



Glendale Climate Action & Adaptation Plan

Draft Initial Study-Negative Declaration

prepared for

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Initial Study

Proposed Plan Title

Glendale Climate Action and Adaptation Plan (CAAP)

Lead Agency/Plan Sponsor and Contact

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Summary and Overview

As stated in the City of Glendale's CAAP, the CAAP serves as the community's framework for improving health and environment, limiting global impact by reducing greenhouse gas (GHG) emissions, and increasing resilience in the face of climate change. With a focus on pragmatic, measurable, and time-bound strategies, the CAAP provides innovative solutions that are financially viable. As a policy document, the CAAP outlines measures and actions to reduce GHG emissions and enhance community resilience to climate change and guides sustainable development in response to climate change. Future projects may utilize the CAAP to determine whether the project is consistent with its goals and policies and thereafter adopt mitigation strategies identified in the plan to address any potential significant impacts and confirm compliance. Implementation of certain CAAP actions or measures may require additional CEQA review.

Plan Location and Physical Setting

The Glendale CAAP would apply to all areas and plans and projects within the City of Glendale limits. Figure 1 shows the regional location, and Figure 2 shows the plan location.

Regional Location and Setting

The City of Glendale (Glendale) is located northeast of downtown Los Angeles, within Los Angeles County. Glendale is bounded by the cities of Burbank, Pasadena, La Cañada Flintridge and the Los Angeles communities of Tujunga, Eagle Rock, and Los Feliz.

State Route (2) is a north-south highway which bisects Glendale in the eastern portion of the City and SR 134 is an east-west highway that bisects the City in the southern portion of the City limits. Regional access to Glendale is also provided by Interstate 5 and Interstate 210. Glendale is also

served by public transit facilities, including Metro Buses, Glendale Beeline (a community circulator system), Metrolink commuter rail, and Amtrak. In addition, nearby airports include the Hollywood Burbank Airport and the Los Angeles International Airport. Transit routes and stops are shown in Figure 3 and Figure 4.

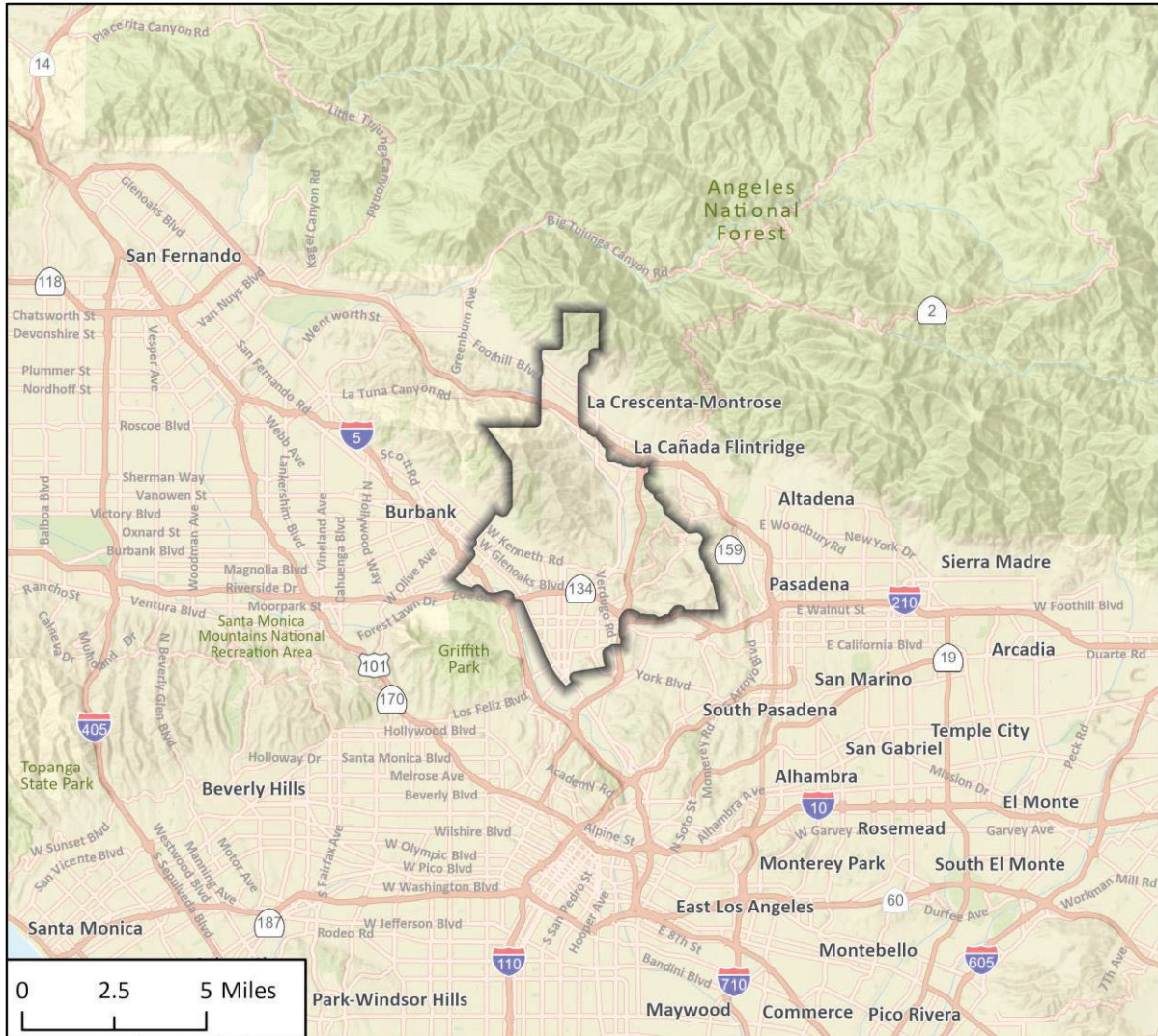
Glendale is characterized by a temperate climate with dry summers and most of the annual precipitation occurring in winters. The warm season lasts from June to September with an average daily high temperature above 83°F. The cool season lasts from November to March with a daily high temperature below 71°F.¹ The warmest month of the year in Glendale is August, while the coldest month of the year is December.

Glendale General Plan Designation and Zoning

The CAAP would be implemented citywide and would apply to all General Plan and zoning designations. The CAAP does not directly propose changes to the existing General Plan or zoning designations.

¹ Weather Spark. 2024. Climate and Average Weather Year Round in Glendale. https://weatherspark.com/y/1697/Average-Weather-in-Glendale-California-United-States-Year-Round#google_vignette (accessed June 2024).

Figure 1 Regional Location



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21-11575 EPS CEQA
Fig 1 Regional Location

Glendale City Limits

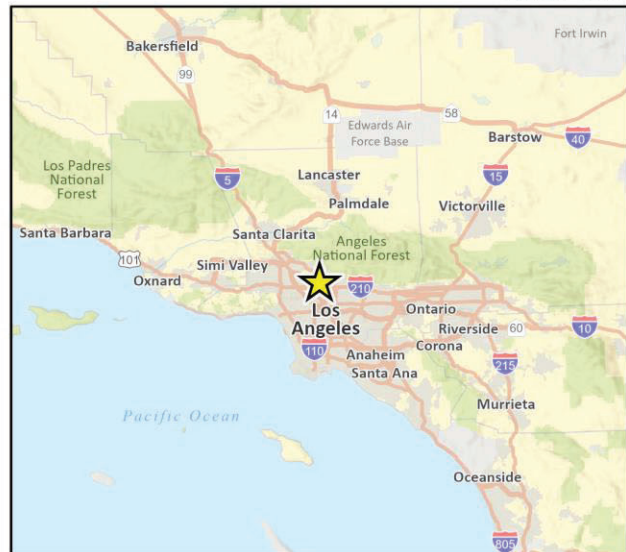


Figure 2 Plan Location

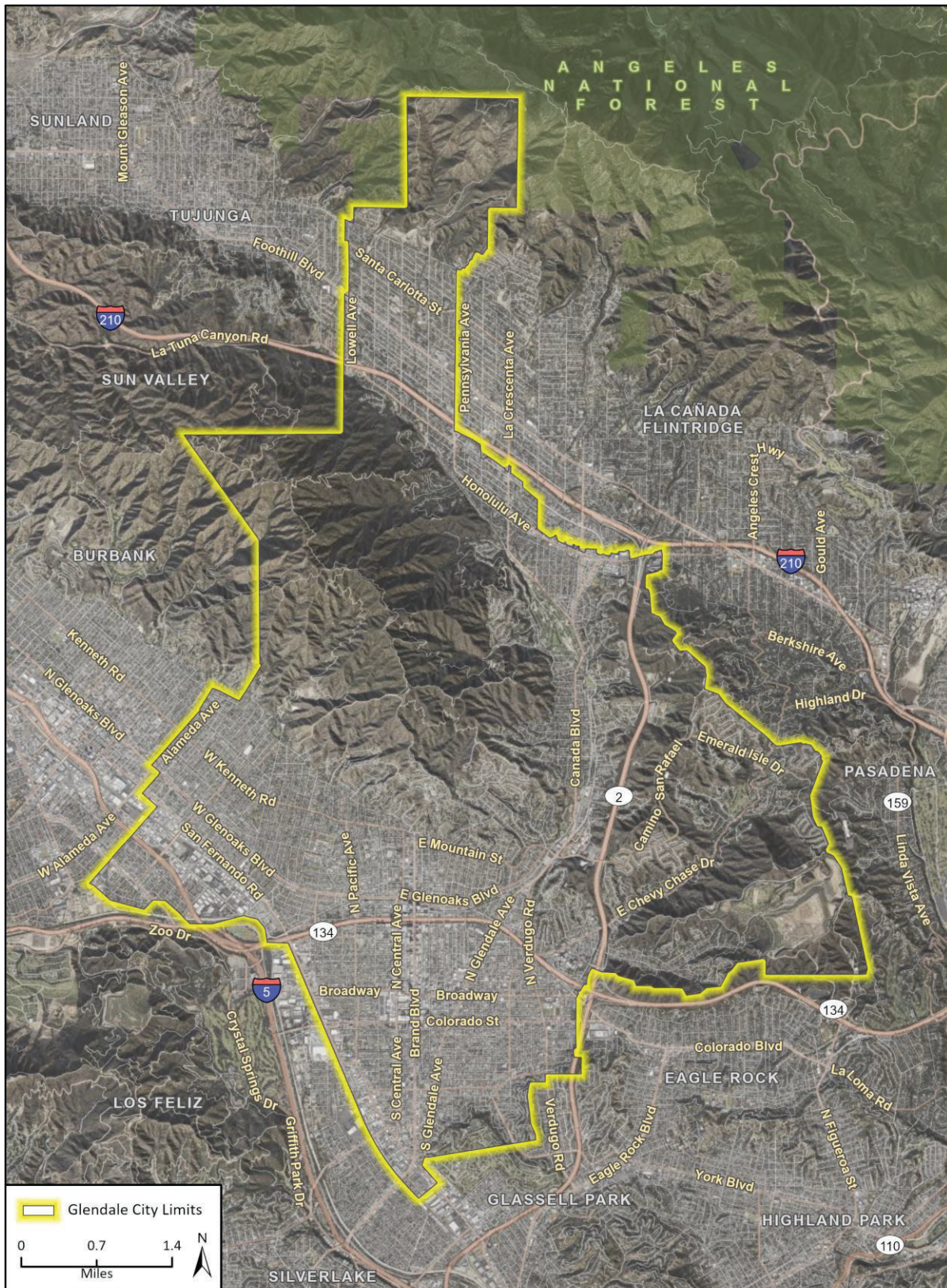
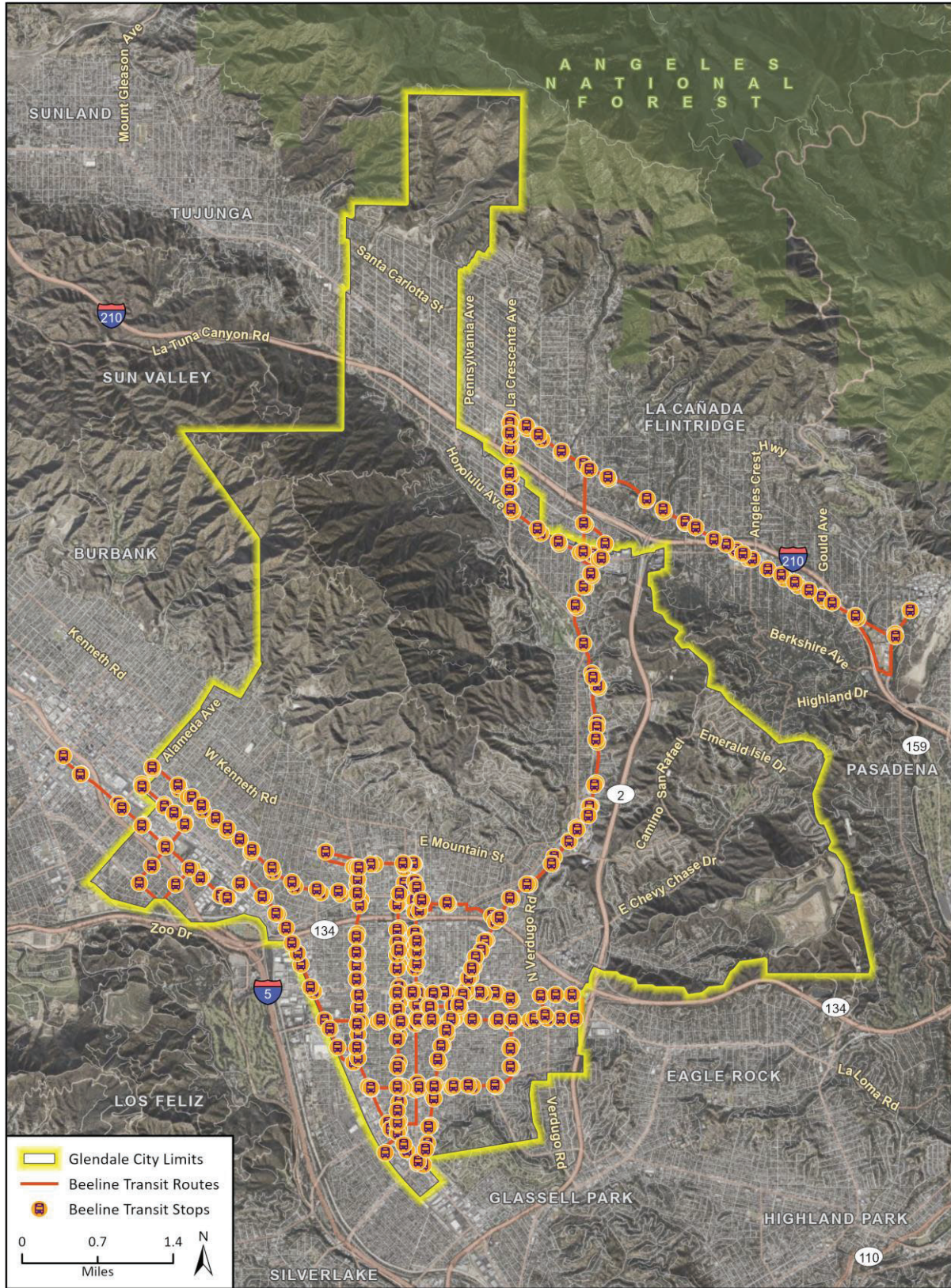


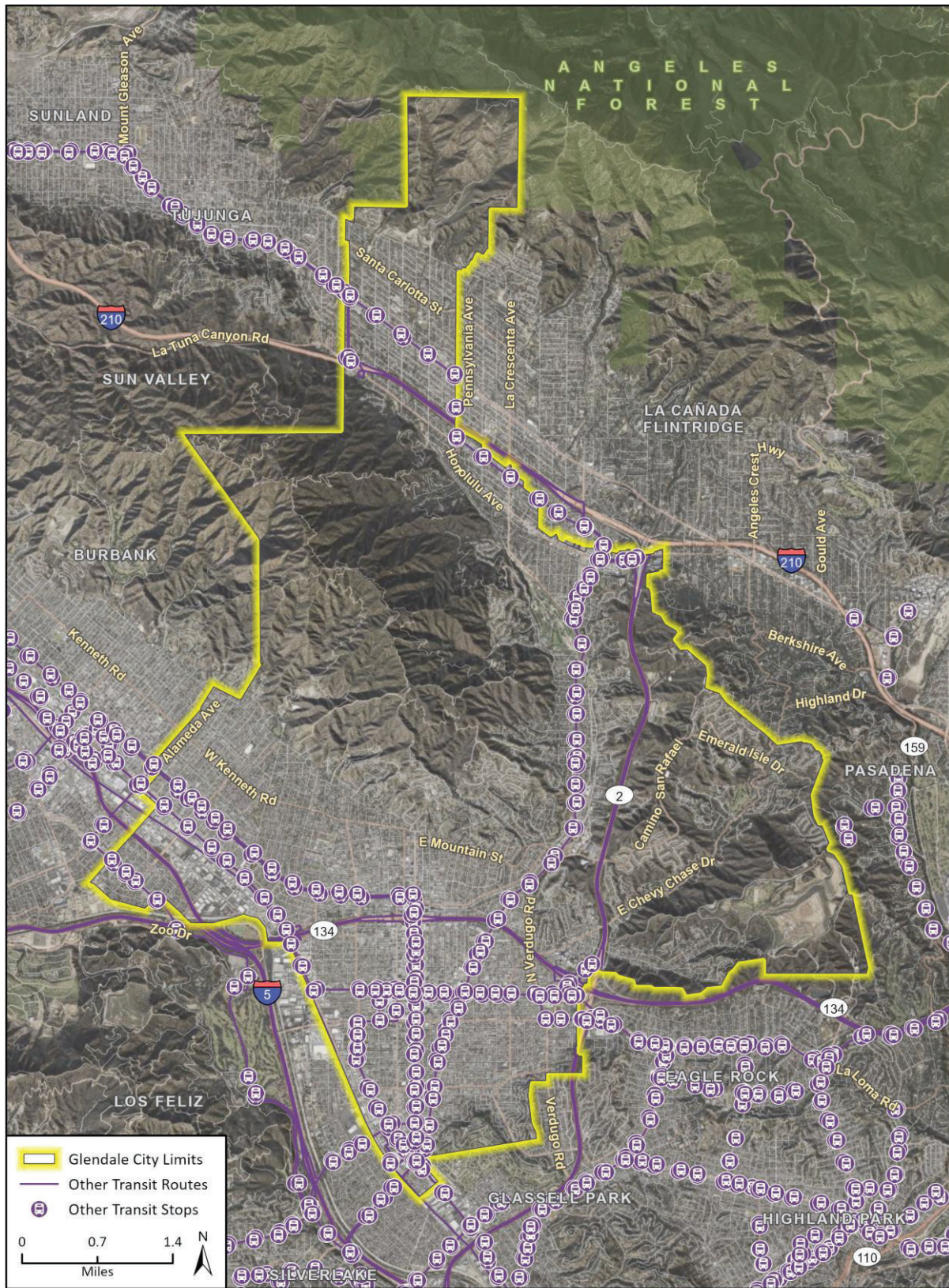
Figure 3 Glendale Beeline Transit Routes and Stops



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Additional data provided by Caltrans, 2024.

