtracted would be approximately 44,808 GPD<sup>232</sup> or approximately 0.04 MGD. The proposed Project's wastewater would represent 0.50 percent of the City's anticipated daily capacity of the LAGWRP. Therefore, the estimated wastewater flow from the proposed Project would be accommodated within the existing capacity of the LAGWRP.

### **Stormwater**

The Project site is located in a developed portion of the City that is currently served by stormwater infrastructure. Consistent with the GMC stating that all new developments involving one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface, the proposed Project shall implement the low impact development (LID) requirements as stated in the GMC.<sup>233</sup>

As such, impacts related to wastewater generation would be less than significant.

### **Electricity**

Electric service is available and will be provided to the Project site in accordance with GWP regulations. GWP has recently signed a 4-year contract (2021-2025) to deploy a smart thermostat demand response program for both residential and commercial GWP electric customers.<sup>234</sup> Customers would have the option to receive a rebate on a smart thermostat and participate in demand response. Demand response means responding to high energy demands through customer reductions in energy usage. This program is voluntary and as such the proposed Project and its future residents would have the option to participate. During construction and operation, the proposed Project would incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2019 Title 24 standards and CALGreen code, and the Greener Glendale Plan. In addition, electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by GWP

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230 City of Los Angeles Sanitation and Environment, Hyperion Water Reclamation Plant, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?\\_adf.ctrl-state=lpuw4dmcs\\_82&\\_afLoop=1329084760150993#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=lpuw4dmcs_82&_afLoop=1329084760150993#!). Accessed August 2021.

231 Los Angeles County Sanitation District, Wastewater Generation Rate Sheet, <https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>. Accessed August 2021.

232 Total wastewater for the proposed Project = 45,864 GPD

233 City Municipal Code, Ch. 13.43, Sec. 13.43.040.

234 Glendale Water and Power, Peak Savings Program, <https://www.gwpeaksavings.com/>. Accessed December 2021.

are ongoing. The proposed Project would be reviewed by GWP to identify necessary power facilities and service connections to meet proposed Project needs. Construction and operation of the proposed Project would not necessitate the construction of off-site facilities or infrastructure improvements that would have the potential to cause significant environmental impacts. As such, proposed Project impacts would be less than significant.

### ***Natural Gas***

Natural gas will be provided by SoCalGas to the proposed Project in accordance with the rules and regulations in effect at the time service is provided. The proposed Project would incorporate energy conservation features, comply with applicable regulations including the 2019 Title 24 standards and CALGreen code, the Greener Glendale Plan, and incorporate mitigation measures, as necessary. In addition, natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed.<sup>235</sup> SoCalGas will continue to expand delivery capacity as necessary to meet the increased demand within its service area. The proposed Project would incorporate site-specific infrastructure improvements, as appropriate. As such, SoCalGas's existing infrastructure and storage supplies are well-prepared for the long-term forecasts, including the proposed Project. Impacts would be less than significant.

### ***Telecommunications***

As an urbanized area, adequate telecommunications services exist within in the immediate proposed Project vicinity and would be provided to the Project site. Construction and operation of the proposed Project would not necessitate the construction of off-site telecommunication facilities that would have the potential to cause significant environmental impacts. As such, proposed Project impacts to telecommunication facilities would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. The City's water supply is sourced from purchased or imported water, groundwater, and recycled water. These sources are expected to support the City's daily demand for water in the future.

Water provided to the Project site is sourced from GWP. The proposed Project would not directly require or result in the construction of potable water treatment facilities because it would connect into these existing water services. As previously described, the proposed Project would be within the growth projections used by the GWP 2020 UWMP, DSP water supply assessment, and partially adopted South

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235 Southern California Gas Company, History of SoCalGas (2018), Available at: <https://www.socalgas.com/company-history>, Accessed August 2021.

Glendale Community Plan water supply assessment in forecasting cumulative future demand. proposed Project construction would consume less water than proposed Project operation, which as discussed previously, would have less than significant impact on water supplies.

### Construction

As discussed previously, short-term water usage would occur during the construction phases of the proposed Project, mainly to control dust, mix concrete, clean equipment, and other related construction activities. These activities would occur incrementally throughout the build-out of the proposed Project and are temporary in nature. The amount of water used during construction would vary depending on the conditions of the soil, weather, size of the area being worked, and site-specific operations, but is not expected to be substantial. According to the 2020 UWMP, the total water supply for the City in 2025 was estimated at 39,346 AF with additional rights to pump 5,500 AF from the San Fernando Basin. The City's demand has been consistently below the amount of water able to be supplied due to the City's management including the drought management plan. As such, water supplies in the City would be able to accommodate the temporary and incremental use during the construction of the proposed Project.

### Operation

As previously discussed in **Table 5.19-1**, the estimated total demand for the proposed Project during operation would be approximately 67.58 AFY or a net increase of 66.1 AFY with removal of the existing uses. The Metropolitan Water District (MWD) developed a model to forecast retail demands and supplies for normal and dry years which were included in the UWMP. According to the 2020 UWMP, the total forecasted demand for water during a single dry season after conservation would be 25,708 AF for 2025, 25,671 AF for 2030, 25,499 AF for 2035, 25,620 AF for 2040, and 25,697 AF for 2045.<sup>236</sup> The total supplies forecasted would include 10,210 AF for 2025, 13,270 AF for 2030, 13,270 AF for 2035, 13,270 AF for 2040, and 13,270 AF for 2045. The estimated water available for the DSP was calculated at 30,176 AFY of potable water and 7,950 AFY of recycled water in 2030.<sup>237</sup> Water supply in 2025 were projected to be 39,540 AF for the partially adopted South Glendale Community Plan Water Supply Assessment.<sup>238</sup> The MWD projections show that potable local supplies would remain constant for the 20-year planning horizon for a single dry year or even increase due to the projected increased use of recycled water. The projections also show demand decreasing slightly through 2035 due to projected increased conservation measures, which outpace increased population. The difference between supply and demand results in a

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236 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

237 City of Glendale, Final Program Environmental Impact Report for the Glendale Downtown Specific Plan (2006), Appendix J: Water Supply Assessment. <https://www.glendaleca.gov/home/showpublisheddocument/38596/636398816908230000>. Accessed August 2021.

238 City of Glendale, South Glendale Community Plan Final Program Environmental Impact Report (2018), Appendix H: Water Supply Assessment. <https://www.glendaleca.gov/home/showpublisheddocument/45657/636651702286270000>. Accessed August 2021.

deficit which equals the amount made up by MWD imported water each year. The deficit decreases going forward due to the planned increased use of recycled water, which frees up more local potable supply. The proposed Project total water demand would constitute 67.58 AFY or a net increase of 66.1 AFY with removal of the existing use. This would constitute approximately 0.26 percent of the estimated demand during a single dry season in the year 2025. With the City's increase in use of recycled water, water reduction standards for landscaping, and comprehensive drought management plan, implementation of the proposed Project would have a less than significant effect on water supply reliability.

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

**Less Than Significant Impact.** A project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the *Wastewater Facilities Plan* or *General Plan* and its elements.

As previously discussed, proposed Project construction water generation would be sufficiently accommodated as part of the remaining 10 MGD treatment capacity of the LAGWRP. The proposed Project would generate approximately 44,808 GPD or 0.04 MGD over existing uses.<sup>239</sup> Given that the LAGWTP is currently operating below capacity, the additional wastewater generated by the proposed Project would not result in the plant's exceeding capacity. Therefore, the proposed Project would not require the construction of new wastewater treatment facilities or expansion of facilities, the construction of which could cause significant environmental effects. As such, impacts would be less than significant.