21-11575 EPS CEQA
Fig 3a Beeline Transit Routes

Figure 4 Other Transit Routes and Stops



Imagery provided by Microsoft Bing and its licensors © 2024.
 Additional data provided by Caltrans, 2024.

21-11575 EPS CEQA
 Fig 3b Other Transit Routes

Existing Sustainability Setting

Glendale Sustainability and Greenhouse Gas Emissions Reduction Efforts

The City has actively implemented a variety of environmental programs contributing to GHG emissions reductions. The following is a list of Glendale’s primary sustainability and climate protection programs and policies:

- No Water Waste Policy, Chapter 13.36 of the Glendale Municipal Code (1996)
- Circulation Element (1998)
- Safety Element (2003)
- Green Building Standards (2011)
- Safe and Healthy Streets Plan (2011)
- Zero Waste Action Plan (2011)
- Bicycle Transportation Plan (2012)
- Greener Glendale Plan (2012)
- GWP Feed-In Tariff Program - FiT (2013)
- Glendale Downtown Specific Plan (2016, with subsequent amendments)
- Glendale Water and Power (GWP) Strategic Plan (2019)
- Urban Water Management Plan (2020)
- Wildfire Mitigation Plan (2021)
- Pedestrian Plan (2021)
- Glendale Integrated Resources Plan (2024)

The City is also in the process of converting their streetlights to energy-efficient light-emitting diode (LED) lights and maintains a Green Business Program to help businesses implement sustainable practices and become certified as a Green Business. Additionally, GWP implements a Turf Replacement Program to assist homeowners and commercial businesses with replacing turf with drought tolerant and native plants, implementing water efficient irrigation systems, installation of smart meters, and capturing rainwater.

Regional Sustainability and GHG Reduction Efforts

In coordination with Los Angeles County, the State of California, and the Federal government, the City of Glendale has committed to implementing regional and State policies related to GHG emissions reductions. As follows is a summary of the existing regional GHG emissions reduction efforts, which the CAAP is intended to be consistent with or exceed.

Connect SoCal

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. In April 2024, SCAG’s Regional Council formally adopted Connect SoCal 2024. The 2024 Connect SoCal builds upon the progress made through implementation of the 2020 Connect SoCal and includes strategies to focus growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, and support implementation of sustainability policies. The 2024

Connect SoCal establishes a land use vision of center-focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation. The 2024 Connect SoCal also demonstrates the region’s ability to attain and exceed the GHG emission reduction targets set forth by CARB (e.g., reducing emissions by 40 percent below 1990 by 2030 and reaching carbon neutrality by 2045); and outlines the region’s plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.²

Our Next LA: 2020 Long Range Transportation Plan

The Los Angeles County Metropolitan Transportation Authority (LA Metro) prepared the 2020 Long Range Transportation Plan to provide Los Angeles County (88 cities and unincorporated County area) with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.³ Transportation planning objectives and policies include improving mobility options through an equitable and sustainable approach and reducing Los Angeles County roadway congestion.

State Sustainability and GHG Reduction Efforts

The following is a summary of existing State GHG emission reduction efforts with which the CAAP is consistent.

GHG Reduction Policies

CALIFORNIA ASSEMBLY BILL 32, CALIFORNIA GLOBAL WARMING POLLUTION SOLUTIONS ACT

In 2006, the California legislature signed Assembly Bill (AB) 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 MT of CO₂e.

CALIFORNIA SENATE BILL 375, SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT

In 2008, Senate Bill (SB) 375 enhanced the State’s ability to reach AB 32 targets by CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State’s 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community’s strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP).

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Government (SCAG) was assigned

² SCAG. 2024. Connect SoCal 2024. <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1714175547> (accessed June 2024).

³ Los Angeles County Metropolitan Transportation Authority (LA Metro). 2020. 2020 Long Range Transportation Plan. <https://libraryarchives.metro.net/dpgt/longrangeplans/2020-long-range-transportation-plan.pdf> (accessed July 2024).

targets of an eight percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035.⁴

CALIFORNIA SENATE BILL 32, CALIFORNIA GLOBAL WARMING POLLUTION SOLUTIONS ACT UPDATE

In 2016, SB 32 was passed, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provided a framework for achieving the 2030 target. The 2017 Scoping Plan relied on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of other adopted regulations and policies, such as SB 350 and SB 1383.

ASSEMBLY BILL 1279

In September 2022, AB 1279 was approved, which established a legally binding requirement for California to achieve and maintain carbon neutrality no later than 2045. Assembly Bill 1279 also established the requirement to achieve a Statewide reduction in GHG emissions of 85 percent below 1990 levels by 2045. This indicates that the remaining 15 percent to achieve carbon neutrality can be achieved via carbon sequestration and other non-direct-GHG-emissions-reductions techniques.

CALIFORNIA CLIMATE CHANGE SCOPING PLAN UPDATE (2022)

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB adopted the Final 2022 Climate Change Scoping Plan in November 2022. The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action in natural working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work.⁵

Energy- and Vehicle-Related Policies

ASSEMBLY BILL 1493, PAVLEY BILL VEHICLE EFFICIENCY STANDARDS

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles," taking into account environmental, social,

⁴ CARB. 2024. SB 375 Regional Plan Climate Targets. <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets> (accessed July 2024).

⁵ CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf> (accessed July 2024).

technological, and economic factors. In September 2009, CARB adopted amendments to the “Pavley” regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and GHGs and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

CALIFORNIA ENERGY EFFICIENCY STRATEGIC PLAN OF 2008

In 2008, the California Public Utilities Commission (CPUC) adopted California’s first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change went into effect in January 2020 with the adoption of the 2019 California Code of Regulations (CCR) Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial buildings to be retrofitted to ZNE by 2030, and all new State buildings and major renovations to be constructed to ZNE by 2025.

CALIFORNIA CODE OF REGULATIONS TITLE 24 (CALIFORNIA BUILDING CODE)

Updated every three years through a rigorous stakeholder process, Title 24 of the CCR requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code (CBC) is applicable to all development in California. (Health and Safety Code §§ 17950 and 18938(b).)

The regulations receive input from members of industry, as well as the public, with the goal of “[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy.” (Pub. Res. Code § 25402.) These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Pub. Res. Code § 25402(d)) and cost effectiveness (Pub. Res. Code § 25402(b)(2) and (b)(3)). The 2022 Title 24 standards went into effect on January 1, 2023.

Part 6 – Building Energy Efficiency Standards

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective on January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards applicable to air quality require:

- Minimum 20 percent reduction in indoor water use relative to specified baseline levels;⁶
- Waste Reduction:
 - Minimum 65 percent non-hazardous construction/demolition waste diverted from landfills;
 - Non-residential and multi-family dwellings with five or more units: Provide readily accessible areas identified for the depositing, storage and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastic, organic waste, and metals; and/or
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards; and
- EV Charging for New Construction:⁷
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging;
 - Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready;
 - Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25 percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station;
 - Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
 - 0-9: no EV capable spaces or charging stations required;

⁶ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

⁷ EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

- 10-25: 4 EV capable spaces but no charging stations required;
 - 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations;
 - 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations;
 - 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations;
 - 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations;
 - 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations; and
 - More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations;
- Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards;
 - **Bicycle Parking:**
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or
 - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility.
 - **Shade Trees (Non-Residential):**
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar);
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities).

The City of Glendale Reach Codes (Ordinance No. 5999) modify CALGreen and require that all new buildings and certain alterations be decarbonized. The Reach Codes also require all new buildings to include EV charging infrastructure installed above and beyond that required by CALGreen.⁸

SENATE BILL 1275, CHARGE AHEAD INITIATIVE

In 2014, SB 1275 established a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directed CARB to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low- and moderate-income communities and consumers.

⁸ Glendale, City of. 2022. Building Electrification, Solar, And Electric Vehicle Charging Ordinances. <https://www.glendaleca.gov/home/showpublisheddocument/69237/638067162343200000> (accessed July 2024).

SENATE BILL 350, CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015

In 2015, SB 350 established new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codified Governor Brown’s aggressive clean energy goals and established the State 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California’s renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

SENATE BILL 1020, CLEAN ENERGY, JOBS, AND AFFORDABILITY ACT OF 2022

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), SB 100 (2018), and SB 1020, California’s Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to transition the electricity supply to renewable resources. The RPS requires energy service providers to supply renewable energy as follows: 90 percent of retail sale electricity and 100 percent of electricity procured to serve State agencies by 2035, 95 percent by 2040, and 100 percent by 2045. The CPUC and the CEC are jointly responsible for implementing the program.

Other GHG Emissions-Related Policies

ASSEMBLY BILL 197, STATE AIR RESOURCES BOARD GHGS REGULATIONS

In 2016, the California legislature approved AB 197, a bill linked to SB 32, which increases legislature oversight over CARB and directs CARB to prioritize disadvantaged communities in its climate change regulations, and to evaluate the cost-effectiveness of measures it considers. AB 197 requires CARB to protect the State’s most impacted and disadvantaged communities [and] consider the social costs of the emissions of GHGs when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to CARB, increasing the Legislature’s role in CARB’s decisions.

SENATE BILL 97, CEQA GUIDELINES FOR ADDRESSING GHG EMISSIONS

CEQA requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

Description of the CAAP

Purpose and Objectives

The overall purpose of the CAAP is to prepare, adopt, and implement a qualified GHG reduction plan that may be utilized for mitigating and tracking citywide GHG emissions as well as for streamlining CEQA GHG analyses for future projects within the City that are required to undergo CEQA review. A qualified GHG reduction plan must meet CEQA Guidelines Section 15183.5 plan elements criteria A through F, as shown in Table 1, and be consistent with State GHG reduction laws, including Senate

Bill 32 (40 percent below 1990 levels by 2030 target) as well as Assembly Bill 1279 (carbon neutrality by 2045 target).

Table 1 CEQA Guidelines Section 15183.5(b) Criteria Addressed in CAAP

CEQA Criteria	CAAP Chapter Addressing Criteria
A. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area	Chapter 4 Appendix C
B. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable	Chapter 4 Appendix C
C. Identify and analyze sector specific GHG emissions from specific actions or categories of actions anticipated within the geographic area	Chapter 4 Appendix C
D. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level ¹	Chapters 5 Appendix F
E. Establish a mechanism to monitor the plan’s progress toward achieving the level and to require amendment if the plan is not achieving specified levels	Chapter 6
F. Adopt in a public process following environmental review	Pending completion of CEQA

¹ CAAP actions and projects would be evaluated on a case-by-case basis at the time of implementation to determine if additional CEQA analysis or mitigation is required.

The CAAP would meet CEQA Guidelines Section 15183.5 plan elements criteria A through E related to quantification of existing and projected GHG emissions by sector (i.e., category); establishment of a target level (i.e., target threshold) below which GHG emissions contribution would not be cumulative considerable; identification and analysis of measures and actions (in this case, measures and actions) that would achieve the target; and establishment of a mechanism to monitor the progress toward achieving the target and adjust as needed to achieve the target. The CAAP would meet CEQA Guidelines Section 15183.5 plan elements criterion F related to environmental review and adoption through a public process via this completion of this IS-ND and adoption of a negative declaration. The CAAP would also be consistent with SB 32 and AB 1279 established State targets. The CAAP would serve as the overarching implementation plan through the 2045 target year and is expected to be reevaluated on an annual basis. Updates to the CAAP would be made every five years to reflect new advances and technologies in GHG emissions reduction strategies.

The specific CAAP objectives are as follows:

- Identify strategies, measures, actions, and tracking mechanisms to serve as a qualified GHG reduction plan and provide a foundation for sustainable development efforts in the region.
- Reduce communitywide GHG emissions by 40 percent below 1990 levels by 2030 (a maximum total annual emissions of 809,740 MT of CO₂e) in line with City and State targets.
- Reduce communitywide GHG emissions to net neutral by 2045, with at least 85 percent being via GHG emissions reductions, in line with County and State targets.
- Demonstrate a level of GHG emissions below which the City would have less-than-cumulatively-considerable GHG impacts for future environmental planning reviews and provide CEQA streamlining for projects.
- Increase resilience and climate change preparedness.
- Maintain healthy air and water resources.
- Improve community health and the local economy.

Description of the CAAP

The Glendale CAAP incorporates the many climate protection programs noted above under *Existing Sustainability Setting* that would continue to reduce GHG emissions. The City has developed the CAAP in order to achieve several future targets, including reducing GHG emissions 40 percent below 1990 levels by 2030 and putting Glendale on a trajectory to meet the State goal of achieving carbon neutrality by 2045. The CAAP provides a foundation for future sustainable development efforts in Glendale. The CAAP is a policy document that provides guidance and options for mitigation measures that can be incorporated into future development projects to demonstrate consistency with the goals and policies of the CAAP to streamline the GHG analysis for the project under CEQA. It is anticipated that environmental review documents for future development projects would be required to identify and incorporate applicable GHG reduction measures and actions from the CAAP into the project design and or adopt the applicable GHG reduction measures as enforceable mitigation measures.

The CAAP addresses communitywide GHG emissions and includes a discrete target for Glendale to reach maximum emissions of 809,740 MT of CO₂e emissions by 2030, which is the level below which the contribution to GHG emissions from activities covered by the CAAP would not be cumulatively considerable. The CAAP includes a 2021 communitywide GHG emissions inventory, contains a list of Systems, Measures, and Actions to achieve Glendale's sustainability goals, and focuses on actions through 2030 for purposes of meeting the City's 2030 GHG emissions target.

The 2021 GHG emissions inventory provides the basis for emissions forecasts for the years 2030, 2035, 2040, and 2045. The GHG emissions inventory was completed in compliance with all relevant protocols and guidance documents, including U.S. Community Protocol, Local Government Operations Protocol, the Global Protocol for Community Scale GHG Emissions, and the Intergovernmental Panel on Climate Change (IPCC) Guidelines for National GHG Inventories. In 2021, Glendale's total GHG emissions were estimated to be 1,053,141 MT of CO₂e. GHG emissions in the inventory are categorized based on sectors. These sectors include off-road vehicles and equipment, solid waste, water, wastewater, on-road transportation, and building energy use. Table 2 provides the summary of Glendale's 2021 GHG emissions by sector, as well as each sector's percentage of communitywide emissions.⁹ As shown therein, the largest GHG emissions are related to on-road transportation and building energy use.

⁹ Rincon Consultants, Inc. 2023. Glendale CAAP Greenhouse Gas Inventory, Forecast, Targets Report. October 2023.

Table 2 Glendale 2021 Communitywide GHG Emissions Levels

GHG Emissions Sector/Source	CO ₂ e (MT)	Percent of Total Emissions
Building Energy Use	397,106	38
On-Road Transportation	572,533	50
Off-Road Equipment	50,733	5
Water	6,588	<1
Wastewater	1,849	<1
Solid Waste	75,067	7
Total	1,053,141	100

CO₂e = carbon dioxide equivalent; MT = Metric Tons

Source: Rincon Consultants, Inc. 2023. Glendale CAAP Greenhouse Gas Inventory, Forecast, Targets Report. October 2023.

In addition, the 2021 GHG emissions inventory was utilized to estimate the City’s 1990 GHG emissions for the purpose of establishing a GHG reduction target consistent with SB 32. The City’s 1990 GHG emissions have been calculated using the State’s 2020 GHG emissions inventory as compared to the State’s GHG emissions inventory in 1990 to calculate specific percent reduction in the City between 2021 and 1990. This approach assumes that the City’s communitywide GHG emissions have generally tracked with the State’s GHG emissions. Based on this, Glendale’s 1990 emissions are estimated to have been 1,349,567 MT of CO₂e.¹⁰

The CAAP establishes a target to reduce communitywide GHG emissions to 40 percent below 1990 levels by 2030 (809,740 MT of CO₂e). This would meet the SB 32 State GHG emissions target of 40 percent below 1990 levels by 2030, consistent with CEQA for a qualified GHG emissions reduction strategy and to be achievable by City-supported measures and actions identified in the CAAP. The CAAP includes a business-as-usual (BAU) forecast and an adjusted BAU (ABAU) forecast of GHG emissions, based on the 2021 inventory, that enables Glendale to estimate the emissions reductions required to meet its communitywide reduction targets.

The CAAP is organized into four systems in which GHG emissions reductions would occur, each of which includes measures and actions. These include the Social and Governance System, Building Systems, Mobility and Land Use System, and Urban Eco-System. The measures and actions focus on carbon-free electricity, building decarbonization, transportation decarbonization and sustainable land use planning, solid waste and water use reductions, community engagement, and climate adaptation. Table 3 includes a complete list of the systems, measures, and actions established by the CAAP, as well as anticipated annual GHG reductions in 2030 and 2045.

¹⁰ *Ibid*

Table 3 Glendale CAAP Measures and Actions¹¹

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Social and Governance System		
Measure SG-1: Provide evacuation and health alert messaging in English, Spanish, Armenian, and Korean, and in multiple forms (e.g., online, brochure, radio) to amplify the Glendale community's awareness of extreme weather and events (including wildfires, landslides, extreme heat events, and poor air quality days).		
SG-1.1	Partner with the County of Los Angeles Office of Emergency Management, local hospitals, non-profits, and/or Federally Qualified Health Centers, to establish coordinated notification and response services that seamlessly integrate with advanced communication technologies, providing timely dissemination of critical information through multiple channels, including mobile notifications, social media platforms, and community alert systems. Additionally, implement a robust feedback loop mechanism to gather real-time data from affected individuals, enabling continuous refinement of evacuation strategies and health alert messaging protocols for enhanced public safety and well-being.	Supportive
SG-1.2	Conduct emergency alert notifications in English, Spanish, Armenian, and Korean. Distribute information about Emergency Alert Program sign-up in English, Spanish, Armenian, and Korean in areas of highest risk, including areas of high social sensitivity. Remove procedural equity barriers from the sign-up program. Every five years, reassess which languages are spoken jointly by 5% or more of the Glendale community and expand emergency alert translations to additional languages, consistent with Assembly Bill 1638.	
SG-1.3	Continue to inform residents about the Community Emergency Response Team (CERT) program and the Neighborhood Watch program by disseminating information in English, Spanish, Armenian, and Korean.	
SG-1.4	Create neighborhood or regionally specific evacuation procedures for vulnerable populations in partnership with community-based organizations and facilities based on needs identified through outreach with affected populations. Once established, conduct short and frequent (e.g., annually) culturally responsive neighborhood evacuation capacity assessments; engaging and empowering evacuation preparedness drills that invite first responders to meet the community in a positive environment with opportunities for youth to see fire engines and other vehicles up-close; community leader trainings; and improved access to evacuation financial resources to streamline evacuation processes in an emergency.	
SG-1.5	Increase redundancy in emergency evacuation communication systems in the event of an electric outage through a variety of measures, including back-up power for telecommunication towers and other critical facilities, distributing information via radio channels, promoting	

¹¹ Implementation of certain actions may require additional CEQA review once project specifications, such as site location, are selected and potential environmental impacts would be determined on a case-by-case basis.

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
	ownership of hand cranked radios, and other means. Regularly test alert systems for potential evacuation scenarios.	
SG-2: Establish three resilience centers by 2030 in high social sensitivity areas that provide refuge for vulnerable populations from poor air quality and extreme heat conditions that serve as year-round community resource centers.		
SG-2.1	Complete an analysis of physical locations and assets within the City that have the potential to serve as resilience centers in coordination with community-based organizations that serve vulnerable population groups. Identify opportunities to establish new resilience centers or expand the functionality of existing community centers in areas of high social sensitivity first. As part of the assessment, identify the City's current capacity to provide temporary refuge for residents including facilities, infrastructure, services, and community programs during an extreme weather event. Equitably distribute the resilience centers geographically throughout the City to provide convenient access.	Supportive
SG-2.2	Complete the audit of existing heating ventilation and air conditioning (HVAC) systems at City owned buildings and establish an upgrade and maintenance cycle, including replacement of filters with at least a MERV 11 rating on a quarterly basis.	
SG-2.3	Identify and apply for funding opportunities that support development of a resilience center, and/or staff positions to maintain the center, such as the Office of Planning and Research Regional Resilience Grant Program.	
SG-2.4	Partner with local public or private entities to establish resilience centers at privately-owned facilities in the City.	
SG-2.5	Provide essential resources such as health programs, food, refrigeration, charging stations, basic medical supplies, multi-lingual support services, and economic development resources at all City-run resilience centers. Audit and refresh supplies on a biannual basis, including information on any new or updated programs. Expand operating hours of resilience centers during poor air quality days and extreme heat days. Adequately equip the resilience centers to accommodate pets, considering their specific needs and well-being during emergency situations. Additionally, provide information on a centralized climate action and adaptation website how to prepare homes and businesses for extreme weather events, including resources on what to have at home in an emergency kit, with giveaways (e.g., first aid or emergency kits) provided as available.	
SG-2.6	Offer fun and engaging year-round community events with educational resources at resilience centers, providing the community with free access to clear multi-lingual information, resources, and support to effectively prepare for and recover from poor air quality days, extreme weather events and other disasters, while making the resilience centers recognized fixtures in the community.	
SG-2.7	Require that the City's resilience centers (which could either be owned and operated by the City or owned and operated by private or other public entities) have adequate backup power sources and battery storage to	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
	mitigate service disruptions and provide redundancy in the event of a power outage.	
SG-3: Change internal protocols and procedures to incorporate a climate and equity lens into all government operational decision-making to increase investments in CAAP implementation for vulnerable populations.		
SG-3.1	Develop a checklist with project design considerations for capital improvements projects to incorporate consideration of climate change impacts as part of the planning and design phase. Checklist will include consideration of future climate projections in project designs.	Supportive
SG-3.2	<p>Explore strategies to leverage Glendale's financing processes and potential funding opportunities to implement CAAP actions. Develop:</p> <ul style="list-style-type: none"> ▪ Ways in which CAAP strategies might fit into existing financing programs/strategies. ▪ Existing funding sources that could better tie to climate mitigation and adaptation to develop a list of possible external resources. ▪ Develop a high-level means to start tracking availability and applicability of external resources and grants for specific projects and activities. ▪ Start considering what local revenue streams (e.g., sewage, trash, and taxes) could be used as leverage to secure external funding or financing streams if they are connected to CAAP efforts. 	
SG-3.3	<p>Establish a Climate and Equity Core Team within six months of the CAAP adoption that includes representatives across all City departments to coordinate the implementation and monitoring of this CAAP. The team will meet for quarterly peer-to-peer information sharing sessions to discuss challenges, brainstorm solutions, and track progress towards reaching the City's key performance indicators. This team will serve as the key organizers for cross-departmental collaboration needed to implement climate goals, as well as community contacts and key researchers for emerging technologies and best practices in climate action. The Chief Climate and Equity Officer (or equivalent role) will support this team with implementation of the CAAP and monitoring progress.</p>	
SG-3.4	<p>Develop a training program to increase awareness of all City staff about climate risks to the community and contributions to GHG, importance of the CAAP and how it relates to the City, and internal and external resources. Information could consist of a handout with tailored details about the relevance and process of incorporating climate change in the agency's process, a formal and recurrent training, onboarding training for new hires, etc.</p>	
SG-3.5	<p>Include a description of Glendale's climate goals and values in job postings, improving talent acquisition and potentially boosting retention and worker morale.</p>	
SG-3.6	<p>Subject to City budgetary constraints, plan to create five new positions and hire staff to fill those roles at the City, including a Chief Climate and Equity Officer (or equivalent), to support the development and implementation and enforcement of new ordinances, policies, and plans included in the CAAP.</p>	

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Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
SG-3.7	Create a City-wide Sustainability Award Program to recognize and celebrate individuals, businesses, and community-based organizations that demonstrate outstanding commitment and innovation in the sustainability and climate realm. The award program will be used to acknowledge exemplary efforts and serve as a platform to share successful sustainability initiatives, fostering collaboration and driving positive and equitable change throughout Glendale.	
SG-3.8	Conduct a thorough review, involving climate data analysis, of health impacts to outdoor workers, and other experts in the field, and adjust policies to adapt City staff and contractor outdoor worker hours and conditions in response to changing climate, in compliance with Cal/OSHA standards and City programs, prioritizing worker safety and well-being.	
SG-4: Formalize City and community-based relationships to create meaningful and long-lasting relationships with non-profit organizations and increase engagement of vulnerable communities and Tribal governments in local government decision-making processes.		
SG-4.1	<p>Use existing network channels (working groups, coalitions, meetings, projects, etc.) to build an understanding of adaptation projects and potential collaborators in the Los Angeles region by:</p> <ul style="list-style-type: none"> ▪ Regularly engaging in the Los Angeles Regional Climate Collaborative (LARC). ▪ Participating in partner agency’s requests to coordinate and collaborate on adaptation projects to demonstrate Glendale’s commitment. ▪ Participating in regional projects as part of a technical advisory committee or on an ad hoc basis. ▪ Use this engagement to learn about adaptation projects taking place in the Los Angeles region, and to foster strong relations with potential external agencies for future collaboration. 	Supportive
SG-4.2	Develop a community-based organization (CBO) partnership program that includes criteria for partnership participation, funding for participant compensation, and a memorandum of understanding (MOU) to facilitate CBO partnerships in City-led engagement and implementation of CAAP actions.	
SG-4.3	Establish a formal consultation policy with local Tribes to increase Tribal involvement in the scoping, development, adoption, and implementation of sustainable projects beyond the requirements of Assembly Bill 52 and Senate Bill 18.	
SG-4.4	In alignment with the Innovation Ecosystem-related goals included in the Economic Development Strategic Plan, enhance equitable workforce development programs, such as the Verdugo Job Center, designed to connect Glendale residents, particularly those from marginalized communities, to support unmet demand in climate-related industries in partnership with United States Green Business Council USGBC and in alignment with GWP initiatives, such as building electrification.	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
SG-4.5	Continue to grow and expand the City's Economic Development Entrepreneurship Incubator, Growth or Startup Accelerator program that elevates Glendale's profile as a hub for innovation. The program would promote business opportunities for Glendale residents in partnership with qualified operators, the Verdugo Workforce Development Board, Glendale Community College, or similar partners, to help local startups and companies. The intended goals would be to provide invaluable resources, connections, and knowledge to aspiring entrepreneurs and support entrepreneurs' ability to innovate and scale up by connecting them with local resources including funding groups and mentorship.	
SG-5: Increase community capacity to better withstand climate shocks and stresses.		
SG-5.1	Establish equitable community engagement guidelines, or a set of principles and strategies, to increase participation of vulnerable populations in local decision-making processes related to CAAP implementation including the incorporation of participatory budgeting so community members have a direct say in how funds are allocated and spent. Key aspects of equitable community engagement guidelines could include transparency, inclusivity, and responsiveness, with an aim to build trust over time. Strategies should include locating engagement events in areas of high social sensitivity, timing events outside of work hours, providing child-friendly options at the events, and providing translation services in Spanish, Korean, and Armenian. Implement the community engagement guidelines across all City departments that directly interact with the community as part of CAAP implementation.	Supportive
SG-5.2	Institute a Cool Block Program to encourage residents to get to know their neighbors and to organize neighborhood associations incorporating fun games and events to foster community engagement, through which communities in Glendale can collectively address issues such as safety and climate hazards, and methods to improve quality of life. Reach out to existing neighborhood associations to initiate the Cool Block Program to leverage their local networks and increase the reach of the program throughout the City.	
SG-5.3	Update existing City-run educational programs and campaigns to incorporate information regarding potential health and economic effects of climate change, particularly associated with worsening air quality and extreme heat days, including available mental, physical, and financial health/support resources. Incorporate opportunities to collect input from the community on lived experiences as it relates to climate impacts.	
SG-5.4	Develop an equity investment program with local employers, businesses, philanthropic institutions, educational institutions, trade associations, businesses, and non-profit organizations to secure local match funding for economic development and climate partner readiness grants for vulnerable populations and investments in areas of high social sensitivity.	

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Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
Building Systems		
BLD-1: Increase carbon-free electricity procurement to provide 100% carbon-free electricity community-wide by 2035 and improve electrical system resiliency through additional distributed energy resources, transmission capacity, and demand response.		
BLD-1.1	Streamline permitting requirements for battery storage and solar to increase adoption rates.	2030: 37,227 2045: 0
BLD-1.2	Investigate the ability to pay customers for shifting load through demand response or installation of distributed energy resources such as solar and storage.	
BLD-1.3	Provide education and outreach, rate structures, or other incentives to facilitate the installation of an additional 34 MWh (including at least 10% on residential units) of solar electricity within Glendale by 2030.	
BLD-1.4	Regularly update the Wildfire Mitigation Plan and establish a schedule for implementing the Preventative Strategies and Programs in the Wildfire Mitigation Plan. Issue an annual report that provides updates to the community regarding which strategies have been accomplished.	
BLD-1.5	Continue to develop power purchase agreements or other contracts for renewable energy including solar, wind, and geothermal located outside the City of Glendale.	
BLD-1.6	Work with regional partners to increase the transmission capacity of Glendale, allowing for more external carbon free electricity to supplement local generation and storage.	
BLD-1.7	Install 75 MW of local battery storage to maximize renewable energy use and reduce reliance on transmission capacity. ¹²	
BLD-1.8	Offer rebates and educational materials to community members on the benefits of distributed energy resources for resilience. Upon completion of the Solar and Battery Storage Feasibility Study, provide education and/or incentives to residential customers and design guidelines for installing battery storage and solar to reduce the need for additional distribution resources and to create a more resilient local grid.	
BLD-1.9	Evaluate the ability to rent, lease, or purchase and use mobile battery generators for emergencies as well as for events and activities that require a reliable power source outside. Mobile access in disasters can support community members, critical infrastructure, or emergency responders. Train staff on how to use mobile battery generators, including information on when and how they would be used in the City (e.g., deployed at facilities that may not have battery back-up onsite, or at a site in the community to charge medical devices, cell phones, radios, or other key devices during an outage).	
BLD-1.10	Identify City-owned locations that currently have diesel powered back-up generators and create a timebound plan to install supplemental solar powered back-up generators onsite to create a seamless transition when the diesel	

¹² The installation of 75 MW of local battery storage is included in GWP’s 2024 Integrated Resource Plan (IRP), which was adopted by City Council on April 29, 2024. <https://www.glendaleca.gov/government/departments/glendale-water-and-power/reports-plans/integrated-resource-plan>

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
BLD-1.11	generators reach the end of their useful lives. Prioritize locations in high social sensitivity census tracts. Increase the clearance requirements for distribution lines in very high fire hazard severity zones so they are more stringent than current standards.	
BLD-2: Require healthy, safe, decarbonized, and resilient new buildings by 2026.		
BLD-2.1	Based on available legal pathways, implement a new building electrification ordinance which limits the installation of new natural gas infrastructure to improve health, safety, and reduce costs associated with new construction.	2030: 2,175 2045: 16,031
BLD-2.2	Amend the building code to require CALGreen Tier 2 Voluntary Standards Section A5.106.11.2 for cool roofs and Section A5.106.7.2 for cool walls by 2026.	
BLD-2.3	Amend the building code to require indoor cooling in new multi-family buildings by 2026. Monitor the California Department of Public Health guidance regarding indoor cooling which will inform the 2025 California Building Codes update cycle.	
BLD-2.4	Amend the building code to require all newly installed HVAC units for new buildings to have two-way air conditioning capabilities to provide heating and cooling.	
BLD-2.5	Host regular workforce development programs for installers, local contractors, and building owners/operators to provide financial resources and technical requirements, including information on new electric appliances and approaches to electrification. Partner with community-based organizations to connect members of vulnerable communities to these training programs in a culturally appropriate and linguistically clear way.	
BLD-2.6	Establish minimum standards for the use of low carbon or carbon-neutral building materials.	
BLD-2.7	Work with local builders to pilot Sustainable Envelope and Orientation building design to enhance energy efficiency, occupant comfort, and overall sustainability by optimizing the building's relationship with its environment and working towards zero net energy.	
BLD-2.8	Create a partnership with Glendale Community College and/or the Glendale Youth Alliance by leveraging the City's resources to refine the existing curriculum/programs to align with high market demand industries, while actively supporting initiatives such as internships, apprenticeships, labor unions, and mentorship programs with local businesses to guide students towards high-road career paths.	
BLD-3: Retrofit 25% of existing buildings by 2030 and 95% by 2045 to be zero-carbon and resilient to extreme heat and wildfires.		
BLD-3.1	By 2026, complete an existing building electrification study to identify costs and benefits associated with retrofitting residential and commercial building systems, including long-term costs of transitioning fuel use. Based on the findings of the report, identify, and adopt additional cost effective, equitable, and implementable building electrification requirements for existing buildings.	2030: 40,906 2045: 214,303