***d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

**Less Than Significant Impact.** A significant impact could occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle

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<sup>239</sup> Generation factor based on Los Angeles Sanitation District Wastewater.

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project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), or the Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

In response to State-mandated waste reduction goals set forth in CalGreen, and as part of the City's commitment to sustainable development, the City adopted an ordinance that requires certain demolition and/or construction projects to divert at least 65 percent of waste either through recycling, salvage, or deconstruction.<sup>240</sup> The construction and demolition (C&D) Program—which took effect on November 5, 2007—aims to encourage permit applicants to recycle all C&D materials through a refundable performance deposit. The C&D program also encourages the use of green building techniques in new construction and promotes reuse or salvaging of recyclable materials in demolition, deconstruction, and construction projects.

Implementation of the Project site would result in an increase of 247 1-bedroom and 47 2-bedroom apartments. This would be in addition to the existing Chase Building that would remain on site. Solid waste generated by the proposed Project would be deposited at the Scholl Canyon Landfill, which is owned by the City of Glendale, or one of the landfills located within the County of Los Angeles. The Scholl Canyon Landfill has a maximum capacity of 3,400 tons per day.<sup>241</sup> The Integrated Waste Diversion of the Public Works Department would review the proposed Project with respect to waste generation and disposal.

As noted before, the Scholl Canyon Landfill would serve the proposed Project's solid waste generation with a maximum capacity of 3,400 tons per day. The proposed Project would result in increased generation of solid waste and increased demand for solid waste services. Total solid waste generated by the proposed Project during operation is estimated at approximately 1,176 ppd, a net increase of 208.83 tons per year as shown in **Table 5.19-3: Estimated Solid Waste Generation**. The approximately 215 tons of solid waste per year generated by the proposed Project would be a net increase of approximately 209 tons per year with the removal of the existing use. The proposed Project's 0.59 tons of solid waste per day would require approximately 0.02 percent of the currently available daily capacity at the Scholl Canyon Landfill facility. The total amount of solid waste produced by the proposed Project would equate to an estimated 214.62 tons per year, 65 percent of which must be diverted or 139.50 tons per year. With a maximum capacity of 3,400 tons per day, this additional amount generated by the proposed Project would be easily accommodated by the facility. Impacts would be less than significant.

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240 City Municipal Code, Ch. 8.58, Sec. 8.58.060.

241 CalRecycle, SWIS Facility/Site Activity Details, Scholl Canyon Landfill, <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3531?siteID=1000>. Accessed August 2021.

**TABLE 5.19-3  
ESTIMATED SOLID WASTE GENERATION**

Use	Quantity	Solid Waste Generation Rate (pounds/du/day) <sup>a</sup>	Total (pounds/day)
Residential	294 du	4	1,176
<i>Subtotal Increase in Solid Waste (tons/year)</i>	--	--	<b>214.62</b>
Existing Two-story Office Building	5,297 SF	0.006	31.78
<i>Less Existing to be Removed Subtotal (tons/year)</i>	--	--	-5.79
<b>Total Net Increase in Solid Waste (tons/year)<sup>b</sup></b>	--	--	<b>208.83</b>

## Notes:

<sup>a</sup> Source: CalRecycle, *Estimated Solid Waste Generation*, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed August 2021.

<sup>b</sup> The existing Chase Building would remain on site. Though the existing Chase Building would continue to generate solid waste, it would not result in a net increase compared to existing conditions.

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

**Less Than Significant Impact.** A significant impact could occur if a project would generate solid waste that is not disposed of in accordance with applicable regulations. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, AB 341, which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multifamily dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce GHG emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. On September 19, 2016, Governor Brown signed Senate Bill 1383 (SB 1383) into California law

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to supplement AB 1826, establishing statewide greenhouse gas emission reduction goals consisting of reducing the amount of organic material disposed in landfills by 50% from the 2014 level by the year 2020, and reducing the amount of organic material disposed in landfills by 75% from the 2014 level by the year 2025.<sup>242</sup> In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California's recycling and GHG emission goals. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the number of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

In addition to this, the Greener Glendale Plan outlines objectives and strategies for achieving their Zero Waste Goal which aims to achieve a 90 percent landfill diversion rate by 2030.<sup>243</sup> These goals include promoting Zero Waste through community education and outreach, reducing the use of disposable or non-renewable products, improving commercial waste diversion, and expanding waste diversion services.

The proposed Project would be consistent with the applicable regulations associated with solid waste. The proposed Project would also comply with AB 939, AB 341, AB 1826, SB 1383, and City waste diversion goals as presented in the GMC and the Greener Glendale Plan, as applicable. Since the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste, impacts would be less than significant.

### ***Cumulative Impacts***

#### **Water**

The geographic context for the cumulative impact analysis on water supply is the GWP service area (i.e., the City). GWP, as a public water service provider, is required to prepare and periodically update an UWMP to plan and provide for water supplies to serve existing and projected demands. The 2020 UWMP prepared by GWP accounts for existing development within the City, as well as projected growth through the year 2045.

Under the provisions of SB 610, GWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of SB 610 tend to be larger projects that may or may not have been included within the growth projections of the

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242 SB 1383, Short-lived climate pollutants: methane emissions: dairy and livestock: organic waste: landfills, approved September 19, 2016, [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB1383](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383). Accessed December 2021.

243 City of Glendale, Office of Sustainability, Greener Glendale Plan, <https://www.glendaleca.gov/government/departments/management-services/office-of-sustainability/greener-glendale>. Accessed August 2021.

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2020 UWMP. The water supply assessment for projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed.

On May 31, 2018, Governor Brown signed two long-term water-use efficiency bills: AB 1668 and SB 606. These bills are designed to help the State better prepare for droughts and climate change. They require that by January 1, 2025, the indoor residential use will reduce to 55 gallons per day (gpd), 52.5 gpd from 2025 to 2030, and 50 gpd beginning January 1, 2030.

With the adoption of the Water Conservation Act of 2009, also known as SB X7-7, the State of California was required to reduce urban per capita water use by 20 percent by the year 2020 (aka 20 by 2020). Each retail supplier preparing a 2020 UWMP must demonstrate whether it has achieved its 2020 water use target. In the 2010 UWMP, Glendale's 2020 water use target was determined to be 137 gallons per capita per day (GPCD). Glendale's 2020 water use was 104 GPCD, far outperforming the required target. The City has also developed its own Water Shortage Contingency Plan (WSCP) which is proposed separate from the UWMP and would be approved by City Council. The purpose of the WSCP is essentially to identify what actions the City can take in the event of a water shortage or emergency.

Furthermore, through GWP's 2020 UWMP process and the City's Water Shortage Contingency Plan, the City will meet all new demand for water due to projected population growth to the year of 2040, through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City to reduce dependence on imported supplies. GWP is planning to achieve these goals by expanding its water conservation program. To increase recycled water use, GWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

Compliance of the proposed Project and related projects with regulatory requirements that promote water conservation such as the GMC, including the California Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis.

Water supply assessments were conducted for the DSP in 2006 and the partially adopted South Glendale Community Plan in 2016. The estimated water available for the DSP was calculated at 30,176 AFY of potable water and 7,950 AFY of recycled water in 2030.<sup>244</sup> Water supply in 2025 was projected to be 39,540 AF for the partially adopted South Glendale Community Plan Water Supply Assessment.<sup>245</sup>

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244 City of Glendale, Final Program Environmental Impact Report for the Glendale Downtown Specific Plan (2006), Appendix J: Water Supply Assessment.  
<https://www.glendaleca.gov/home/showpublisheddocument/38596/636398816908230000>. Accessed August 2021.