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Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
BLD-3.2	Establish partnerships with neighboring jurisdictions and industry experts to compile an annually reviewed and updated list of qualified installers and clearly identify disadvantaged businesses, women-owned businesses, veteran-owned businesses, and other underrepresented groups knowledgeable in electrification that will be posted on the City’s centralized climate action and adaptation website and available at the permit counter. Regularly update the list of qualified installers.	
BLD-3.3	Adopt an ordinance requiring new roof replacements to utilize cool roof materials by 2026.	
BLD-3.4	Adopt an electrify-on-replacement ordinance for residential hot water heaters and HVAC systems by 2027.	
BLD-3.5	Provide resources to landlords and tenants to develop costs/benefit sharing strategies associated with energy efficiency and electrification projects including energy efficiency leases.	
BLD-3.6	Review and update permitting requirements to require same day single permit processing of heat pump hot water heaters and HVAC units.	
BLD-3.7	Create and promote DIY energy efficiency toolkits. Seek funding to create a lending library of air purifiers and cooling devices. Deploy the program in partnership with local community organizations and trusted community leaders, targeting high social sensitivity census tracts.	
BLD-3.8	Prioritize a comprehensive assessment process to identify opportunities for adaptive reuse of structures as part of the permit application process before considering demolition, aiming to reduce environmental impact and promote sustainable urban development.	
BLD-3.9	Adopt a commercial building performance standard which requires buildings to report energy consumption by-2026, complete a building retro-commissioning by 2027, identify a GHG emissions reduction target, and reduce GHG emissions below the identified threshold by 2030. Work with regional partners to develop a consistent methodology and set of requirements for the building performance standard.	
BLD-3.10	Amend the building code to require all newly installed HVAC units for existing buildings to have two-way air conditioning unit capabilities to provide heating and cooling by 2026.	
BLD-3.11	Develop a service/infrastructure upgrade cost sharing program to mitigate the cost for individual building/homeowners to upgrade their service/panel for electrification purposes.	
BLD-3.12	Explore the feasibility of creating a water heater loan program water heater loan program so that residents who are replacing their natural gas-powered water heaters with electric-powered water heaters at the end of their useful lives can borrow or rent a working natural gas water heater from the City for a specified period of time (e.g., three weeks) to use during any electrical panel upgrade. Participation in this program could signify the initiation of the permit request process and serve as a mechanism to	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
BLD-3.13	<p>support thoughtful residential transition. Consider expanding the loan program to induction stoves as well. Develop an electrification and weatherization concierge service which would guide building owners through the technical steps for electrifying and weatherizing buildings as well as connect them to incentives (e.g., rebates, subsidies, and tax credits) and other resources (e.g., multi-lingual education and technical expertise). Additionally, provide educational resources to residents and business owners on the benefits of electrification readiness including panel upgrades, wiring, and service lines to support building and vehicle electrification over time and avoid emergency repairs.</p>	
BLD-3.14	<p>Improve indoor air quality for homes by establishing an educational campaign with demonstration kitchens to showcase the benefits of switching from gas to induction stoves. Create a rebate program to incentivize adoption of electrical appliances for low-income households. Target outreach to landlords by providing technical resources.</p>	
BLD-3.15	<p>Complete the feasibility study to evaluate the relative cost and benefits of augmenting centralized power alongside distributed renewable resources through direct install solar and batteries for customers, targeting low-income households, affordable housing developments, and warehouses or large office buildings. The program will include benefit-sharing approaches which would allow Glendale Water and Power to tap into distributed battery storage to facilitate peak shaving during peak demands while providing lower energy costs and increased resilience to targeted customers.</p>	
BLD-3.16	<p>Streamline permitting requirements and design guidelines to support installation of dual-pane windows.</p>	
BLD-3.17	<p>Establish a local weatherization assistance program that builds on the work being done by the California Department of Community Services and Development through a partnership with Southern California Edison by creating a local program that provides energy efficiency and weatherization support for all residents, with an emphasis on reducing energy usage and lowering utility bills and addressing health and safety issues in homes, businesses, and public facilities.</p>	
BLD-3.18	<p>Create an incentive program specifically for upgrades at multi-family homes, as well as low income and affordable housing units, to stack existing incentives from TECH Clean California¹³ and the Inflation Reduction Act funding mechanisms to connect residents to technical and financial support including direct install, incentives, and information on the benefits of electrification. Deploy the program in partnership with local community organizations and trusted community leaders, targeting high social sensitivity census tracts. Aim to weatherize and decarbonize 100 units annually by 2031 to demonstrate the effectiveness and co-benefits associated with building electrification.</p>	

¹³TECH Clean California. Creating pathways to achieve California's decarbonization goals. <https://techcleanca.com/>

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Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
BLD-3.19	Work with home and business owners, including those in historic districts, to identify and promote zero-carbon and resilient homes as demonstration projects to showcase the benefits.	
BLD-3.20	Identify locations to feasibly install community-serving microgrids and prioritize areas with high social vulnerability such as areas in South Glendale and Pacific Community Center & Park.	
BLD-4: Decarbonize and make municipal buildings resilient by 2035.		
BLD-4.1	Complete the current energy audit and subsequent retro-commissioning on all existing municipal buildings and facilities and inventory all fossil fuel-powered building equipment, identify zero carbon replacement technology, and develop a prioritized short- and long-term replacement schedule for equipment within six months of adoption of the CAAP. As part of this analysis, identify opportunities to install solar PV on municipally owned land and buildings as well as funding sources.	Supportive
BLD-4.2	Once the analysis is complete as part of Action BLD-4.1, maximize solar installations on municipally owned land and buildings based on the results of the analysis.	
BLD-4.3	Continue to require the implementation of cool roofs in the construction of all new and upgraded City buildings (at the time of upgrade) to minimize absorption of solar energy and reduce building energy use.	
BLD-4.4	Develop and adopt an electrification first policy for City-owned fossil fuel equipment (e.g., back-up generators and HVAC units) by 2025 that outlines a clear strategy for addressing cost impacts of future equipment purchases and supports a fiscally responsible equipment transition.	
BLD-4.5	Utilize demand management technology on all applicable systems to reduce demand.	
BLD-4.6	Implement a municipal standard for all non-essential electrical plug loads including computers, printers, and other equipment to be shut off during nights, weekends, and other City closures. Individual exceptions can be made, as appropriate.	
BLD-4.7	Conduct a building audit of all existing City buildings in moderate, high, and very high fire hazard severity zones and implement retrofits to comply with California Building Code, Chapter 7A and Chapter 49 by 2030.	
BLD-4.8	Calculate energy savings from energy efficiency and electrification upgrades and reinvest the savings back into a municipal cool roof program that funds future projects.	
BLD-4.9	Require a deconstruction or salvage assessment for all projects involving demolition of existing structures on City-owned property that includes a detailed analysis of structural components, materials, and potential salvageable items.	
BLD-4.10	Establish and incorporate a low embodied carbon criteria into government procurement policies for public infrastructure projects.	
BLD-4.11	Conduct a comprehensive feasibility study to assess the cost, feasibility, and other relevant factors, such as energy efficiency, environmental impact, and long-term maintenance requirements, associated with transitioning	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
BLD-4.12	the Glendale Civic Center to an electric-powered heating and cooling loop system. Add energy storage such as battery back-up to all critical municipal buildings (e.g., fire stations, police stations, centralized storage locations of critical records) by 2035.	
Mobility and Land Use System		
MLS-1: Reduce reliance on single-occupancy vehicles by promoting increased residential densities along transit and commercial corridors, increasing mix of land uses and expanding the range of attainable housing choices.		
MLS-1.1	As part of the outreach associated with planning initiatives, continue to engage with members of the community, landowners, local businesses, and community organizations to gather input and address concerns related to increased density and mixed-use development.	Supportive
MLS-1.2	Partner with Glendale Housing Authority, private developers, non-profit organizations, and community-based organizations to create a network of information sharing to leverage resources and expertise related to affordable housing development by a diverse group of experts. The goal is to foster a dynamic exchange of knowledge, facilitate joint initiatives, and collectively address the challenges associated with creating accessible and affordable housing options.	
MLS-1.3	As part of the ongoing Land Use Element update and its EIR, conduct a comprehensive zoning review to identify underutilized areas around major corridors and nodes, strategically rezoning them to allow for increased residential density and/or mixed-use developments, while implementing inclusionary zoning policies to prioritize the creation of affordable housing units within these projects.	
MLS-1.4	Reach beyond the goals of AB 1317, which requires unbundling of parking costs from rental rates in new residential properties with 16 or more units, by updating the municipal code to separate residential parking costs from monthly rent in areas well served by high-quality transit.	
MLS-1.5	As part of the City's Land Use Element Update, identify appropriate locations to increase density near transit hubs by identifying suitable locations and implementing changes to promote mixed-use development, thereby enhancing accessibility.	
MLS-1.6	Review and, if necessary, remove barriers to help accelerate production of missing 'middle-housing,' including townhouses, cottage housing, duplexes, triplexes, and fourplexes. Additionally, create Objective Design Standards for these housing types to facilitate quality design and construction.	
MLS-1.7	Require awnings and/or canopies that can encroach into required property setbacks to create shade for pedestrians as part of objective design standards for mixed use zoning districts, as well as first and last mile development standards that allow for shading pedestrians in mixed-use zones.	
MLS-1.8	Study the possible elimination of parking minimums and inclusion of parking maximums in zoning districts that are well-served by transit, in line with AB 2097 requirements.	

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MLS-1.9	Install a dynamic smart parking program in Downtown Glendale. ¹⁴ Earmark proceeds from the program that is in excess of structure parking maintenance costs to install walking and biking infrastructure in high social sensitivity census tracts.	
MLS-1.10	Build on the success of surrounding programs and partnerships in the region, including the Southeast Los Angeles Cultural Center Development Advisory Panel to convene a residential-focused community stability working group with representatives from diverse interested parties to develop a community stability toolkit to be used in areas that have displacement risk. Track and monitor effectiveness of such strategies	
MLS-1.11	Implement a dynamic promotional strategy for Open Streets events (e.g., CicLAvia) including cutting-edge digital marketing tools and strategic community partnerships to maximize participation and foster a vibrant, inclusive urban experience with an emphasis on including the high social sensitivity census tracts	
MLS-1.12	Conduct a study to determine the feasibility of implementing a congestion pricing plan for a specific area of the City with periods of heavy traffic to reduce traffic congestion, improve air quality, and enhance opportunities for multi-modal mobility, by analyzing key factors such as suitable locations, associated costs, optimal timing, potential impacts on traffic patterns, and overall effectiveness in addressing congestion	
MLS-1.13	In support of the Innovation Ecosystem-related goals included in the Economic Development Strategic Plan, provide opportunities for affordable commercial development and redevelopment that supports small and locally owned businesses (e.g. fostering a business mentorship program, providing educational resources to commercial business owners, and facilitating access for incentives, etc.).	
MLS-2: Increase active transportation mode share to 3% by 2030 and 10% by 2045 by increasing the safety and availability of the transportation system to support walking and biking for all members of the community.		
MLS-2.1	Update the Glendale Municipal Code to require the incorporation of standard charging outlets in bike parking zones and designated parking spaces, fostering the widespread adoption of electric bicycles.	2030: 1,839 2045: 7,516
MLS-2.2	Review and amend the existing Transportation Demand Management (TDM) ordinance and require specific employers to include money-based incentives for employees to bike, walk, carpool, or take public transit to work, as well as those who work remotely.	
MLS-2.3	Continue to partner with the Glendale Police Department and the Glendale Unified School District to provide a bicycle safety course for both bicycle riders and vehicle drivers to provide education related to safe, active transportation. Utilize this opportunity to provide opportunities to community members to test drive electric bicycles (e-bikes) from various manufacturers and learn	

¹⁴ This action is in alignment with and supports implementation of the City-Wide Pedestrian and Bicycle Plans.

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MLS-2.4	<p>more about how e-bikes operate. Prioritize outreach in communities with high social sensitivity.</p> <p>Identify locations throughout the City to install additional bike repair stations, including near parks along bicycle routes, and consider partnering with a local bike shop to provide quarterly bicycle repair support for residents traveling along a main bike path or at a designated, central location. Additionally, develop a Maintenance Plan that outlines ongoing routine inspections and repairs to confirm the continued functionality, as well as a map showing all the repair stations.</p>	
MLS-2.5	<p>Partner with an entity such as L.A. Metro, Los Angeles County Bicycle Coalition (LACBC), or Walk Bike Glendale to expand existing rebate programs to help families living on low- and fixed-incomes purchase alternative modes of transportation (e.g., bicycles, scooters, rollerblades, skates, skateboards) and appropriate safety gear</p>	
MLS-2.6	<p>Continue to pursue funding from Caltrans' Active Transportation Program or similar funding opportunities to implement improvements from the City's long-range active transportation plans, including the Bicycle Transportation Plan, Circulation Element, Land Use Element Updates, and the Safe and Healthy Streets Plan.</p>	
MLS-2.7	<p>Re-evaluate the City's Safe Routes to School Program to collect current data on access and use; evaluate physical safety; conduct feedback collection sessions from students, guardians, and staff; and provide updated information on pedestrian and bicycle safety programs as well as health benefits. Upon completion, take the updated plan to City Council for adoption.</p>	
MLS-2.8	<p>Continue partnering with L.A. Metro to complete the Doran Street Grade Separation Project, which will include installation of an overpass to connect West San Fernando Road with the Fairmont Avenue Bridge, thereby replacing the at-grade crossing to increase pedestrian, bicycle, and vehicle safety.</p>	
MLS-2.9	<p>Build from the Wander the Wilderness Bus pilot program to formalize a transit to trails program drawing inspiration from successful models, incorporating community feedback, and establishing robust partnerships with public transit agencies, environmental organizations, and local communities to establish seamless and equitable access to natural spaces in the region. Deploy the program in high social sensitivity census tracts.</p>	
MLS-2.10	<p>Complete and implement the Vision Zero Action Plan by 2030, which includes a holistic realignment of traffic safety priorities, protocol, and procedures aimed at eliminating fatal and serious collisions. Prioritize implementation in high social sensitivity census tracts.</p>	
MLS-2.11	<p>Leverage insights and best practices from successful initiatives in other jurisdictions (e.g., Los Angeles, Long Beach, and Metro), building on their experiences and lessons learned, to evaluate and if feasible design and implement a comprehensive Shared Bike program.</p>	

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MLS-2.12	Implement the Bicycle Transportation Plan by 2045. Prioritize implementation in high social sensitivity census tracts.	
MLS-2.13	Install public bike parking facilities as identified by the Glendale Bike Transportation Plan that are safe, reliable, convenient, and accessible, enhancing the cycling infrastructure in the community with at least 75% of the new bike parking located in high social sensitivity census tracts. Promote the use of the bike parking facilities through awareness campaigns, multi-lingual convenient signage, and incentives to encourage sustainable transportation choices.	
MLS-2.14	Increase the linear miles of roadside vegetation clearance by 15%, consistent with the annually updated City of Glendale Fire Department/Los Angeles County Unit Strategic Fire Plan, to reduce the risk of ignition along roadways	
MLS-2.15	Install thermometers and ground-based thermal sensing tools along Brand near the cool pavement and tree planting pilot project at different heights ranging from the ground to the tops of the trees/surrounding buildings. Collect data regularly to analyze the benefits of the pilot program.	
MLS-2.16	Review and update the Pavement Management Report to incorporate cool pavement technologies during City repaving projects.	
MLS-2.17	Expand the Glendale Parklet and Community Greening program to identify and map opportunities to install parklets in the downtown and other commercial areas of the City. Engage with businesses to gain sponsorship for the parklets or greenspace. This will contribute to active transportation by converting curbside parking spaces into vibrant, pedestrian-friendly zones, providing additional room for walking, cycling, and other human-powered modes of travel. Additionally, work with private schools, utility right of ways, and Caltrans to identify and transition areas within their right of ways that could be transitioned into parklets and identify freeway airspace and vertical walls may also be used for planting or developed into mini gardens	
MLS-2.18	Adopt the 2025 California Green Building Standards Code (CALGreen) voluntary reach code for both residential and non-residential projects that establishes specific pavement options to reduce the heat island effect of sidewalks, patios, driveways, and parking lots by 2026.	
MLS-2.19	Elevate street crosswalk components with artistic elements to enhance visibility and eliminate the need for pedestrians to navigate changes in height while crossing. Prioritize implementation in high social sensitivity census tracts.	
MLS-2.20	Partner with the Glendale Unified School District and private schools in the City to develop a plan to reduce the heat islands in the City's schools and adjacent areas, including along walking routes, by removing impervious surfaces, planting trees, and increasing shade structures. Prioritize schools that serve high social sensitivity census	

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	tracts. Develop a tree maintenance and monitoring program that details the additional resources required to protect and maintain the trees once planted.	
MLS-2.21	Complete the traffic calming strategies along San Fernando Road, including bicycle lanes to access major employment centers (e.g., distribution warehouses) by 2030.	
MLS-2.22	Complete the Glendale-Los Angeles Garden River Bridge Project (Glendale Narrows Riverwalk, Phase III), which will include a river crossing on the LA River near the Glendale Narrows Riverwalk that has specially designed lights to mitigate light pollution, multi-lingual signs, a bike repair station, and information about the region, such as cultural history of the land and people; native plants and animals; and how to protect our ecosystems.	
MLS-2.23	Implement transportation improvements identified in the Safety Element to improve emergency evacuation by 2035.	
MLS-2.24	Adjust asphalt binder grade based on future temperature projections using American Association of State Highway and Transportation Officials guidelines and FHWA's LTPPBind ¹⁵ tool.	
MLS-2.25	Implement the City's adopted City-wide Pedestrian Plan to fortify street crossings with heightened safety measures at high-traffic or traditionally dangerous intersections, incorporating advanced signaling systems, pedestrian-friendly infrastructure, and community-informed designs to enhance road safety.	
MLS-3: Enhance the transit system to be more resilient, accessible, and convenient to increase mode share to 5% by 2030 and 10% by 2045.		
MLS-3.1	Complete the current Bus Stop Improvement Program (BSIP) to survey all Beeline Metro, and Los Angeles Department of Transportation bus stops that Glendale is responsible and develop a "kit-of-parts" for each (approximately 467) bus stop which includes shelter and shade structures, and real-time bus information displays at key bus stops. As part of the analysis, identify the top priority locations for installation of shelters, shade structures, and bus stop amenities based on average use of the transit stop, location in high social sensitivity census tracts, and proximity to community parks.	2030: 6,929 2045: 16,882
MLS-3.2	As part of the ongoing Comprehensive Transit Operations Analysis, evaluate the existing Beeline route and coordinate with Metro, BurbankBus, La Canada Flintridge (LCF) Shuttle, Metrolink, and Amtrak, to increase convenient and safe access to the transit system. Work with L.A. Metro and Glendale Beeline to identify opportunities to increase transit options in Glendale and coordinate around issue areas. Prioritize implementation in high social sensitivity census tracts.	
MLS-3.3	Partner with Metro to educate the community on available transit opportunities through informational workshops, highlighting the benefits and convenience of public	

¹⁵ FHWA's LTPPBind refers to the Federal Highway Administration's Long-Term Pavement Performance Webbased tool to select asphalt binders.

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	transportation options, including the Guaranteed Ride Home program and Metro Micro.	
MLS-3.4	Continue to partner with Metro to provide qualifying low-income residents of Los Angeles County with monthly free regional rides as part of the Low Income Fare is Easy program and identify opportunities to expand the partnership to include Metrolink, Amtrak, and potentially rideshare companies to create a centralized program that establishes a monthly ticket covering multiple transportation systems to incentivize travelers.	
MLS-3.5	As part of the Beeline Comprehensive Operations Analysis, continue to improve transit accessibility on the Beeline by actively engaging people with disabilities in the review and discussion of existing operations, and decision-making processes for future initiatives and upgrades.	
MLS-3.6	Utilize Transit and Intercity Rail Capital Program (TIRCP) grant and local transportation sales tax measure funds to install the prioritized shelter and shade structures, bus stop amenities as identified in MLS-3.1., contactless fare payment program, and climate mobility, technology upgrades (e.g., Wi-Fi on bus, real time information system, etc.).	
MLS-3.7	Continue to partner with L.A. Metro and the Glendale Beeline to offer increased awareness of youth-targeted programs and continue to engage with Glendale Unified School District to offer membership in the GoPass program.	
MLS-3.8	Work with regional transit providers to implement a transit signal priority system that implements a smart and integrated street lighting system aimed at minimizing wait times at intersections by optimizing traffic flow and enhancing energy efficiency.	
MLS-3.9	Upon completion of the Comprehensive Transit Operations Analysis (Action MLS-3.2), develop a Beeline Service Plan that prioritizes high social sensitivity census tracts.	
MLS-3.10	Continue to partner with Metro to complete the North Hollywood to Pasadena Transit Corridor project to connect the cities of Los Angeles (North Hollywood and Eagle Rock communities), Burbank, Glendale, and Pasadena via Bus Rapid Transit (BRT), improving access to jobs, education, and other important destinations.	
MLS-4: Increase passenger and commercial zero-emission vehicle use and adoption to 25% by 2030 and 90% by 2045, respectively.		
MLS-4.1	Continue to leverage Fleet Electrification Study to evaluate opportunities for installation of electric vehicle charging stations at City-owned facilities and in the public right of way. The feasibility study will assess electrical capacity, electrical demand, financial constraints, and parking utilization to provide a prioritized list of locations to install new publicly accessible electric vehicle charging stations. In the feasibility study, include evaluation of opportunities and prioritization of locations to increase the equitable distribution of publicly available electric vehicle chargers to residents of multi-family homes in high social sensitivity tracts and residents living on low- and moderate-incomes, as well as consideration for optimizing daytime charging.	2030: 60,885 2045: 290,572

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
MLS-4.2	Continue to implement the Glendale Electric Vehicle Reach Code and review every code cycle (three years) to align with best practices and guidelines for electric vehicle charging.	
MLS-4.3	Continue to conduct at least two annual zero-emission vehicle education events for residents. Prioritize events for residents living on low- and moderate- incomes as well as residents living in multi-family buildings that would engage the community to evaluate the barriers to zero-emission vehicle adoption, promote information on the costs and benefits of owning zero-emission vehicles, and detail the steps on how to receive incentives for zero-emission vehicles.	
MLS-4.4	Engage large employers and owners of parking structures in Glendale and provide technical support, such as design assistance, technical workshops, GWP coordination, and permit streamlining to install public, shared, and private, DC fast charging infrastructure	
MLS-4.5	Create a summary of commercial vehicle fleets in Glendale and identify employers to work with to accelerate zero-emission vehicle adoption through targeted education. Encourage commercial vehicle fleet operators to accelerate electrification by providing them educational material on the benefits of zero-emission vehicles (e.g., fuel cost savings through networked charging, and current availability of zero emission vehicles ahead of State mandates), the City's streamlined permitting process, and compiling and distributing information on potential funding opportunities.	
MLS-4.6	Develop outreach and education materials and distribute them to local businesses, property owners, and developers on the financial (e.g., new funding streams), environmental, health, and safety benefits of zero-emission vehicles. Provide information on available funding opportunities and the City's streamlined permitting process. Deploy the program in partnership with local community organizations and trusted community leaders.	
MLS-4.7	Based on the prioritized list of locations developed through action MLS-4.1, install at least 25 level II chargers per year, through public-private partnerships and on City-owned properties.	
MLS-4.8	Incentivize residential electric vehicle charger installations and panel upgrades. Promote the incentives through multi-lingual outreach material on GWP's website and at community events.	
MLS-4.9	Continue to work with the South Coast Air Quality Management District to identify and provide funding for electric vehicles and charging infrastructure for disadvantaged business owners.	
MLS-4.10	Identify and create an equitable plan for a zero-carbon district in a high social sensitivity census tract to focus resources, support, and partnerships with local businesses, and engagement to develop a carbon free zone where all buildings and mobility options are carbon free. Avoid	

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MLS-4.11	<p>inequitable outcomes by engaging directly with high social sensitivity census tract households and businesses.</p> <p>Conduct a comprehensive assessment of primary last-mile delivery routes, vehicle fleet composition, and energy infrastructure, exploring potential partnerships with electric vehicle manufacturers, charging station providers, and alternative solutions such as e-cargo bikes, AI-driven delivery systems, or other innovative approaches, as well as evaluating financial incentives and regulatory frameworks to formulate a well-informed strategy for the successful electrification of last-mile delivery.</p>	
<p>MLS-5: Electrify or otherwise decarbonize 30% of community-operated off-road equipment (e.g., lawnmowers, leaf blowers, and chainsaws) operations by 2030 and 100% by 2045.</p>		
MLS-5.1	<p>Investigate off-road equipment fleets in the City to identify fleets with the highest decarbonization potential, fleets owned by small and minority businesses that will need targeted support and incentives to decarbonize or electrify, and fleets that do not currently have zero-emission alternatives. Utilize these findings to develop the phased off-road ordinances (Action MLS-5.2).</p>	<p>2030: 4,206 2045: 16,149</p>
MLS-5.2	<p>Continue to develop and adopt a phased series of ordinances that align with or exceed AB 1346 to ban local operation of specific types of gasoline and diesel-powered off-road equipment (e.g., lawn and garden, construction). Update the ordinances based on a regular review of relevant state regulations, regional rules, and available technology.</p>	
MLS-5.3	<p>Promote the multi-lingual Off-road Equipment Replacement Outreach Campaign that provides information to contractors, residents, and fleet operators in the City. Information should include equivalent alternatives to fossil-fuel powered off-road equipment, public health, safety benefits of alternative equipment technology, and funding opportunities available (i.e., Clean Off-Road Equipment Voucher Incentive Program [CORE]). Information from the educational program should be summarized into an infographic format and posted at parks, City-owned and operated buildings, and shared in the City’s newsletter to highlight the emissions reductions and overall health benefits in a way that is easily understood.</p>	
MLS-5.4	<p>Require zero emission off-road equipment as a mitigation measure for projects deemed to have an environmental impact for new construction as part of the CEQA process.</p>	
MLS-5.5	<p>Create an enforcement and implementation program to track the community's transition to electric off-road equipment and use of biofuels.</p>	
MLS-5.6	<p>Partner to create a financially viable rebate program with surrounding jurisdictions and the South Coast Air Quality Management District (SCAQMD), as appropriate, for upgrading off-road equipment and switching to electric or biofuels. Develop the program with a focus on procedural equity and prioritize funding distribution to vulnerable populations.</p>	
<p>MLS-6: Transition to 45% zero-emission municipal fleet by 2030 and 100% by 2040.</p>		

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MLS-6.1	Review and update the Fleet Electrification Study every two years to consider changes in vehicle operations and requirements, changes in costs, as well as improvements in technology.	Supportive
MLS-6.2	Continue to highlight the City's zero-emission vehicle fleet at community events such as Earth Day, Touch-A-Truck, and other events, to demonstrate how an electric vehicle fleet underscores Glendale's dedication to modernizing its infrastructure and aligning with evolving transportation trends and provide an opportunity to provide education about the benefits of electric vehicles, including lower air pollution, reduced noise levels, and the positive impact on public health.	
MLS-6.3	Develop an impact and risk assessment for power outages and use the information to develop risk mitigation strategies and a resilience plan that supports electric vehicle procurement.	
MLS-6.4	Implement the Zero-Emission Transition Bus Rollout plan by 2035.	
MLS-6.4	Install battery backup combined with onsite solar and renewable diesel generator backups to provide resilience to the municipal fleet.	
MLS-6.5	Secure funding from State programs (such as the California Air Resources Board's Clean Vehicle Rebate Project and the Truck and Bus Voucher Incentive Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project) and Federal sources to increase procurement of zero-emission cars, trucks, buses, and other vehicles and installation of zero-emission vehicle charging/fueling infrastructure at municipal facilities. Additionally, explore opportunities for Low Carbon Fuel Standard credit generation from use of low carbon fuels/electricity for fleet vehicles.	
Urban Eco-System		
UE-1: Increase organics diversion through SB-1383 to divert 75% of organic material by 2025.		
UE-1.1	Support the implementation of data management systems for managing refuse, recyclables, organics and edible food to maximize diversion of waste streams.	2030: 59,899 2045: 63,190
UE-1.2	Engage in edible food recovery capacity planning by completing the following actions: <ul style="list-style-type: none"> ▪ Estimate the amount of edible food that will be disposed of by organics generators in Glendale. ▪ Work regionally to establish a full list of food recovery organizations that can receive edible food from Glendale businesses. ▪ Optimize edible food collection and distribution logistics in the City by implementing a streamlined route planning system, coordinating with local businesses for organic waste contributions, and leveraging technology for real-time monitoring, thereby enhancing efficiency and sustainability in compost management. 	

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	<ul style="list-style-type: none"> ▪ Continue to work with food recovery entities to identify the minimum capacity required to recover 20% of edible food that is estimated to be disposed. ▪ Provide education regarding the good Samaritan law and infrastructure needed to store and manage food. ▪ If existing and planned capacity is insufficient based on the above process, develop and submit an implementation schedule highlighting the planning effort to provide new or expanded capacity for increasing edible food donations and identify proposed new or expanded facilities to be used for additional capacity. 	
UE-1.3	<p>In tandem with the Free Composting Bin and Organics Recycling Pail Pick Up programs, establish and maintain an ongoing education program informing the community about compostable materials, including regularly updated guidelines on composting, especially paper, distributed bi-annually and made available at the City permit counter, grocery stores, as well as at farmers' markets and other community events.</p>	
UE-1.4	<p>Implement an equitable inspection and compliance program for the edible food recovery program and organics procurement program with equitable and clearly defined enforcement mechanisms and penalties, as required by Article 16 in SB 1383. Maintain records, including an initial compliance report, annual report, and implementation record as required by Articles 3, 14, and 16 of SB 1383 for (1) the organic waste collection program and (2) the edible food recovery program. Additionally, develop an organics procurement tracking program.</p>	
UE-1.5	<p>Work with the Los Angeles County Department of Public Health to develop and pass an ordinance, with equitable enforcement mechanisms and technical and financial assistance for low-income entities, which requires organics diversion from businesses, including front-of-house (FOH) organics collection at most food service businesses. As part of the ordinance development process, identify local companies that provide composting support services and develop preliminary requirements for contracting.</p>	
UE-1.6	<p>Continue working with waste haulers who can franchise in Glendale to provide clear and consistent composting education material to private and public schools and other community organizations to promote compost quality and avoid cross contamination with plastics and other trash.</p>	
UE-1.7	<p>Identify opportunities to meet the procurement targets of SB 1383 to procure 16,000 tons of organics per year and identify opportunities to apply compost on City parks to improve water-holding capacity and filtration.</p>	
UE-1.8	<p>Work with regional partners in LA County to create a compost application trading program to support the application of compost and other organic matter in farms and parks in the County.</p>	
UE-1.9	<p>Continue to work with entities to develop and manage a comprehensive edible food recovery program based on food insecurity in Glendale that identifies and assists Tier 1 and Tier 2 generators with SB 1383 implementation;</p>	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
	identifies food recovery services and organizations within the City; determines the capacity of food recovery services and organizations within the City; evaluates the need for development of food recovery kitchen sites or repackaging locations; and tracks the needs of Glendale's food insecure population.	
UE-1.10	Continue to identify and support school organizations (e.g., leadership, sustainability, and environmental groups or clubs) start "Go Organics" programs to initiate, educate, and implement robust organics collection programs in collaboration with public schools, Glendale Community College campuses, and private schools.	
UE-1.11	Develop community compost giveaway sites (e.g., at parks or other City owned and operated locations) to provide a constant resource to the community and education about how to reduce pests and potential odor and other relevant concerns.	
UE-1.12	Develop a multi-family outreach program that engages with large and medium sized multi-family buildings to discuss opportunities and barriers to composting. Engagement should include outreach to property management and tenants. Based on feedback, identify recommendations for developing a multi-family composting program.	
UE-1.13	Increase the City of Glendale construction waste diversion requirement to 75% during the next contract negotiation.	
UE-2: Increase tree canopy to 25% by 2030 and 30% by 2045 by focusing on communities most vulnerable to extreme heat.		
UE-2.1	Complete analysis on success rates for trees planted over the past three years (planted 2020 – 2023), encompassing factors such as species selection, soil conditions, and maintenance practices, to determine the survival rate, thereby informing future tree planting initiatives and fostering sustainable urban forestry practices.	2030: 149 1045: 1,635
UE-2.2	Continue to implement and regularly update the Open Space Management Plan sustainable management practices for land included in the San Gabriel and Verdugo Mountains, and the San Rafael Hills, incorporating the planting of trees with locally adapted genetics in historically forested areas, aiming to enhance ecosystem health, mitigate erosion, and preserve biodiversity. Add multi-lingual signs and/or information kiosks detailing the history of specific trees, where known, benefits of native trees, and information on how they are maintained.	
UE-2.3	Prioritize planting of 200 trees annually in high social sensitivity census tracts with the lowest tree equity score, along safe routes to school and near bus stops, as detailed in the City's Community Forest Management Plan.	
UE-2.4	Implement and regularly review and update the Community Forest Management Plan using the best available data (e.g., tree canopy tracking tools) to support the decision-making process and include parks and City open space.	
UE-2.5	Re-evaluate the "Designated Street Tree List" for canopy potential and future climate conditions. Prioritize implementation of the City's existing Urban Forest	

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UE-2.6	<p>Reforestation Program in areas of high social sensitivity census tracts.</p> <p>Conduct site assessments of parks located in areas with the greatest concentration of vulnerable populations. Evaluate thermal comfort, availability of shade, building and pavement materials, amenities, and landscape features. Survey park visitors to obtain input on park design and thermal comfort. Establish a schedule of capital expenditures to increase tree canopy, install shade structures (including those that cover picnic areas, general seating, walkways, play structures, and dog parks), misting stations, spray parks, and other cooling features, and change materials (e.g., paving, building) to those with low solar gain to increase comfort, safety, and promote prolonged outdoor activities by providing protection from the sun, ultimately fostering a more enjoyable and inclusive recreational environment for the community members and their pets that utilize the site(s). Focus investments and upgrades in areas of high social sensitivity first.</p>	
UE-2.7	<p>Review, enhance, update, and regularly maintain the City’s existing “Public Tree” webpage with relevant information, such as best practices for watering and fertilizing trees, guidelines for pruning and maintenance, information on local tree species, and resources for reporting tree damage or disease. Additionally, provide information on the benefits of a healthy tree canopy, including improved air and water quality, reduced urban heat island effects, and increased property values.</p>	
UE-2.8	<p>Continue to pursue and obtain grant funding for tree planting and urban forest management. Identify and apply for Federal and State grants annually to meet the tree planting goal identified in Action UE-2.3 (e.g., USDA, California ReLeaf, Affordable Housing and Sustainable Communities Program, Cal Fire’s Urban and Community Forestry Program, and the California Natural Resources Agency’s Urban Greening Program).</p>	
UE-2.9	<p>Partner with a non-profit entity to enhance and promote the existing Tree Power Program to generate more donations, optimize the Earth Day/Arbor Day program, and generate more community support for the urban forest.</p>	
UE-2.10	<p>Contract with local nurseries to grow indigenous species of trees with local genetics to be used for City planting.</p>	
UE-2.11	<p>Update the municipal code shade tree requirement for new developments; greening of parking lots; planting replacement trees that offer a large mature tree canopy with low water requirements; and increase permeable surfaces in new developments.</p>	
UE-2.12	<p>Adopt an ordinance that establishes strict guidelines and limits on the allowable extent of impervious surfaces in City-owned and operated parkways. The ordinance should include provisions for permeable pavement options, green infrastructure, and stormwater management practices that promote sustainable urban design and preserve ecological health.</p>	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
UE-2.13	Create a communitywide ban on rock mulch, plastic/landscape fabric, and artificial turf under trees citywide that includes an educational component for residents and business owners on the impacts of these materials on tree health and the ultimate impact on increased heat and poor air quality. Additionally, include information on the benefits of mulching with natural materials, highlighting their ability to enrich soil fertility, reduce erosion, and provide a habitat for beneficial organisms.	
UE-2.14	Prepare an Urban Forestry Map to identify and map vacant planting areas beyond public lands and rights-of-way that can be converted into greenspace with tree canopy, including on private property in parking lots and front and side-yard setbacks, and on City-owned vacant lands.	
UE-2.15	In areas with low canopy coverage and small parkways (10' or under) in high social sensitivity areas, complete analysis on the potential to remove parking lanes or change traffic flow to one-way to create space for an active transportation lane with potential for largest shade trees in the highest foot traffic. Establish a prioritized list of locations that could feasibly be transitioned. Complete this action as part of the Glendale Parklet and Community Greening program identified in Action MLS-2.17.	
UE-2.16	Partner with local landscape architects or urban design experts to create a set of sample landscape designs options with native, drought-tolerant, and edible plants, providing detailed specifications on what to buy (e.g., a kit of tools) and offering guidance to community members in planning their outdoor spaces. Create demonstration gardens on City-owned sites, including planting events tailored especially to schools and student groups	
UE-2.17	Develop an ordinance requiring tree maintenance of protected trees on private lots be performed by an arborist to increase tree health and long-term wellness to increase the urban forest canopy.	
UE-2.18	Reduce competition from invasive grasses and restore existing non-natives to native landscape on City property.	
UE-2.19	Establish a Tree Trust or Tree Endowment where the interest on the principal can be used for purchasing and planting trees in prioritized areas pursuant to the Urban Forest Inventory and Management Plan, paying for tree maintenance in high social sensitivity census tracts in the City, supporting tree management in City-owned parks, or supporting staff resources for the Urban Forest Management Program.	
UE-2.20	Partner with local conservation groups such as the Arroyos & Foothills Conservancy and Glendale Environmental Coalition to acquire key parcels for conservation and perform restoration projects on existing parcels in Glendale's open spaces and along the Wildland-Urban Interface which are vulnerable to development for wildfire mitigation.	