245 City of Glendale, South Glendale Community Plan Final Program Environmental Impact Report (2018), Appendix H: Water Supply Assessment.  
<https://www.glendaleca.gov/home/showpublisheddocument/45657/636651702286270000>. Accessed August 2021.

According to the estimated water demand for the proposed Project, future water supply would be sufficient for the Project and consume water within the estimates projected in the DSP and the partially adopted South Glendale Community Plan water supply assessments. No additional supply would be necessary. The proposed Project would result in less than significant impacts and, as such, would not be cumulatively considerable. Additionally, any related projects would be required to analyze water consumption based on these assessments and if additional supply would be needed the project would require a water supply assessment to be completed and address the feasibility of the project. Based on the above, it is anticipated that GWP would be able to supply the water demands of the proposed Project as well as future growth, including the five related projects. Therefore, cumulative impacts on water supply would be less than significant.

### Wastewater

Wastewater generated by the proposed Project would be processed at the LAGWRP and the Hyperion Treatment Plant (HTP) which processes the solid waste from the wastewater. As previously stated, the City shares 50 percent ownership in LAGWRP with the City of Los Angeles and also receives 50 percent right to treatment capacity.<sup>246</sup> LAGWRP has a treatment capacity of 20 million gallons per day (MGD) or 22,400 AFY. The City has a right of up to 11,200 AFY of the resulting treated wastewater. The HTP is the City's largest reclamation plant, processing on average 275 million gallons of wastewater on dry weather days and double the amount during the rainy season.<sup>247</sup> The plant has a maximum daily flow of 450 million gallons of water per day (MGD) with peak wet weather flow of 800 MGD. According to the Los Angeles County Sanitation District, the wastewater generation rate for the existing two-story office building is approximately 1,057 GPD.<sup>248</sup> The net increase in wastewater generated by the proposed Project with the existing use subtracted would be approximately 44,808 GPD<sup>249</sup> or approximately 0.04 MGD. The proposed Project's wastewater would represent 0.50 percent of the City's anticipated daily capacity of the LAGWRP.

Based on these results and the capacity of the LAGWRP and the HTP, the proposed Project operation's contribution to cumulative impacts on wastewater treatment facilities would be less than significant.

### Stormwater

Development of the proposed Project in conjunction with related projects would result in an intensification of existing prevailing land uses in an already urbanized area of Glendale and could further

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246 City of Glendale, Urban Water Management Plan (2020), <https://www.glendaleca.gov/home/showpublisheddocument/62412/637623898692530000>. Accessed August 2021.

247 City of Los Angeles Sanitation and Environment, Hyperion Water Reclamation Plant, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?\\_adf.ctrl-state=lpuw4dmcs\\_82&\\_afLoop=1329084760150993#!](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=lpuw4dmcs_82&_afLoop=1329084760150993#!). Accessed August 2021.

248 Los Angeles County Sanitation District, Wastewater Generation Rate Sheet, <https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>. Accessed August 2021.

249 Total wastewater for the proposed Project = 45,864 GPD

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increase regional demands on stormwater facilities. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a Project site, resulting in the construction of new stormwater drainage facilities. As discussed earlier, the proposed Project shall implement the low impact development (LID) requirements as stated in the GMC.<sup>250</sup> Additionally, the proposed Project would be subject to NPDES under the California General Permit since the proposed Project would result in the disturbance of one acre or more of soil.<sup>251</sup> As a result of these measures, the amount of peak stormwater flows from new development would decrease as compared to older sites that did not include recent LID requirements. Also, with the addition of pervious surfaces such as landscaping and open space, the proposed Project would decrease the amount of runoff from impervious surfaces and thus decrease the amount of runoff to storm drains. The related projects would also be subject to these applicable requirements. Therefore, the Project and related projects would not result in cumulative stormwater impacts.

### Solid Waste

Solid waste disposal is a regional issue addressed by regional agencies, in this case the County of Los Angeles. The County promotes the efforts of individual jurisdictions to maximize waste reduction and recycling, expand existing landfills, and promote alternative technologies to reduce waste. In response to State-mandated waste reduction goals set forth in CalGreen, and as part of the City's commitment to sustainable development, the City adopted an ordinance that requires certain demolition and/or construction projects to divert at least 65 percent of waste either through recycling, salvage, or deconstruction.<sup>252</sup> As noted before, the Scholl Canyon Landfill would serve the proposed Project's solid waste generation with a maximum capacity of 3,400 tons per day. However, the Greener Glendale Plan outlines objectives and strategies for achieving their Zero Waste Goal which aims to achieve a 90 percent landfill diversion rate by 2030.<sup>253</sup> These goals include promoting Zero Waste through community education and outreach, reducing the use of disposable or non-renewable products, improving commercial waste diversion, and expanding waste diversion services. As discussed above, SB 1383 establishes statewide greenhouse gas emission reduction goals consisting of reducing the amount of organic material disposed in landfills by 50% from the 2014 level by the year 2020, and reducing the amount of organic material disposed in landfills by 75% from the 2014 level by the year 2025. Like the proposed Project, related projects would be required to comply with applicable regulations related to solid waste, including SB 1383 and those pertaining to waste reduction and recycling. Detailed components regarding waste reduction and recycling would be finalized for each related project on a project-by-project basis at the time of plan submittal to the City for the necessary building permits and reviews conducted pursuant to the California Green Building Code, as applicable. As such, impacts to the

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250 City Municipal Code, Ch. 13.43, Sec. 13.43.040.

251 City Municipal Code, Ch. 13.42, Sec. 13.42.050.

252 City Municipal Code, Ch. 8.58, Sec. 8.58.060.

253 City of Glendale, Office of Sustainability, Greener Glendale Plan, <https://www.glendaleca.gov/government/departments/management-services/office-of-sustainability/greener-glendale>. Accessed August 2021.

solid waste from related projects would be less than significant. As discussed above, the proposed Project would not generate solid waste that would exceed landfill capacities and the recycling of solid waste related to construction and operation of the proposed Project would be required to comply with all federal, State, and local regulations. Therefore, the proposed Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts related to solid waste would be less than significant.

### **Electricity**

As with the proposed Project, during construction and operation, other related projects would be expected to incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2019 Title 24 standards and CALGreen code, and incorporate mitigation measures, as necessary. Like the Project, related projects within the GWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by GWP to identify necessary power facilities and service connections to meet their respective needs. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the proposed Project area. the proposed Project's contribution to cumulative impacts with respect to electricity plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

### **Natural Gas**

As with the proposed Project, during construction and operation, other future related projects would be expected to incorporate energy conservation features, comply with applicable regulations including anti-idling construction vehicle regulations, the 2019 Title 24 standards and CALGreen code, and incorporate mitigation measures, as necessary. In addition, natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. Related projects within its service area, would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. The proposed Project's contribution to cumulative impacts with respect to natural gas plans as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

### **Telecommunications**

As previously stated, construction and operation of the proposed Project would not necessitate the construction of off-site telecommunication facilities as the Project site is located within an urbanized area where telecommunications facilities are established. Telecommunications are regulated by the Federal Communications Commission (FCC) and the California Public Utilities Commission (CPUC). The City will review the related projects to identify necessary new facilities and service connections to meet their respective needs. Furthermore, the proposed Project's contribution to cumulative impacts with respect to telecommunications as well as infrastructure would not be cumulatively considerable and, thus, would result in a less than significant cumulative impact.