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Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
UE-3: Reduce the potential for wildfire to spread in Glendale by actively managing 50-75 acres of land annually through prescribed burns, brush clearance, grazing, and building hardening.		
UE-3.1	Conduct analysis to identify high risk and high fuel load areas within the Wildland Urban Interface by 2026.	Supportive
UE-3.2	Apply innovative and thoughtful vegetation management such as grazing or vegetation thinning and composting to reduce fuel loads and fire intensity in Wildland Urban Interface areas. Establish an implementation schedule to actively manage 50-75 acres annually. Using the Herbivory Intensity Class 1 or Class 2 categories, grazing would be predominantly achieved by either cattle and horses, or goats, respectively, to help reduce the fine fuels and, therefore, a potential fire's rate of speed. Monitor the native versus invasive species growth after each management technique is applied and adjust the process where appropriate to protect the native species, while also decreasing fire risk.	
UE-3.3	Seek funding to prepare a Community Wildfire Protection Plan consistent with the latest Healthy Forests Restoration Act standards.	
UE-3.4	In partnership with local Tribal groups, conduct a feasibility study to find the total acreage on lands suited for prescribed burning (i.e., based on fuel type, fuel density, proximity to sensitive resources and receptors, control points, and topography).	
UE-3.5	Identify and apply for grant opportunities to fund wildfire vegetation management, including grants from CAL FIRE.	
UE-3.6	Continue to implement the Vegetation Management Program and conduct on-going workshops on defensible space, vegetation management, and home-hardening techniques based upon the most up to date Los Angeles County Fire Department and CAL FIRE management guidelines and policies for property owners in moderate, high, and very high fire hazard severity zones. Connect vulnerable populations (e.g., single heads of households, individuals on fixed income/low-income, older adults, individuals living with a disability) to funding resources. Track the number of current participants and establish a goal to increase the number of individuals who participate in the home hardening workshops or programs. Monitor progress towards the goal and adapt the program as necessary to increase community involvement.	
UE-3.7	Increase Tribal coordination efforts to manage lands and increase resilience based on traditional practices and historic vegetation through co-management agreements and Tribal-led projects.	
UE-3.8	Maintain multiple contracts with private contracting shepherds to increase the acres of land by 10% that are grazed to reduce wildfire risk.	
UE-3.9	Sponsor at least one Community Chipper Event annually by providing free mobile onsite chipping at designated locations to reduce private burden for fuels reduction and to generate woodchips from brush while maintaining LA County Defensible Space Standards Zone 0 (0-5 feet ember resistant zone from structure).	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
UE-3.10	<p>Establish a post-wildfire or extreme rain event inspection and mitigation program to evaluate and reduce the risk of landslides for areas near critical buildings and infrastructure. The inspection program should include assessment of:</p> <ul style="list-style-type: none"> ▪ Previous vegetation cover class and percent cover ▪ Post fire vegetation cover percent ▪ Slope percent ▪ Soil type and erosivity ▪ Proximity of the facility to the high-use area ▪ Weather forecast ▪ Features between the facility and area of damage 	
UE-3.11	<p>Install landslide monitoring equipment in landslide susceptibility areas that are adjacent to critical assets to monitor and detect any changes in local hillside hydrologic conditions using surface or subsurface data. Data collected and used could include rainfall, air temperature, relative humidity, soil-water content, soil suction, soil temperature, and groundwater pressure.</p>	
UE-4: Increase access to affordable and fresh produce through partnerships and technical assistance.		
UE-4.1	<p>Continue partnering with the Glendale Unified School District to create school community garden programs to educate students about gardening, farming, healthy food, and providing a source of fresh fruits and vegetables. Utilize City recognition forums, such as the Sustainable Stewardship Award, to highlight schools or clubs that collect and manage organic materials, maintain a school garden, and provide education to students on the life cycle of organics.</p>	Supportive
UE-4.2	<p>Expand existing community garden programs by revitalizing and expanding gardening sites in areas of high social sensitivity or with high food insecurity rates. Conduct a feasibility study of vacant sites, evaluate zoning constraints, and identify partnerships and funding opportunities. Additionally, invest in a local food recovery distribution system (e.g., a food truck or other method of transportation) to transfer fresh, healthy food to those in greatest need to increase access.</p>	
UE-4.3	<p>Partner with an entity such as LA Compost to create small community garden programs at existing community centers. Provide training on gardening, food harvest, and food preparation, as well as the health and climate benefits of reducing meat consumption.</p>	
UE-4.4	<p>Partner with local chefs or other non-profits to provide vegetarian cooking classes (on electric cooktops) at community centers or test kitchens within Glendale. Identify opportunities to offer longer-term classes and provide a demonstration garden to educate the community as well.</p>	
UE-4.5	<p>Partner with local Tribes and/or Indigenous communities to create native gardens for community use and food to foster a collaborative and inclusive approach that respects and integrates traditional ecological knowledge, cultural</p>	

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Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
UE-4.6	practices, and community goals into the sustainable development of shared spaces. Establish a food business development center that provides start-up funds, such as low interest matching loans, and access to technical assistance tailored to starting entrepreneurs and cooperative food initiatives.	
UE-5: Reduce per capita water use to 48 gallons per day by 2030 and 42 gallons per day by 2045 by enhancing water conservation and water quality and increase the Glendale water system's resilience to climate extremes by upgrading water and stormwater facilities.		
UE-5.1	Adopt an ordinance to ban the use of non-functional turf in new building design.	Supportive
UE-5.2	Upon the next update to the Urban Water Management Plan (UWMP), review the historical record to identify the longest recorded drought and consider a similar drought length in the UWMP analysis.	
UE-5.3	As part of the COSA, conduct an energy/water nexus study to inform future water rate structure. Explore approaches to structure water rates more progressively. To avoid inequitable outcomes, engage directly with low-income households with high utility burdens during water rate structure changes.	
UE-5.4	Continue to coordinate with neighboring jurisdictions to provide adequate water availability and peak load water supply for fire suppression efforts in alignment with CAL FIRE recommendations.	
UE-5.5	Partner with Metropolitan Water District of Southern California to expand the rain barrel program by implementing community outreach campaigns. Collaborate with Metropolitan and/or other experts to provide educational workshops on rainwater harvesting and sustainable water management practices.	
UE-5.6	Perform a study to understand the feasibility and potential potable water savings of adopting a Dual Plumbing Ordinance. The feasibility study will help the City determine the size threshold for future development projects subject to the ordinance.	
UE-5.7	Evaluate the adequacy of the City's stormwater infrastructure and promote best management practices (BMPs) based on future precipitation projections and confidence intervals using the Cal-Adapt tool and guidance from the Federal Highway Administration.	
UE-5.8	Conduct an evaluation of impacts that future extreme precipitation events or extended drought conditions could have on the Glendale Water Treatment Plant by 2030 as part of the Recycled Water Master Plan.	
UE-5.9	Based on the results of the analysis included in the COSA, expand existing Glendale Water and Power programs to increase leakage detection systems and repairs; drought tolerant landscaping; low-flow fixtures, fittings, and appliances; greywater capture and reuse; leakage repairs; and/or financial and technical resources to subsidize costs to landlords and low-income households.	
UE-5.10	As part of the Water Master Plan, conduct an assessment to identify opportunities to upgrade or add field instrumentation hardware including sensors, actuators, relays, control units, and samplers (e.g., for automatic leak	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
UE-5.11	<p>detection) throughout the Glendale Water and Power water distribution system. Utilize artificial intelligence (AI) and machine learning (ML) to automate SCADA data collection and analysis to provide additional operational improvements and achieve energy efficiency.</p> <p>Based on the results of the Recycled Water Master Plan, expand recycled water lines throughout the City, with an emphasis on connecting to parks and open spaces.</p>	
UE-6: Showcase municipal leadership through increased landfill diversion rates, climate-smart food and purchasing behavior, and enhanced water efficiencies.		
UE-6.1	<p>Evaluate the existing custodial contracts at City-owned and operated buildings and facilities to update contract terms if necessary to include collection and disposal of organics, recyclables, and landfilled solid waste. As part of the evaluation, complete an audit of the existing external waste collection bins at each location and if necessary, work with the waste hauler(s) to acquire supplemental bins and collection services for organics, recyclables, and landfilled solid waste at each City-owned and operated facility by 2026. Adopt the City's administrative policy requiring all City staff to follow the source-separation requirement.</p>	Supportive
UE-6.2	<p>Complete an annual audit on current bin location and signage for landfill, recycle, and compost waste in municipal buildings and on municipal-owned land to confirm that bins have clear signage and are collocated together for appropriate disposal. Where necessary, establish a plan to improve signage that clearly outlines what is accepted in each receptacle.</p>	
UE-6.3	<p>Provide free or reduced cost recycling bins and continue to provide free or reduced cost composting and/or vermiculture bins to residents to encourage community-wide participation as well as workshops to inform the community on the benefits of composting.</p>	
UE-6.4	<p>Create a Buy Nothing group for City staff to exchange items from their offices or homes.</p>	
UE-6.5	<p>Establish a City policy to provide vegetarian and other climate smart food options at all municipal events, along with information on health, environmental, and carbon benefits for City employees.</p>	
UE-6.6	<p>Complete a municipal water use analysis and implement recommendations resulting from the analysis to reduce total water use 25% by 2030.</p>	
UE-6.7	<p>Identify and replace non-functional turf at City-owned and operated facilities and locations. Additionally, replace non-native vegetation with native and drought tolerant species throughout Glendale parks, medians, and other landscapes and create bioswales on City land and along roadway right-of-way to increase stormwater capture and groundwater recharge by 2027. Train City and contracted staff tasked to maintain landscaping on how to manage specific plants, including increased watering schedules for the first through third month after planting, with a decreased watering schedule following.</p>	
UE-6.8	<p>Implement the goals included in the Emergency Action Plan, including conducting hardening upgrades to water</p>	

Measure/ Action ID	Measure Text	Estimated GHG Emissions Reductions (MT of CO ₂ e)
	structures and facilities (i.e., reservoirs, pump structures, treatment facilities, and administrative offices) that are in or immediately adjacent to CAL FIRE High and Very High Fire Hazard Severity Zones by 2030. Install back-up power generators for all critical water facilities by 2027.	

MT of CO₂e = metric tons of carbon dioxide equivalent
 Source: Compiled by Rincon based on information contained in the Draft CAAP.
 Note: Actions would be evaluated on a case-by-case basis at the time of implementation to determine if additional CEQA analysis or mitigation is required.

The policies, goals and proposals in the measures and actions shown above in Table 3, if implemented, and combined with existing State legislation and City initiatives, would enable Glendale to meet its GHG emissions target to reduce GHG emissions 40 percent below 1990 levels by 2030. Table 4 summarizes the communitywide GHG emissions forecasts under the BAU and ABAU scenarios, as well as with which includes implementation of the CAAP, from 2021 through 2045.

Table 4 Glendale GHG Emissions Forecasts (MT of CO₂e)

GHG Emissions Pathways	2021	2030	2035	2040	2045
BAU Forecast	1,053,141	1,086,686	1,105,248	1,134,926	1,155,400
Adjusted Forecast	1,053,141	932,917	835,322	822,824	813,387
Forecast with CAAP	1,053,141	718,702	541,504	364,307	187,110

Source: Compiled by Rincon based on information contained in the Glendale Draft CAAP and Glendale CAAP Greenhouse Gas Inventory, Forecast, Targets Report

Figure 5 depicts the 2030 and 2045 GHG emissions targets for Glendale, including anticipated emissions once the Measures and Actions listed in Table 3 are implemented. Figure 5 also illustrates the forecasted BAU and ABAU emissions, and the target pathway to achieve carbon neutrality by 2045.

Figure 5 Glendale GHG Emissions Projections and Targets

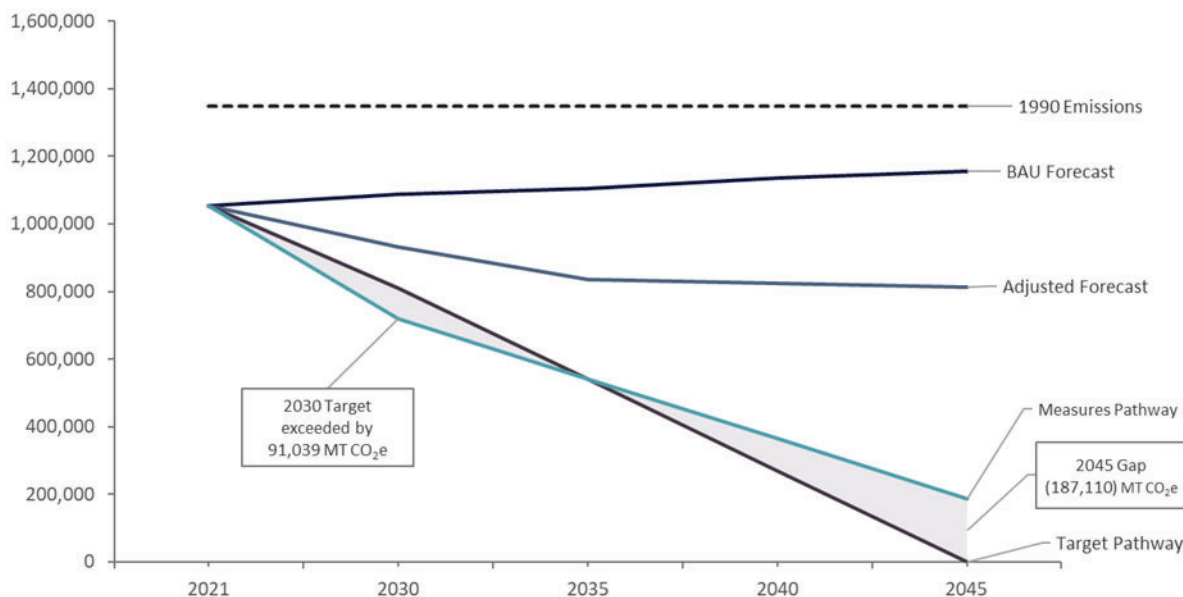


Table 5 shows the Glendale climate action target emissions and the emissions reductions expected from implementing the CAAP. Table 5 also illustrates that Glendale would meet its 2030 GHG reduction target and make substantial progress towards the 2045 goal of carbon neutrality with implementation of the CAAP.

Table 5 Targets Versus GHG Reductions

Target/Forecast	2030 GHG Emissions (MT of CO ₂ e)	2045 GHG Emissions (MT of CO ₂ e)
Adjusted Forecast	932,917	813,387
Glendale Targets	809,740	0
GHG Reductions from Full Implementation of CAAP Measures	214,216	626,277
GHG Emissions after Measure Reductions (Adjusted Forecast – GHG Emissions Reductions)	718,702	187,110
Target Anticipated to be Met?	Yes	Substantial progress demonstrated

MT of CO₂e = metric tons of carbon dioxide equivalent
 Source: Compiled from the Glendale Draft CAAP and the Glendale CAAP Greenhouse Gas Inventory, Forecast, Targets Report

The CAAP would provide substantial progress toward meeting the City’s carbon neutrality goal by 2045. However, full implementation of the CAAP would leave a gap of approximately 187,110 MT of CO₂e that would still need to be addressed to achieve carbon neutrality. As such, the CAAP acknowledges that additional actions beyond those identified in the plan will be necessary to achieve carbon neutrality and provides a mechanism for adopting CAAP updates every five years, with annual progress reports to track and document implementation of the CAAP. This allows for certainty in the updated schedule, confirming that the carbon neutrality work is directly tied to the City’s financial decision making and prioritization process and allows for constant integration of

learning, best practices, and new measures and technologies to further the City toward meeting its goal of carbon neutrality.