***Mitigation Measures***

***Incorporation of Prior Mitigation***

**SCAG 2020-2045 RTP/SCS Program EIR:**

No utilities and service systems mitigation measures were identified.

**City of Glendale South Glendale Community Plan EIR**

No utilities and service systems mitigation measures were identified.

**City of Glendale Downtown Specific Plan EIR**

No utilities and service systems mitigation measures were identified.

***Project Mitigation***

No additional project-specific mitigation measures are necessary.

***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

5.20 WILDFIRE

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

**a. Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** The Project site is not located in or near a State Responsibility Area of land classified as Very High Fire Hazard Severity Zone.<sup>254</sup> Furthermore, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan as the Project site is not located near a non-compliant access road as depicted in the City’s Safety Element.<sup>255</sup> The City’s Safety Element shows that Brand Boulevard is a designated City Disaster Response Route which is located adjacent to the Project site to the west. However, the proposed Project does not involve changes to the existing street network or to existing emergency response plans, so the City’s emergency access plan would not be would not be altered. As such, there would be less than significant impacts related to substantially impairing an adopted emergency response plan or emergency evacuation plan from construction or operation of the proposed Project.

254 CalFire, Fire and Resource Assessment Program (FRAP), Fire Hazard Severity Zone Viewer, <https://egis.fire.ca.gov/FHSZ/>. Accessed August 2021.

255 City of Glendale General Plan, Safety Element, Ch. 4 Fire Hazards, Plate 4-3.

- b. Due to the slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No Impact.** The proposed Project is located on relatively flat land and would not change or exacerbate current risks of wildfire or pollutant concentrations from a wildfire to Project occupants. Additionally, the proposed Project is not located in or near any City or State responsibility areas of land classified as Very High Fire Hazard Severity Zone.<sup>256</sup> As such, there would be no impact from construction due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire.

- c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or on going impacts to the environment?**

**Less Than Significant Impact.** As stated previously, the Project site is not located within an area of State Responsibility of lands classified as Very High Fire Hazard Severity Zone.<sup>257</sup> The proposed Project would not require the installation of infrastructure that may exacerbate fire risk. proposed Project operation would not generate traffic in excess of current VMT or level of service thresholds and would not result in maintenance of associated infrastructure or improvements which might exacerbate fire risk.<sup>258</sup> Future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Project site access and circulation plans would be subject to review and approval by the GFD. Therefore, impacts would be less than significant.

- d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact.** The proposed Project is not located in or near a State Responsibility area of lands classified as Very High Fire Hazard Zone.<sup>259</sup> The Project site is located within an urbanized area of the City and does not include wildlands or high fire hazard terrain. In addition, as previously discussed in **Section**

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256 CalFire, Fire and Resource Assessment Program (FRAP), Fire Hazard Severity Zone Viewer, <https://egis.fire.ca.gov/FHSZ/>. Accessed August 2021.

257 CalFire, Fire and Resource Assessment Program (FRAP), Fire Hazard Severity Zone Viewer, <https://egis.fire.ca.gov/FHSZ/>. Accessed August 2021.

258 Transportation Impact Analysis, Linscott Law & Greenspan, Engineers (LLG), June 22, 2021. Appendix E.

259 CalFire, Fire and Resource Assessment Program (FRAP), Fire Hazard Severity Zone Viewer, <https://egis.fire.ca.gov/FHSZ/>. Accessed August 2021.

**5.10: Hydrology and Water Quality**, the Project site is not located near a potential flooding, landslide area, or would result in potential drainage changes. Furthermore, proposed Project construction and operation would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and therefore no impact would occur.

### ***Cumulative Impacts***

The Project site does not contain any wildland features and is not located within a Very High Fire Hazard Severity Zone as delineated by the Fire and Resource Assessment Program (FRAP).<sup>260</sup> As such, the related projects would have no cumulative wildfire impacts. Additionally, any related projects would be subject to established guidelines and building code regulations and construction procedures pertaining to fire and seismic hazards. All related projects would be subject to review by the GFD for compliance with the Fire Code and Building Code regulations related to emergency response, emergency access, and fire safety. Based on the above considerations, the proposed Project would not result in a cumulatively considerable contribution to cumulative impacts associated with wildfires.

### ***Mitigation Measures***

#### ***Incorporation of Prior Mitigation***

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

No wildfire mitigation measures were identified.

##### **City of Glendale South Glendale Community Plan EIR**

No wildfire mitigation measures were identified.

##### **City of Glendale Downtown Specific Plan EIR**

No wildfire mitigation measures were identified.

### ***Project Mitigation***

No additional project-specific mitigation measures are necessary.

### ***Impacts After Mitigation***

No prior mitigation measures were identified, and no project specific mitigations are proposed for the proposed Project.

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260 CalFire, Fire and Resource Assessment Program (FRAP), Fire Hazard Severity Zone Viewer, <https://egis.fire.ca.gov/FHSZ/>. Accessed August 2021.

## 5.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant Impact.** A significant impact may occur only if the proposed Project would have an identified potentially significant impact on fish or wildlife species, including habitat and population, on a plant or animal community, including elimination of such communities or reduction or restriction of the range of a rare or endangered plant or animal, or historical, archeological, or paleontological resources.

As discussed in **Section 5.4: Biological Resources**, the proposed Project is in an urbanized area that is not located in a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan that would apply to the proposed Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project site or in the surrounding area.

## 5.0 Sustainable Communities Environmental Analysis

As discussed in **Section 5.5: Cultural Resources**, the Historic Report concluded the Chase Building is a historical resource as defined by CEQA and appears to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and Glendale Register of Historic Resources. The proposed Project would not cause the demolition, destruction, relocation, or alteration of a historical resource or its immediate surroundings such that the significance of the Chase Building would be materially impaired, resulting in a substantial adverse change (see **Section 5.5**, above, for additional discussion). The proposed Project would implement mitigation measures **South Glendale Community Plan EIR MM 4.4-1**, which requires that all properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits. The proposed Project would also implement **Downtown Specific Plan EIR MM 4.4-4(c)** and **MM 4.4-4(d)**, which require a development project to consider the impacts to the known historic resource and, if needed, include a study conducted by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance and an intensive level survey to determine whether the property is a historic resource under CEQA. The January 2022 Historic Resources Technical Report provides an intensive level survey of the subject property and concluded while the proposed Project is located on the same site as an eligible historic resource, the Chase Building would not be altered as a result of the proposed Project. The proposed Project would also implement **South Glendale Community Plan EIR MM 4.4-4** and **4.4-8**. With implementation of **South Glendale Community Plan EIR MM 4.4-4**, the City would evaluate the likelihood of archaeological resources within the Project site and determine if a qualified archaeologist would be necessary to conduct a study to determine if a Phase I cultural resources survey is necessary prior to the approval of project plans. Additionally, **South Glendale Community Plan EIR MM 4.4-8** states that should subsurface archaeological and tribal cultural resources be discovered during construction, all activity in the vicinity of the proposed Project shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. Through implementation of the mitigation measures described above, potential proposed Project impacts to archaeological resources would be less than significant.

Since proposed Project related excavation is expected to extend to 43 feet below existing surface, paleontological resources could be discovered and result in a potentially significant impacts to paleontological resources. **South Glendale Community Plan EIR MM 4.4-5** and **MM PALEO-1** would be implemented in the event any unknown paleontological resources are discovered during grading and excavation activities and reduce impacts should a previously unknown paleontological resource be identified. Based on the preceding analysis in **Section 5.7: Geology and Soils**, impacts to paleontological resources would be less than significant with mitigation.

The proposed Project would not degrade the quality of the environment, reduce, or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of

California history or pre-history. Therefore, impacts from the proposed Project would be less than significant with mitigation.

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

**Less Than Significant Impact.** A significant impact could occur if the proposed Project, in conjunction with related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. In accordance with CEQA, the analysis of cumulative impacts need not be as in-depth as what is performed relative to the project, but instead is to “be guided by the standards of practicality and reasonableness.”

Related projects in the area include multi-family and commercial land uses. With regard to cumulative effects on agricultural, biological, and mineral resources, the Project site is located in an urbanized area; therefore, other developments occurring in the area of the proposed Project would largely occur on previously disturbed land. Thus, no cumulative impact to these resources would occur. Impacts related to archaeological resources, paleontological resources, and hazards and hazardous materials are generally confined to a specific site and do not affect off-site areas. The City’s approved and pending projects in the vicinity combined with the proposed Project may result in cumulative effects in other environmental issues areas due to the aggregate development within an already urbanized area. However, project-related impacts that require mitigation measures to reduce the level of significance would not result in cumulative impacts when combined with the City’s other related projects. Through the analyses, no significant cumulative impacts were identified for the proposed Project. Therefore, the proposed Project would not have cumulatively considerable effects, and as such, cumulative impacts would be less than significant.

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

**Less Than Significant Impact.** A significant impact could occur if the proposed Project has the potential to result in significant impacts, as discussed in the preceding sections.

Based on the preceding environmental analysis, the proposed Project would not have a significant environmental effect on human beings, either directly or indirectly. Any potentially significant impacts to humans would be reduced to less than significant through the implementation of the applicable mitigation measures identified within this analysis.

## 6.0 MITIGATION, MONITORING AND REPORTING PROGRAM

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### 6.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code (PRC) Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Glendale is the Lead Agency for the proposed Project and therefore is responsible for administering and implementing the MMRP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Sustainable Communities Environmental Assessment (SCEA) has been prepared to address the potential environmental impacts of the proposed Project. Pursuant to PRC 21155.2.(a), the evaluation of the proposed Project’s impacts in the SCEA incorporates all feasible mitigation measures from prior applicable environmental impact reports, takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the proposed Project.

### 6.2 ORGANIZATION

As shown on the following pages, each identified project design feature (PDF) and mitigation measure for the proposed Project is listed and categorized by environmental impact area, with accompanying identification of the following

- **Enforcement Agency:** the agency with the power to enforce the PDF or MM.
- **Monitoring Agency:** the agency to which reports involving feasibility, compliance, implementation, and development are made.
- **Monitoring Phase:** the phase of the proposed Project during which the PDF or MM shall be monitored.
- **Monitoring Frequency:** the frequency at which the PDF or MM shall be monitored.
- **Action Indicating Compliance:** the action by which the Enforcement or Monitoring Agency indicates that compliance with the identified PDF or required MM has been implemented.

### 6.3 ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMRP shall be enforced throughout all phases of the proposed Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Community Development Department, Planning Division. The Applicant and Construction Monitor must sign the documentation and include it as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

### 6.4 PROGRAM MODIFICATION

After review and approval of the final MMRP by the Lead Agency, minor changes, and modifications to the MMRP are permitted, but can only be made subject to City approval as the Lead Agency. The City, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary considering the nature of the MMRP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The proposed Project shall be in substantial conformance with the PDFs and MMs contained in this MMRP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMRP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, which could include the preparation of additional environmental clearance documents, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under

this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any proposed Project discretionary approval unless the Director of Community Development or his designee also finds that the change to the PDF or MM results in a substantial change to the proposed Project or the non-environmental conditions of approval.

## 6.5 MITIGATION MONITORING AND REPORTING PROGRAM

### Air Quality

#### *Mitigation Measures*

##### **SCAG 2020-2045 RTP/SCS Program EIR:**

**PMM AQ-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Minimize land disturbance.
- b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- c) Cover trucks when hauling dirt.
- d) Stabilize the surface of dirt piles if not removed immediately.
- e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- f) Minimize unnecessary vehicular and machinery activities.
- g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB approved fleet. Daily logging of the operating hours of the equipment should also be required.
- k) Ensure that all construction equipment is properly tuned and maintained.

## 6.0 Sustainable Communities Environmental Analysis

- l) Minimize idling time to 5 minutes or beyond regulatory requirements—saves fuel and reduces emissions.
- m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- o) Develop a traffic plan to minimize community impacts because of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.
- p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, except for on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
- q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.

## 6.0 Sustainable Communities Environmental Analysis

- u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
- y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
- z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
  - i. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open, or residents are outside.
  - ii. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.
  - iii. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.
  - iv. Provide information to residents on where MERV filters can be purchased.
  - v. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.
  - vi. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.
  - vii. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.
  - viii. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and
  - ix. Develop a process for evaluating the effectiveness of the enhanced filtration units.
- bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:
  - x. Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control

## 6.0 Sustainable Communities Environmental Analysis

technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.

- xi. Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
- xii. Nonroad diesel engines on site shall be Tier 2 or higher.
- xiii. Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.
- xiv. Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.
- xv. Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.
- xvi. The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:
  1. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.
  2. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.
  3. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
- xvii. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.
- xviii. The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator on site, includes:

## 6.0 Sustainable Communities Environmental Analysis

1. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.
  2. Any problems with the equipment or emission controls.
  3. Certified copies of fuel deliveries for the time period that identify:
    - a. Source of supply
    - b. Quantity of fuel
    - c. Quantity of fuel, including sulfur content (percent by weight)
- cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:
- i. Install programmable thermostat timers
  - ii. Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).
  - iii. Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.)
  - iv. Install higher efficacy public street and area lighting
  - v. Limit outdoor lighting requirements
  - vii. Establish on-site renewable or carbon neutral energy systems - generic, solar power and wind power
  - viii. Utilize a combined heat and power system
  - x. Locate project near bike path/bike lane
  - xi. Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks, and public spaces, minimize pedestrian barriers.
  - xiv. Provide bike parking in non-residential and multi-unit residential projects
  - xviii. Provide ride-sharing programs
    1. Designate a certain percentage of parking spacing for ride sharing vehicles
    2. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles
    3. Providing a web site or messaging board for coordinating rides

4. Permanent transportation management association membership and finding requirement

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during proposed Project plan check; continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Approval of plans, Issuance of applicable grading permit or building permit; Field inspection sign-off

**City of Glendale South Glendale Community Plan EIR:**

**MM 4.2-1:** The following policies shall be incorporated into the SGCP to reduce construction related emissions associated with future development projects implemented under the proposed SGCP.

**Policy AQ-1:** Require conditions of approval for construction projects near sensitive receptors and/or that would generate substantial levels of mass emission to implement emissions reduction strategies such as:

- (a) Install PM or other exhaust reducing filters on generators;
- (b) Require construction contractors to use off-road equipment that meets CARB's most recent certification for off-road diesel engines or Best Available Control Technology (BACT);
- (c) Use of electric-powered construction equipment;
- (d) Phase construction activities;
- (e) Provide grid or renewable electricity in place of generators;
- (f) Use alternative fuel such as high-performance renewable diesel for construction equipment and vehicles;
- (g) Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or
- (h) Require construction contractors to provide clear signage that posts the California Code of Regulations, Title 13, section 2449 (d) (3) and 2485 requirement to reduce idling time to 5 minutes or less at construction sites.