Implementation of the CAAP measures and actions identified in Table 3 could result in physical changes to the environment that could potentially have an impact on the environment. As specific projects are implemented in the future based on the measures and actions identified above, site specific concerns and features that are not yet known may require additional analysis under CEQA.¹⁶ For those individual projects resulting from these measures that have not yet been identified for the purposes of this document, the CAAP includes a summary of the potential steps necessary for implementation of the measures and actions where possible in order to allow for identification of potential environmental impacts that could occur. For example, the use of carbon-free electricity may require the installation of new infrastructure to accommodate use and transmission of alternative and renewable fuels. Similarly, increasing the use of EVs would require the installation of EV charging stations and supporting infrastructure. Additionally, CAAP implementation may require the installation of new bicycle, public transit, and pedestrian facilities and renewable energy infrastructure. These types of activities would introduce potential physical changes to the environment, such as the temporary presence and operation of construction vehicles and equipment during installation of required facilities, and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and EV charging stations. Therefore, future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses may identify required plan- or project-specific implementation measures where applicable.

Cumulative Projects Scenario

For purposes of CEQA cumulative impacts analysis of the CAAP , the cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The cumulative projects scenario is shown in Table 6.

Table 6 Cumulative Projects Scenario

Demographics/Sector	2030	2035	2040	2045
Population	206,033	209,000	214,000	216,906
Employment	77,733	79,000	81,100	82,307
Households	122,733	124,200	127,000	129,946
Service Population ¹	328,767	333,200	341,000	346,853

¹ Service population is calculated as the combined total number of employees and residents in the City.

Source: Rincon Consultants, Inc. 2023. Glendale CAAP GHG Inventory, Forecast, and Targets Report. October 2023. Appendix C of the CAAP.

¹⁶ Additionally, any projects that are already underway through General Plan or other planning documents would have been included in the CEQA analysis done for those projects and would not need to be restudied here.

Required Approvals

City of Glendale

Required approvals include:

- Adoption of the Negative Declaration for the Glendale CAAP ; and
- Adoption of the Glendale CAAP.

Although individual plans or projects may be implemented later under the umbrella of the CAAP, each individual plan or project that does not qualify for a statutory or categorical exemption would be subject to separate environmental review under CEQA. If a future project is consistent with the CAAP, then that future project will they'll be eligible for CEQA streamlining in accordance with Section 15183.5 (a) and (b) of the CEQA Guidelines which states:

- (a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long-range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review... Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).
- (b) Plans for the Reduction of Greenhouse Gas Emissions.¹⁷ Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d),¹⁸ a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.
 - (1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:
 - (A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

¹⁷ Section 15183.5(b) provides the option of creating a separate "Plan for Reduction of Greenhouse Gas Emissions," outlining the general requirements for such a plan as well as how it should be used with later activities (Guidelines section 15183.5(b)(1)-(2)).

¹⁸ CEQA Guidelines Section 15130 (d) states: "Previously approved land use documents, including, but not limited to, general plans, specific plans, regional transportation plans, plans for the reduction of greenhouse gas emissions, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j).

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

(2) Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

(c) Special Situations. As provided in Public Resources Code sections 21155.2 and 21159.28, environmental documents for certain residential and mixed use projects, and transit priority projects, as defined in section 21155, that are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in an applicable sustainable communities strategy or alternative planning strategy need not analyze global warming impacts resulting from cars and light duty trucks. A lead agency should consider whether such projects may result in greenhouse gas emissions resulting from other sources, however, consistent with these Guidelines.

The purpose of this document is to create a streamlined process for future analysis that is consistent with the CAAP in accordance with the above statutes. Future projects may utilize the CAAP to determine whether the project is consistent with its goals and policies and thereafter adopt mitigation strategies identified in the plan to address any potential significant impacts and confirm compliance. As discussed throughout this analysis, implementation of certain CAAP actions may require additional CEQA review once project specifications, such as site location, are identified and potential environmental impacts would be determined on a case-by-case basis.

Other Public Agencies

The City of Glendale has sole approval authority over the CAAP. There are no other public agencies whose approval is required.

Environmental Factors Potentially Affected

This project¹⁹ would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

¹⁹ Note that the CAAP is a plan; however, this language and the significance criteria questions language throughout this IS-ND are taken directly from CEQA Guidelines Appendix G, which refers to a “project” generally but is applicable to either a project or plan.

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

- I find that although the proposed project could have a significant effect on the environment, because all potential 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.



Lead Agency Representative Signature

3/19/25

Date

ERIK KRAUSE

Lead Agency Representative Printed Name

DEPUTY DIRECTOR COMMUNITY
DEVELOPMENT

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 a 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 that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project have a substantial adverse effect on a scenic vista?*
- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

The City of Glendale’s General Plan, Open Space and Conservation Element identifies scenic resources within the City as the Verdugo Mountains, the San Rafael Hills, and the San Gabriel Mountains.²⁰ Scenic vistas are primarily available from publicly accessible roadways including Interstate-5, Interstate-210, State Route (SR) 134 and SR-2.

There are no State-designated scenic highways that run through Glendale. The nearest designated State scenic highway to Glendale is SR-110 (i.e., Arroyo Seco Parkway connects Los Angeles and Pasadena), located approximately three miles southeast of Glendale, and is identified as a Federal Scenic Byway. Additionally, SR-210, which runs east to west through the northern portion of

²⁰ Glendale, City of. 1993. Glendale General Plan: The Open Space and Conservation Plan. <https://www.glendaleca.gov/home/showpublisheddocument/4565/635242151383400000> (accessed November 2024).

Glendale, is eligible for designation as a State scenic highway. SR-2 is also eligible for designation within the unincorporated Los Angeles County community of La Crescenta-Montrose, just outside of the Glendale City limit, although within the Sphere of Influence.²¹

The City of Glendale is an urbanized City that is part of the greater Los Angeles metropolitan area. While many of the major roadways that traverse Glendale offer views of nearby hills and ridgelines, with residential and commercial development in the foreground and middle ground, and long-range views toward the nearby mountains visible in the distance, the existing multi-story development and the mature landscape trees along the roadways already limit panoramic views of the natural landscape.

As a policy document, the CAAP would not result in direct impacts related to scenic highways. However, implementation of some CAAP measures may promote infrastructure development and other physical changes through policies and programs. CAAP Measure SG-2 would establish three resilience centers within the City. CAAP Measure BLD-3 would require retrofitting of buildings in the City to be zero-carbon and resilient to extreme heat and wildfires. CAAP Measure MLS-1 would encourage increased residential densities along transit and commercial corridors in alignment with the Housing Element of the General Plan and State law mandate.²² Additionally, CAAP Measure MLS-1 would encourage increased active transportation modes. CAAP Measure MLS 2.14 and UE-3 encourage brush clearance along highways.

CAAP projects would generally be limited to the existing developed areas of the City and would be small-scale in nature. The CAAP itself will not create new residential development. The CAAP would be expected to support implementation of small scale projects such as adding EV chargers, solar panels, and similar activities. Thus, the CAAP would promote infrastructure development and redevelopment that is complimentary to existing development and land uses. Though the implementation of the CAAP may result in future development, CAAP-related projects and actions, including those identified above, would be required to adhere to City zoning and regulations, including the City's applicable Design Guidelines and Objective Design Standards, which establish criteria for the aesthetic qualities of development in Glendale in order to preserve and enhance the desired character of existing neighborhoods.²³ Compliance with the City's Design Guidelines and Objective Design Standards, as applicable, would confirm that potential future infrastructure development and redevelopment related to the CAAP would be carefully integrated with the existing character of Glendale, minimizing potential aesthetic impacts. In addition, CAAP projects and actions would be reviewed for consistency with Glendale General Plan policies related to scenic resources prior to approval. As such, the CAAP would not result in adverse impacts related to scenic vistas or State scenic highways within the City. Therefore, the CAAP would result in less than significant impacts related to scenic vistas and scenic highways.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project 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*

²¹ California Department of Transportation. 2024. California State Scenic Highway System Map. <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacc> (accessed October 2024).

²² Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

²³ Glendale, City of. 2011. Comprehensive Design Guidelines. <https://www.glendaleca.gov/home/showpublisheddocument/666/638531782517870000> (accessed November 2024).

experienced from a 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?

Glendale is a primarily urbanized area with the following applicable visual character/quality policies in the Glendale General Plan Open Space and Conservation Element and Housing Element.

Open Space and Conservation Element

- **Goal 2:** Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.
- **Goal 5:** Preserve prominent ridgelines and slopes in order to protect Glendale's visual resources.
- **Goal 7:** Continue programs which enhance community design and protect environmental resource quality.²⁴

Housing Element

- **Goal 2:** A City with high quality residential neighborhoods that are attractive and well designed.
- **Policy 6.5:** Require residential projects to preserve major ridgelines, secondary ridgelines, blue line streams, indigenous trees and other significant environmental features.²⁵

In addition, the City has adopted Comprehensive Design Guidelines, which establish design review requirements to confirm that new development within Glendale is high-quality and complementary to the existing aesthetic character of the City.²⁶ The City is also in the process of developing Objective Design Standards, which are anticipated to be adopted in May 2025.

The CAAP would promote sustainable infrastructure development and redevelopment through measures and actions related to renewable energy, building energy use, transportation, water use, and solid waste. Implementation of some CAAP measures related to transportation, renewable energy, and residential density may result in physical changes that could impact the visual character of Glendale. Specifically, CAAP Measures BLD-1, BLD-4, and MLS-6 would encourage the addition of solar panels to rooftops and municipal properties to generate renewable energy in Glendale. CAAP Measure MLS-1 would encourage increased residential and mixed-use development along transit and commercial corridors, potentially resulting in increased building densities and heights along transit and commercial corridors in the City. CAAP Measures MLS-1, MLS-2, and MLS-3 would also encourage increased active transportation and public transit modes through new bicycle, pedestrian, and public transit facilities, such as, including but not limited to sidewalk improvements and bus stop shelter improvements throughout Glendale.

Increased residential and mixed-use densities along transit corridors, rooftop solar panels, and expanded active transportation and public transit facilities may slightly change the visual character of Glendale. However, future CAAP-related projects would be located and designed to be complimentary to existing land uses and would be required to adhere to the City zoning regulations,

²⁴ Glendale, City of. 1993. General Plan Open Space and Conservation Element. <https://www.glendaleca.gov/home/showpublisheddocument/4563/638532813084270000> (accessed November 2024).

²⁵ Glendale, City of. 2023. General Plan Housing Element. <https://www.glendaleca.gov/home/showpublisheddocument/70238/638140330782770000> (accessed November 2024).

²⁶ Glendale, City of. 2011. Comprehensive Design Guidelines. <https://www.glendaleca.gov/home/showpublisheddocument/666/638531782517870000> (accessed November 2024).

General Plan policies, and Comprehensive Design Guidelines and Objective Design Standards, as applicable, that seek to preserve the character of Glendale and minimize aesthetic impacts. Future CAAP-related projects and actions would be reviewed for consistency with these policies prior to approval. Therefore, the CAAP would not conflict with applicable regulations governing scenic quality and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The CAAP would promote sustainable infrastructure development and redevelopment that is complimentary to existing land uses in the City. As a policy document, the CAAP would not directly result in impacts related to light and glare. CAAP Measure BLD-1 would promote installation of small-scale solar projects, such as rooftop solar panels, which could result in additional sources of glare in Glendale. However, solar panels are not subject to design review per the Glendale Municipal Code (GMC) Section 30.47.020 (G)(8). Additionally, Measure BLD-2, which includes an action related to amending the building code to require CALGreen Tier 2 Voluntary Standards Section A5.106.11.2 for cool roofs and Section A5.106.7.2 for cool walls, could result in additional sources of glare in Glendale.

Future installations of cool roofs in Glendale would be required to comply with Glendale Municipal Code (GMC), and all permitting conditions to limit aesthetic impacts. Future CAAP-related projects would also be reviewed for consistency with the CCR Title 24 roofing standards (CCR Title 24 Part 10), the Zoning Ordinance, and applicable Specific Plans and design guidelines, which includes a review of exterior lighting.^{27,28} Compliance with these regulations would minimize environmental impacts related to light and glare by implementing standard conditions of approval requiring the shielding of exterior lighting and limiting spillover lighting. Therefore, implementation of the CAAP would result in less than significant impacts related to light and glare.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Cumulative impacts related to scenic resources, visual character, and increased light and glare would generally be site-specific, and cumulative projects are not anticipated to contribute to cumulative aesthetic impacts with adherence to Glendale General Plan policies, the Zoning Ordinance, and applicable Specific Plans and design guidelines. Because of the developed nature of Glendale, future infrastructure projects under the CAAP, in combination with other cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth, would not adversely impact the visual character of the Glendale community. In addition, future development in the City would be required to comply with the City's Design Review process and be reviewed against applicable Glendale General Plan policies and the City's design standards for design quality

²⁷ California Energy Commission (CEC). 2022. 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. https://www.energy.ca.gov/sites/default/files/2022-12/CEC-400-2022-010_CMF.pdf (accessed November 2024).

²⁸ Glendale, City of. 2011. Comprehensive Design Guidelines. <https://www.glendaleca.gov/home/showpublisheddocument/666/638531782517870000> (accessed November 2024)

and compatibility with adjacent land uses. Therefore, implementation of the CAAP would result in a *less than significant cumulative impact* related to aesthetics.

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e.1. *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?*

Glendale is characterized primarily by urban and suburban development. The California Farmland Mapping and Monitoring Program classifies Glendale as Urban and Built-Up Land and Other Land. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Glendale.²⁹

²⁹ California Department of Conservation. 2022. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/> (accessed October 2024).

The CAAP would promote sustainable infrastructure development and redevelopment that is complimentary to existing land uses in the City. CAAP measures and actions would not involve projects or programs that would result in impacts related to conversion or loss of Farmland. Therefore, the CAAP would not result in impacts related to degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or Glendale General Plan land use designations.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e.2. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

Glendale contains open space areas such as the Verdugo Mountains Open Space Preserve in the northern portion of the City; the Deukmejian Wilderness Park at the northernmost City limits; San Rafael Hills in the east; and the City limits about Griffith Park in the west. However, Glendale does not contain areas designated for forest land or Timberland Production. GMC Section 12.44, Indigenous Trees, establishes policies, regulations, and standards to protect indigenous oak, bay, and sycamore trees within Glendale.

The CAAP includes Measure UE-2 which encourages an increased tree canopy within the City. The CAAP does not include measures or actions that would conflict with City's Tree Preservation regulations. Likewise, the CAAP does not include actions that would result in the loss of forest land or the conversion of forest land to non-forest use, nor would it conflict with or cause the rezoning of forest, timber land, or Timberland Production areas. Therefore, the CAAP would result in no impacts related to degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or General Plan land use designations.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). As the City's population, employment, and housing grows and development intensifies in the future, CAAP Measure UE-2 would confirm that the urban forest is maintained and that additional trees are planted throughout the City. As discussed above, the CAAP would not include any measures or actions that would significantly impact agricultural or forest resources. In addition, the CAAP would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAAP would result in **no cumulative impact** related to agricultural and forestry resources.

3 Air Quality

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

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

The Federal Clean Air Act (CAA) governs air quality in the United States and is administered by the United States Environmental Protection Agency (USEPA) at the Federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the State level. At the regional and local levels, local air districts typically administer the Federal and California CAA. As part of implementing the Federal and California CAA, the USEPA and CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. Glendale is located within the South Coast Air Basin (the Air Basin), which includes all of Orange County and the non-desert regions of Los Angeles County, Riverside County, and San Bernardino County. The Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, SCAQMD is required to monitor air pollutant levels to confirm that State and Federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Air Basin is classified as being in “attainment” or “nonattainment.” Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. SCAQMD is in non-attainment for the State and Federal ozone standards and the State and Federal PM_{2.5} (particulate matter up to 2.5 microns in size) standards.

The SCAQMD Clean Air Plan (or 2022 Air Quality Management Plan [AQMP]) provides a blueprint for improving air quality and protecting public health, as well as reducing GHG emissions and the effects of climate change. The 2022 AQMP seeks to achieve multiple goals promoting reductions in criteria pollutant emissions, GHG emissions, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. A primary goal of the 2022 AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the

implementation of air pollutant emissions controls. The 2022 AQMP notes that the most effective way to reduce air pollution impacts is to reduce emissions from mobile sources, the principal contributor to air quality challenges in the Air Basin.³⁰

A plan may be inconsistent with the 2022 AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the 2022 AQMP. The CAAP itself would not involve land use or zoning changes,³¹ and as addressed in Section 14, *Population and Housing*, would not generate additional housing, population, or jobs in Glendale. Rather, the CAAP would promote sustainable infrastructure development and redevelopment. Additionally, the recommended rezoning amendments in MLS-1.3 are being addressed as part of the Land Use Element Update. The CAAP measures and actions focus on decarbonization of buildings and sustainable development, increasing local renewable energy infrastructure, improving active transportation, zero emission vehicle and public transit infrastructure, and increasing the urban tree canopy. Implementation of CAAP measures, such as those aimed at reducing VMT, electrifying vehicles, and reducing natural gas use through building decarbonization, would have co-benefits to air quality within the Air Basin. These measures would help SCAQMD meet applicable air quality plan goals and would generally reduce air pollutant concentrations. Although the purpose and intended effect of the CAAP is to reduce GHG emissions generated in Glendale to help reduce the effects of climate change, many of its measures would also reduce criteria pollutant emissions. CAAP Measures BLD-1, BLD-2, BLD-3, and BLD-4 involve increased energy efficiency and building decarbonization as part of residential, non-residential, and municipal land uses. In addition, CAAP Measures MLS-1, MLS-2, and MLS-3 seek to reduce VMT in the City by improving active transportation and public transit facilities. These energy- and transportation-related measures would reduce air pollutant emissions as well as GHG emissions. Therefore, the CAAP would be consistent with the 2022 AQMP and would have no impact related to a conflict with or obstruct the applicable air quality plan.