**Policy AQ-2:** Require area businesses, residents, and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to TACs, which encourage

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voluntary reduction of construction exhaust emissions, as well as exposure to these emissions;

**Policy AQ-3:** The City shall continue to work with CARB and SCAQMD in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution; and

**Policy AQ-4:** The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction emissions for VOC, NOX, and particulate matter (PM10 and PM2.5) through project design.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during Project plan check; continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Approval of plans, Issuance of applicable grading permit or building permit; Field inspection sign-off

**MM 4.2-2:** The following policies shall be incorporated into the SGCP to reduce operational emissions associated with future development projects implemented under the proposed SGCP.

**Policy AQ-5:** Create a more multi-modal transportation network of comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel, which would lead to reduced VMT, thereby reducing operational emissions;

**Policy AQ-6:** Provide a complete streets design that balances the diverse needs of users of the public right-of-way, which would reduce VMT, thereby reducing operational emissions;

**Policy AQ-7:** Provide and manage a balanced approach to parking that meets economic development and sustainability goals by reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking;

**Policy AQ-8:** Implement traffic calming features such as sidewalks, protected bike lanes, reduced speed limits, narrow lane widths, lane reconfiguration, and roundabouts;

**Policy AQ-9:** Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership;

**Policy AQ-10:** Support high-density transit-oriented and compact development within the City to improve transit ridership and to reduce automobile use and traffic congestion;

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**Policy AQ-11:** The City shall review discretionary proposed development projects to ensure projects incorporate feasible measures that reduce operational emissions for VOC, NOX, and particulate matter (PM10 and PM2.5) through project design; and

**Policy AQ-12:** Encourage the use of low or no VOC-emitting materials.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit; Field inspection sign-off

**MM 4.2-3:** The following policies shall be incorporated into the SGCP to reduce exposure of new sensitive receptors to pollution sources associated with future development projects implemented under the proposed SGCP.

**Policy HRA-1:** The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TACs) and fine particulate matter (PM2.5), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM2.5-emitting sources in order to minimize exposure to health risk; and

**Policy HRA-2:** At the time of discretionary approval of new sensitive land uses proposed in close proximity to existing TAC sources, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs and PM2.5. Available measures include, but are not limited to, barriers (e.g., vegetation, concrete walls) between the source and the receptor, high efficiency filtration with mechanical ventilation, and portable air filters. Specific reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit; Field inspection sign-off

**MM 4.2-4:** The following policies shall be incorporated into the SGCP to reduce impacts associated with objectionable odors associated with future development projects implemented under the proposed SGCP.

**Policy Odor-1:** Land uses that have the potential to emit objectionable odorous emissions and conflict with SCAQMD Rule 402 (e.g., dry cleaning establishments, restaurants, and gasoline stations) shall be located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors; and

**Policy Odor-2:** If an odor-emitting facility is to occupy space in commercial or retail areas, odor control devices shall be installed to mitigate the exposure of receptors to objectionable odorous emissions. The use of setbacks, site design considerations, and emission controls are typically sufficient to ensure that receptors located near commercial or retail uses would not be exposed to odorous emissions on a frequent basis

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Operation
- **Monitoring Frequency:**
- **Action Indicating Compliance:** Approval of plans; Issuance of applicable building permit

***City of Glendale Downtown Specific Plan EIR:***

**MM 4.2-2(a):** Project applicants shall require by contract specifications that all diesel-powered equipment used be retrofitted with after-treatment products (e.g., engine catalysts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(b):** Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site use low-NOX diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost

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of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(c):** Project applicants shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) be utilized to the extent that the equipment is readily available and cost effective in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(d):** Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

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**MM 4.2-2(e):** Project applicants shall require by contract specifications that construction-related equipment, including trucks and heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(f):** Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(g):** As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:

- Application of soil stabilizers to inactive construction areas
- Quick replacement of ground cover in disturbed areas
- Watering of exposed surfaces three times daily
- Watering of all unpaved haul roads three times daily
- Covering all stockpiles with tarp
- Reduction of vehicle speed on unpaved roads

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- Post signs on-site limiting traffic to 15 miles per hour or less
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads
- Cover all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- Pave roads and road shoulders that have exposed soil
- Suspend all excavating and grading operations when winds (as instantaneous gusts) exceed 25 mph
- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(h):** Project applicants shall require by contract specification that construction equipment used for construction of projects meets or exceed Tier 2 standards use emulsified diesel fuels, and equip construction equipment with oxidation catalysts, particulate traps or other verified or certified retrofit technologies to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(i):** Project applicants shall require by contract specification that electricity from power poles rather than temporary diesel or gasoline power generators be used during

construction activities to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(j):** Project applicants shall require by contract specification that construction parking be configured to minimize traffic interference to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(k):** Project applicants shall require by contract specification that temporary traffic controls such as a flag person be provided during all phases of construction to maintain smooth traffic flow. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(l):** Project applicants shall require by contract specification that dedicated turn lanes be provided and/or utilized for movement of construction trucks and equipment on and off site to the extent feasible. Contract specifications shall be included in project

construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(m):** Project applicants shall require by contract specification that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(n):** Project applicants shall require by contract specification that construction trucks be routed away from congested streets or sensitive receptor areas to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(o):** Project applicants shall require by contract specification that traffic flow during construction be improved by signal synchronization to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

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- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(p):** Project applicants shall require by contract specification that high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(q):** Project applicants shall require by contract specification that required coatings and solvents with a VOC content lower than required under Rule 1113 be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(r):** Project applicants shall require by contract specification that construction materials that do not require painting be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-2(s):** Project applicants shall require by contract specification that pre-painted construction materials be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permits
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.2-6:** Trash receptacles within the project area will be required to have lids that enable convenient collection and loading and will be emptied on a regular basis, in compliance with City of Glendale regulations for the collection of solid waste.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Public Works
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Prior to issuance of occupancy permit
- **Action Indicating Compliance:** Issuance of occupancy permit

## Biological Resources

### *Mitigation Measures*

#### ***City of Glendale South Glendale Community Plan EIR:***

**MM 4.3-1** If future projects implemented under the SGCP are constructed during the bird-nesting season (June 1-July 31) a Biological Monitor shall survey the construction area and establish a buffer area for nesting activity or juvenile birds. Surveys shall be conducted 5 days prior to any construction activity. If protected bird species are observed nesting within 100 feet for non-raptors and 300 feet for raptor species of the nearest work site,

the biological monitor shall establish a buffer around the tree, and no construction activities shall be permitted within the restricted area, unless directly related to the management or protection of the protected species. If the tree is designated for removal, the removal shall be deferred until after August 30th, or until the adults and young have fledged or left the nest.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of a demolition or grading permit
- **Action Indicating Compliance:** Approval of plans; Issuance of applicable grading permit or building permit; Field inspection sign-off

## Cultural Resources

### *Mitigation Measures*

#### *City of Glendale South Glendale Community Plan EIR:*

**MM 4.4-1** All properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to the issuance of a demolition or grading permit
- **Action Indicating Compliance:** Issuance of demolition or grading permit

**MM 4.4-4:** To prevent impacts to cultural resources, the City shall evaluate the likelihood of the project site to contain archaeologist resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.

- a) The City shall consult with the local Native American representatives for future development projects. Any cultural resources inventory shall include a cultural resources records search to be conducted at the South Central Coastal Information Center; scoping with the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey by the qualified archaeologist, (when

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appropriate); and formal recordation of all identified archaeological resources and significance evaluation of such resources presented in a technical report. The report shall also include full documentation of outreach to the Native American community. The Phase I survey shall be conducted prior to any CEQA review of development projects.

- b) If potentially significant archaeological resources are encountered during the survey, the City shall require the resources to be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency and the appropriate Native American groups for prehistoric resources. Preservation shall be the preferred manner of mitigation to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery in consultation with the implementing agency, and any local Native American representatives expressing interest in cultural resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provision of Section 21083.2 of CEQA.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Prior to the issuance of a demolition or grading permit; continuous field inspections during construction
- **Action Indicating Compliance:** Compliance report by a qualified archaeological monitor

**MM 4.4-8:** Should subsurface archaeological and tribal cultural resources be discovered during construction of future projects under the SGCP, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC, who will then contact the most likely descendant of the deceased Native American. If tribal cultural resources are determined to be significant, the tribal monitor and archaeologist shall determine, in consultation with the City, appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3),

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preservation in place shall be the preferred means to avoid impacts to tribal cultural resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, with CEQA Guidelines Section 15126.4(b)(3)(C), the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of CEQA Section 21083.2.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic
- **Action Indicating Compliance:** Compliance report by a tribal monitor and archaeologist

### ***City of Glendale Downtown Specific Plan EIR:***

**MM 4.4-4(c)** In the event that a future development project within the Downtown Specific Plan Area is proposed on or immediately surrounding a site containing a known historic resource, environmental review of the development project shall consider the impacts to the known historic resource and, if needed, shall include a study conducted by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance. If the Project would demolish a historic resource or if it is determined that the development project would materially alter in an adverse manner those physical characteristics that convey the resource's historic significance, the City shall impose any and all measures to avoid or substantially lessen the impact, unless the City, after having analyzed the significant impacts and proposed mitigation measures in an Environmental Impact Report, finds such mitigation measures are infeasible and adopts a statement of overriding considerations. Potential modifications to a site-specific development project to avoid or mitigate adverse impacts on historic resources include, but are not limited to:

- a) Site plan modifications that incorporate the historic resource into the proposed project, and if necessary, rehabilitation of the historic resource. Rehabilitation of architecturally or historically significant buildings shall meet the U.S. Secretary of the interior's Standards for Rehabilitation;

- b) Design changes related to height density, upper story step-backs, architectural features, or materials; and
- c) Changes in the proposed development program to include compatible uses.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to the approval of site plan and design
- **Action Indicating Compliance:** Compliance report by a qualified historian or architectural historian

**MM 4.4-4(d)** In the event that a future development project within the Downtown Specific Plan Area is proposed on a site containing a potential historic property, the City shall require, as part of the environmental review of the Project, an intensive level survey to determine whether the property is a historic resource under CEQA. If the intensive level survey determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under mitigation measures MM 4.4-4(a) through (c).

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to the approval of site plan and design
- **Action Indicating Compliance:** Compliance report by a qualified historian or architectural historian

## Geology and Soils

### *Mitigation Measures*

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

**PMM GEO-1** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations

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conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

- b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
- c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.
  - **Enforcement Agency:** City of Glendale
  - **Monitoring Agency:** City of Glendale
  - **Monitoring Phase:** Pre-Construction
  - **Monitoring Frequency:** Prior to the issuance of a grading permit
  - **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

### ***City of Glendale South Glendale Community Plan EIR:***

**MM 4.4-5** For future individual projects that require ground disturbance, the City shall evaluate the sensitivity of the project site for paleontological resources. If deemed necessary, at the applicant's expense the City shall retain a qualified paleontologist (following Secretary of Interior standards) to evaluate the project and provide recommendations regarding additional work, potentially including testing or construction monitoring throughout the length of ground disturbance in paleontologically sensitive areas.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale

- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to the issuance of a grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

***Project Mitigation:***

**MM PALEO-1:** A qualified paleontologist shall observe grading activities in excavations that may impact Holocene Alluvium or the Monterey Formation in order to salvage and catalogue fossils, as necessary. The Paleontologist shall establish procedures for paleontological resources surveillance and would establish, in cooperation with the contractor, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If paleontological resources are found to be significant, the paleontologist shall determine appropriate actions, in cooperation with the contractor, that ensure proper exploration and/or salvage.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic during earthwork
- **Action Indicating Compliance:** Compliance report by qualified paleontological monitor

## **Greenhouse Gas Emissions**

### ***Mitigation Measures***

#### ***City of Glendale South Glendale Community Plan EIR:***

The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:

**Policy GHG-2:** The City shall require any new development proposals within the SGCP to demonstrate consistency with an applicable adopted Climate Action Plan, or other applicable thresholds that demonstrate how the development would not conflict with the City of Glendale’s GHG reduction targets. Specific GHG reduction requirements for individual development applications shall be determined at the time of discretionary approval and in accordance with all applicable local (e.g., City, SCAMQD) and State GHG emissions targets.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale

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- **Monitoring Phase:** Construction, Operation
- **Monitoring Frequency:** Once during Project plan check; prior to issuance of occupancy permit
- **Action Indicating Compliance:** Approval of plans; issuance of occupancy permit

**Policy GHG-3:** The City shall reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions;

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Construction, Operation
- **Monitoring Frequency:** Once during Project plan check; prior to issuance of occupancy permit
- **Action Indicating Compliance:** Approval of plans; issuance of occupancy permit

## Hydrology and Water Quality

### *Mitigation Measures*

#### *City of Glendale Downtown Specific Plan EIR:*

**MM 4.7-1(a)** Prior to the issuance of a grading or building permit for individual projects, the project developer shall file a NOI with California to comply with the requirements of the National Pollution Discharge Elimination System General Construction Permit (Municipal Code Title VII, Chapter 8 7823(d)), including the Small LUP General Permit, if applicable. This will include the preparation of a SWPPP incorporating BMPs for construction-related control of erosion and sedimentation contained in stormwater runoff. The SWPPP may include, but would not necessarily be limited to, the following applicable measures:

- a) Minimum required pavement widths for residential streets needed to comply with all zoning and applicable ordinances
- b) Use permeable materials for private sidewalks, driveways, parking lots, or interior roadway surfaces
- c) Reduce the overall imperviousness associated with parking lots by using pervious materials in spillover parking areas.

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- d) Direct rooftop runoff to pervious areas and avoid routing rooftop runoff to the roadway or the stormwater conveyance system.
- e) Biofilters including vegetated swales and strips
- f) Extended/dry detention basins
- g) Infiltration basin
- h) Infiltration trenches or vaults
- i) Catch basin inserts
- j) Continuous flow deflection/separation systems
- k) Storm drain inserts
- l) Media filtration
- m) Foundation planting
- n) Catch basin screens
- o) Normal flow storage/separation systems
- p) Clarifiers
- q) Filtration systems
- r) Primary wastewater treatment systems
- s) Dry Wells
- t) Cistern
  - **Enforcement Agency:** City of Glendale
  - **Monitoring Agency:** City of Glendale Public Works
  - **Monitoring Phase:** Pre-Construction
  - **Monitoring Frequency:** Prior to issuance of a grading permit
  - **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.7-1(b):** Individual project applicants shall prepare and implement a Standard Urban Storm Water Mitigation Plan (SUSMP) per the requirements of Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Storm Water Mitigation Plan of the Glendale Municipal Code to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate and applicable BMPs.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Public Works

- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of a grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.7-3:** Individual projects within the DSP area shall comply with the provision of the SUSMP to include drainage improvements, such as catch basins, surface parking drains, and other drainage improvements, as necessary. These improvements must be constructed as part of the proposed project in accordance with standard engineering practices and BMP.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Public Works/Planning
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Prior to issuance of a grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

## Noise

### *Mitigation Measures*

#### **SCAG 2020-2045 RTP/SCS Program EIR:**

**PMM NOISE-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Install temporary noise barriers during construction.
- b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
- c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance
- d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

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- e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- f) Designate an on-site construction complaint and enforcement manager for the project.
- g) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
- h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned
- l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
- m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;

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- n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.
- o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- q) Use of portable barriers in the vicinity of sensitive receptors during construction.
- r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets) and implement if such measures are feasible and would noticeably reduce noise impacts.
- s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise generating facilities.
- u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.
- v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
- x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.
- y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections
- **Action Indicating Compliance:** Field inspection sign-off

**City of Glendale South Glendale Community Plan EIR:**

**MM 4.11-1:** Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan, Noise Ordinance, or other applicable standards shall be required to implement measures, such as but not limited to; increase setbacks of dwelling units from area roadways or rail lines, use of developer-installed noise walls to protect exterior use area, and/or use of upgraded acoustical doors and windows in dwelling units to reduce interior noise.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Operation
- **Monitoring Frequency:** Once during Project plan check; periodic field inspections; prior to occupancy permit
- **Action Indicating Compliance:** Approval of plans; issuance of occupancy permit

**MM 4.11-2:** Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan Noise Ordinance, or other applicable standards, shall implement measures, such as but not limited to, the use of parking areas or garage structures to act as acoustical buffers or barriers against highway or rail noise shall be implemented.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Operation
- **Monitoring Frequency:** Once during Project plan check; periodic field inspections; prior to occupancy permit
- **Action Indicating Compliance:** Approval of plans; issuance of occupancy permit

**MM 4.11-5:** Future projects implemented under the SGCP that result in a substantial temporary or periodic increase in ambient noise levels shall be required to implement measures, such as but not limited to, the installation of temporary noise wall or curtains, use of quieter equipment and/or construction procedures, and restrictions on nighttime construction.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Construction

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- **Monitoring Frequency:** Once during Project plan check; continuous field inspections during construction, with quarterly reporting
- **Action Indicating Compliance:** Approval of plans, Field inspection sign-off

### **City of Glendale Downtown Specific Plan EIR:**

**MM 4.9-1(a)** All construction activity within the City shall be conducted in accordance with Section 8.36.080 of the City of Glendale Municipal Code.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** During construction; prior to issuance of grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.9-1(b)** The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- a) Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period
- b) Ensure that construction equipment is properly muffled according to industry standards and be in good working condition
- c) Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible
- d) Schedule high noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses
- e) Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources
- f) Use electric air compressors and similar power tools rather than diesel equipment, where feasible
- g) Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes
- h) Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate,

## 6.0 Sustainable Communities Environmental Analysis

take appropriate corrective action, and report the action taken to the reporting party.

- i) Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.
- **Enforcement Agency:** City of Glendale
  - **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
  - **Monitoring Phase:** Pre-Construction; Construction
  - **Monitoring Frequency:** During construction; prior to issuance of grading permit
  - **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.9-1(c)** The project applicant shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the DSP area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.9-1(d)** The project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning/Public Works
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Prior to issuance of grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit

**MM 4.9-3(a)** Prior to issuance of a grading permit, the developer shall establish a 50-foot buffer zone around identified historic structures and shall provide for temporary fencing and private security patrols to prevent human and vehicular/equipment access to the structures during construction of the proposed project.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale Development Services/Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** During construction; prior to issuance of grading permit
- **Action Indicating Compliance:** Issuance of applicable grading permit or building permit; Field inspection sign-off

**Project Mitigation:**

**MM NOI-1:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits, and to the satisfaction of the City of Glendale, the applicant shall retain a Professional Structural Engineer with experience in structural vibration analysis and monitoring for historic buildings and a Project Historical Architect as a team to ensure project construction-induced vibration levels do not expose the existing Chase Building to vibration levels of 0.12 ppv in/sec or greater. The Structural Engineer/Project Historical Architect team shall perform the following tasks:

- Survey the Project Site and the existing Chase Building and prepare a report that includes but not limited to the following:
  - Description of existing conditions at the existing Chase Building;
  - Vibration level limits based on building conditions, soil conditions, and planned demolition and construction methods to ensure vibration levels would be below 0.12 ppv in/sec, the potential for damage to the existing Chase Building;
  - Specific measures to be taken during construction to ensure the specified vibration level limits are not exceeded; and
  - A monitoring plan to be implemented during demolition and construction that includes post-construction and post-demolition surveys of the existing Chase Building. The plan should include, but not limited to, monitoring instrument specifications, instrument calibration certificates, list of exact monitoring locations, data collection protocol, alarming and alerting protocol, reporting protocol, and maintenance and service outage protocol. Any of the measures can be removed when no longer necessary to achieve the 0.12 ppv in/sec threshold of structure damage at the existing Chase Building.
- Examples of measures that may be specified for implementation during demolition or construction include, but are not limited to:
  - Prohibition of certain types of impact equipment;

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- Requirement for lighter tracked or wheeled equipment;
- Specifying demolition by non-impact methods, such as sawing concrete;
- Phasing operations to avoid simultaneous vibration sources; and
- Installation of vibration measuring devices to guide decision making for subsequent activities. Monitoring shall be conducted, at minimum, during all ground-disturbing significant impact construction activities (i.e., demolition, shoring, excavation, and foundation work). Warning thresholds, as specified in the monitoring plan, shall be below the specified vibration limits to allow the Contractor to take the necessary steps to reduce vibration, including but not limited to halting/staggering concurrent activities, utilizing quieter or lower-vibratory techniques, or reducing the speed or intensity of equipment. A monitoring record that documents all alarms and includes information regarding compliance with these vibration measures shall be provided to the City upon request.

- **Enforcement Agency:** City of Glendale
- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Construction, Post-Construction
- **Monitoring Frequency:** Once during Project plan and permit check; periodic field inspections
- **Action Indicating Compliance:** Approval of grading plans and/or prior to issuance of demolition, grading and building permits; Post-construction and Post-demolition surveys

**MM NOI-2:** To the satisfaction of the City, in the unanticipated event of discovery of vibration-caused damage, the Structural Engineer and the Project Historical Architect shall document any damage to the existing Chase Building caused by construction of the project and shall recommend necessary repairs. Until the conclusion of vibration causing activities, a report from the Structural Engineer or Project Historical Architect shall be submitted monthly to the City of Glendale documenting the presence or absence of damage, and, if needed, the status of any required repairs. The project applicant shall be responsible for any repairs associated with vibration-caused damage as a result of construction of the project. Any such repairs shall be undertaken and completed as required to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 Code of Federal Regulations 68) and shall apply the California Historical Building Code (California Code of Regulations, Title 24, Part 8) and other applicable codes.

- **Enforcement Agency:** City of Glendale

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- **Monitoring Agency:** City of Glendale
- **Monitoring Phase:** Pre-Construction, Construction
- **Monitoring Frequency:** Once during plan and permit check; Continuous field inspections during construction, with monthly reporting
- **Action Indicating Compliance:** Approval of grading plans and/or prior to issuance of demolition, grading and building permits