NO IMPACT

- b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*

The CAAP would not involve land use or zoning changes³² but would instead promote sustainable infrastructure development and redevelopment. As a policy document, the CAAP would not result in impacts related to criteria pollutants. However, future implementation of the some CAAP measures may promote construction activities that would temporarily generate criteria pollutants during the construction phase, as discussed below.

CAAP Measure BLD-1 would involve determining the feasibility of developing small-scale solar power and battery storage facilities, as well as electrical system improvements throughout the City to provide reliable renewable electricity sources. CAAP Measures BLD-3 and BLD-4 involve energy

³⁰ SCAQMD. 2022. 2022 Air Quality Management Plan. <https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16> (accessed November 2024)

³¹ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

³² Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

efficiency and building decarbonization retrofits to existing residential, non-residential, and municipal buildings. In addition, CAAP Measures MLS-2 and MLS-3 seek to reduce VMT in the City by improving active transportation and public transit facilities, and Measures MLS-4 through MLS-6 recommend methods to facilitate a shift to EVs, zero-emission vehicles, and decarbonized off-road equipment by providing charging infrastructure. CAAP Measures UE-2 and UE-6 would increase tree canopy and replace non-functional turf within the City. CAAP Measure UE-5 would include methods to upgrade water and stormwater facilities for water conservation within the City. Future implementation of these measures would involve construction activities and the temporary generation of criteria pollutants.

Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases that would be released during the drying phase upon application of architectural coatings. The CAAP does not require large-scale construction activities in its projections and any large-scale construction activities would require separate project-level environmental analysis and review. The project-level specifics of future CAAP implementation actions will need to be analyzed through the standard review process for new development or Capital Improvement Projects. CAAP projects or actions would also be subject to SCAQMD's air quality regulations and best management practices, such as SCAQMD Rules 403 and 1113 for fugitive dust and reactive organic gases, and other applicable local, State, and Federal regulations. Thus, the construction associated with implementation of the CAAP and compliance with regulatory requirements are anticipated to result in a less than significant impact related to criteria pollutants. Air quality Impacts of each future implementing project will undergo individualized project-level CEQA review, as applicable. Potential environmental impacts would be determined on a case-by-case basis.

With respect to operational emissions, many of the CAAP actions would have the secondary benefit of reducing criteria pollutant emissions. As identified in the 2022 AQMP, reducing emissions from the transportation sector is a key component for meeting the air quality standards. CAAP measures such as Measures MLS-1 through MLS-6 that would reduce on- and off-road fossil fuel use and reduce VMT, result in a reduction of air pollutant emissions. Implementation of the CAAP would be beneficial by helping Glendale meet applicable air quality plan goals. Therefore, the CAAP would result in an overall less than significant impact related to criteria pollutant emissions.

LESS THAN SIGNIFICANT IMPACT

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

Implementation of the CAAP, as described under *Response 3b.*, would promote infrastructure development and redevelopment that may result in temporary construction activities. Construction-related air quality impacts are generally associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to reactive organic gases that would be released during the drying phase upon application of architectural coatings. However, the CAAP measures and actions do not include large-scale construction. While such construction-related emissions would be temporary, such construction related activities could result in emissions related impacts associated with construction.

While future projects could result in construction air quality impacts and exposure to sensitive receptors, CAAP projects or actions would be reviewed for consistency with SCAQMD air quality regulations, BMPs, and other applicable local, State, and Federal regulations through the standard development review process once specific project details and locations are known to assess project

specific impacts and identify mitigation if required. No operational toxic air contaminant emissions are anticipated with approval of the CAAP. Implementation of the CAAP measures and actions would occur on a project-level basis and toxic air contaminant emissions would be analyzed on the individual project level basis. Therefore, the CAAP policies would have a less than significant impact related to exposure of sensitive receptors to toxic air contaminants because no specific development projects are included in the CAAP.

LESS THAN SIGNIFICANT IMPACT

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

The CARB 2005 *Air Quality Land Use Handbook: A Community Health Perspective* identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.³³

The CAAP includes Measures UE-1.7 and UE-1.8 which seek to increase organics diversion and the application of compost on appropriate lands, such as natural areas and parks. As such, implementation of the CAAP could result in minor odors related to organic waste diversion and compost application. It is anticipated that location of future compost application would be selected to be complimentary to existing development in the City and would be reviewed for site specific potential odor impacts to confirm that projects implemented in accordance with the CAAP would not adversely affect a substantial number of people. Therefore, the CAAP would not facilitate development that could create adverse odors because no specific development projects are included in the CAAP, and there would be less than significant impacts related to odors exposure.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth, could result in air pollutant emissions that exceed applicable SCAQMD thresholds or be inconsistent with the 2022 AQMP. However, implementation of the CAAP would have a less than significant contribution related to cumulative air quality impacts within the Air Basin and on sensitive receptors within Glendale, given that the CAAP would result in communitywide reduction of GHG emissions, energy use, single-occupancy vehicle travel, and associated air pollutant emissions. As such, implementation of the CAAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants and could result in co-benefits to air quality within the Air Basin for the reasons outlined in *Response 3a* above. Therefore, implementation of the CAAP would result in a ***less than significant cumulative impact*** related to air quality.

³³ California Air Resources Control Board (CARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available: <https://ww3.arb.ca.gov/ch/handbook.pdf> (accessed October 2024).

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*

Glendale is a primarily urbanized community with both urban and suburban uses. Glendale contains open space areas such as the Verdugo Mountains Open Space Preserve in the northern portion of the City; the Deukmejian Wilderness Park at the northernmost City limits; San Rafael Hills in the east; and the City limits abut Griffith Park in the west. These areas could provide habitat for special-status species.³⁴ In addition, migratory and nesting birds protected by Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGF) and the Migratory Bird Treaty Act (MBTA) may utilize trees, landscaping, and structures throughout Glendale for nesting habitat. Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act. According to the USFWS Critical Habitat for Threatened & Endangered Species Map, there is no critical habitat within Glendale. The closest critical habitat to Glendale is north of the City limits and is identified as critical habitat for the Santa Ana sucker (*Catostomus santaanae*).³⁵

The CAAP would not involve land use or zoning changes³⁶ and would instead promote sustainable infrastructure development and redevelopment. CAAP measures and actions would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or the undeveloped portions of the City where sensitive habitat and related species may be present. The only CAAP measure which could affect the non-urbanized portions of Glendale is UE-3, which calls for vegetation management at the wildland urban interface zone and along roadways within the Very High Fire Hazard Severity Zone (VHFHSZ) to reduce wildfire risk (Action UE-3.6). The CAAP envisions vegetation management occurring through low-intensity grazing by cattle, horses, and/or goats, with monitoring occurring to protect native species and prevent invasive species growth, as described in CAAP Action UE-3.2. Vegetation management activities and future projects facilitated under the CAAP would be subject to the provisions of the various Federal and State natural resources regulations and their respective permitting processes for the protection of special status species and their habitat. In addition, CAAP Measure UE-2 calls for preservation of biodiversity and open space areas within the San Gabriel Mountains, Verdugo Mountains, and San Rafael Hills, as well as increased tree canopy throughout Glendale. Increased tree canopy and protected open space areas would provide additional habitat for special status species and migratory and nesting birds. As such, the CAAP would not have a substantial adverse effect on candidate, threatened, or endangered wildlife species either directly through individual take or indirectly through species habitat modification.

Implementation of some CAAP actions may promote infrastructure development within the urbanized portions of the City and could result in impacts to migratory and nesting birds protected under Sections 3503, 3503.5, and 3513 of the CFGF and under the MBTA through construction activities. CAAP Measures BLD-1, BLD-2, BLD-3, BLD-4 involve increased energy efficiency and

³⁴ Glendale, City of. 1993. Glendale General Plan: The Open Space and Conservation Plan. <https://www.glendaleca.gov/home/showpublisheddocument/4565/635242151383400000> (accessed November 2024).

³⁵ United States Fish and Wildlife Service. 2022. Critical Habitat for Threatened & Endangered Species. <https://ecos.fws.gov/ecp/report/table/critical-habitat.html> (accessed November 2024)

³⁶ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

building decarbonization as part of residential, non-residential, and municipal land uses. In addition, CAAP Measures MLS-1, MLS-2, and MLS-3 seek to reduce VMT in the City by improving active transportation and public transit facilities. CAAP Measure UE-2 would encourage an increased tree canopy within the City. CAAP Measure UE-5 would include upgrading water and stormwater facilities for water conservation within the City. These actions have the potential to disturb nesting habitat for protected birds and raptors. However, construction activities for future CAAP projects would be required to comply with the provisions of the MBTA and CFGC Sections 3503, 3503.5, and 3513 in order to avoid impacts to protected migratory and nesting birds and would be reviewed for consistency with City, State, and Federal policies related to protected species. As such, the CAAP would not have a substantial adverse effect on nesting and migratory birds. Therefore, the CAAP would result in an overall less than significant impact related to special-status wildlife species.

LESS THAN SIGNIFICANT IMPACT

- 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- 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?*

Riparian areas in Glendale primarily consist of Southern Oak Riparian habitat located in the northwestern portion of the City.³⁷ There are also blue line streams and wetland areas in the undeveloped hillsides of the Verdugo Mountains, San Rafael Hills, and San Gabriel Mountains. In addition, the channelized Verdugo Wash runs through the urbanized area of the City just north of the Ventura Freeway.³⁸

The CAAP would not involve land use or zoning changes³⁹ but would instead promote and support sustainable infrastructure development and redevelopment within urbanized areas of the City. The CAAP measures would generally apply to the urbanized areas of the City, with little application to the open space areas of the Verdugo Mountains where riparian and wetland habitat is located. Though future CAAP projects would be unlikely to occur in the vicinity of riparian or wetland areas, if development is proposed in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation, it would be subject to the permit requirements of the United States Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Wildlife, pursuant to Section 404 and 401 of Clean Water Act, the Porter-Cologne Water Quality Control Act, and/or California Fish and Game Code Section 1600 et seq, as well as GMC 16.08.030 Blue Line Stream Preservation. The location and details of future CAAP projects would be reviewed for consistency with these regulations prior to approval. Therefore, the CAAP would not have a substantial adverse effect on riparian habitat, sensitive natural community, or wetlands, and impacts would be less than significant.

³⁷ Glendale, City of. 1993. Glendale General Plan: The Open Space and Conservation Plan. <https://www.glendaleca.gov/home/showpublisheddocument/4565/635242151383400000> (accessed November 2024).

³⁸ United States Fish and Wildlife Service. 2024. National Wetlands Inventory Map. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/> (accessed November 2024).

³⁹ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

LESS THAN SIGNIFICANT IMPACT

- 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?*

The CAAP would not involve land use or zoning changes⁴⁰ but would instead promote sustainable infrastructure development and redevelopment within urbanized portions of the City. The CAAP actions would generally apply to the urbanized areas of Glendale with little application to parks, open spaces, or other locations where wildlife corridors or native wildlife nursery sites may be present. Future CAAP projects would be required to adhere to City development regulations, the Glendale General Plan and the GMC, including GMC Chapter 12.44, Indigenous Trees, to retain urban forestry, and would be reviewed for consistency with applicable local, regional, and State regulations. In addition, CAAP Measure UE-2 calls for preservation of biodiversity and open space areas within the San Gabriel Mountains, Verdugo Mountains, and San Rafael Hills, as well as increased tree canopy throughout Glendale. This measure aligns with the Glendale General Plan Open Space and Conservation Element⁴¹ goals and would support the preservation of natural areas and urban landscape features that support migratory wildlife. Therefore, the CAAP would result in less than significant impacts related to interference with species movement or wildlife nursery use.

LESS THAN SIGNIFICANT IMPACT

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

Glendale is a primarily urbanized community with parks and recreational spaces throughout the City. The Glendale General Plan Open Space and Conservation Element incorporates policies to protect biological resources such as plants, trees, wildlife habitats, and the species that utilize these habitats.⁴² In addition, GMC Chapter 12.44, Indigenous Trees, establishes the City's tree preservation policy.

The CAAP would not involve land use or zoning changes⁴³ but would promote sustainable infrastructure development and redevelopment within the urbanized portion of the City. The purpose and intended effect of the CAAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change. The CAAP includes Measure UE-2 which calls for preservation of biodiversity and open space areas within the San Gabriel Mountains, Verdugo Mountains, and San Rafael Hills, as well as increased tree canopy throughout Glendale. Implementation of proposed CAAP actions would align with the General Plan Open Space and Conservation Element and would be beneficial by helping Glendale meet applicable local policies and ordinances for protecting biological resources, including the GMC Chapter 12.44, Indigenous Trees. As such, the CAAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological

⁴⁰ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

⁴¹ The City of Glendale's Open Space and Conservation Element is currently being updated.

⁴² Glendale, City of. 1993. Open Space and Conservation Element: Implementation Plan. <https://www.glendaleca.gov/home/showpublisheddocument/4567/638532813251870000> (accessed November 2024).

⁴³ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

resources. Therefore, the CAAP would result in no impact related to consistency with local biological resources protection policies.

NO IMPACT

- 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 portion of Glendale is currently subject to a Habitat Conservation Plan or Natural Community Conservation Plan.⁴⁴ Therefore, the CAAP would have no impact related to consistency with an adopted habitat or natural community conservation plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Implementation of future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, could result in impacts to biological resources during infrastructure and building construction. However, as described in *Responses 4a.* through *4f.*, above, infrastructure development or redevelopment resulting from implementation of the CAAP would be required to comply with applicable Glendale General Plan policies and State and Federal regulatory requirements regarding avoidance of special wildlife species and habitat. In addition, the CAAP would not result in new building construction and contains actions that prioritize the preservation of trees and improvements to existing habitat. Therefore, implementation of the CAAP would result in a ***less than significant cumulative impact*** related to biological resources.

⁴⁴ California Department of Fish and Wildlife (CDFW). 2024. Natural Community Conservation Plan Summaries. <https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans> (accessed November 2024).

5 Cultural Resources

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

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

The Glendale Register of Historic Resources identifies 150 historic properties listed as either Glendale Register, Historic District Contributor, California Landmark, or National Register.

The CAAP would not involve land use or zoning changes⁴⁵ but would promote infrastructure development and redevelopment that would be complimentary to existing development. CAAP measures with the potential to affect historical resources include BLD-3 and BLD-4, which aim to decarbonize and fire-harden existing structures within Glendale, some of which may be historical resources. However, future retrofits to buildings would be required to comply with Glendale General Plan Historic Preservation Element goals and policies related to the preservation of historic resources, including Goal 1 which supports the preservation of historic resources in Glendale and Policy 1-6 which discourages the demolition of historic resources. Future CAAP-related projects would also be required to comply with GMC Chapter 15.20, Historic Preservation, which establishes requirements and procedures for projects that would affect resources that are historically or archaeologically significant in the cultural, architectural, archaeological, tribal, engineering, scientific, economic, agricultural, educational, social, political or military heritage of the City of Glendale.⁴⁶ CAAP projects and actions would be reviewed for compliance with applicable local, regional, and State regulations regarding cultural resources, including the GMC and the Glendale General Plan Historic Preservation Element, to avoid adverse impacts related to historic resources. Therefore, the CAAP would result in less than significant impacts related to historical resources.

LESS THAN SIGNIFICANT IMPACT

⁴⁵ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

⁴⁶ Glendale, City of. 2024. Glendale Municipal Code Chapter 15.20, Historic Preservation. <https://ecode360.com/43351129#43351141> (accessed November 2024).

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

There is a possibility for archaeological sites not previously recorded to be present in areas where future CAAP projects could occur. Future CAAP projects that would involve ground-disturbing activities, such as those related to carbon-free electricity and retrofits of existing buildings (BLD-1, BLD-3, and BLD-4), sustainable transportation infrastructure (MLS-2, MLS-3, MLS-4, and MLS-6), and urban trees, water efficiency, and green stormwater infrastructure (UE-2, UE-5, and UE-6), could result in construction that may expose previously undiscovered archaeological resources. Future CAAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. In addition, CAAP projects and actions would be reviewed for consistency with applicable local, regional, and State archeological regulations prior to final siting and construction, including GMC Chapter 15.20, Historic Preservation, and the General Plan Historic Preservation Element. Future CAAP projects would be required to implement BMPs if development would occur in an archaeologically sensitive area, consistent with Polices 1-4 and 1-5 of the General Plan Historic Preservation Element. These policies require archaeological surveys and/or monitoring to be conducted prior to the issuance of construction permits in archaeologically sensitive areas of the City and construction suspension when an archaeological site is discovered.⁴⁷ As such, archeological resources would be protected prior to and/or upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAAP would result in less than significant impacts related to archaeological resources. For a discussion of impacts to archaeological resources of Tribal origin, refer to Section 18, *Tribal Cultural Resources*.

LESS THAN SIGNIFICANT IMPACT

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

There is a possibility of encountering unknown buried human remains throughout the City where future CAAP projects involving ground disturbing activities could occur. CAAP projects and actions would be required to comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98 regulations related to burial findings, including notification, assessment, and treatment of burial sites. Therefore, the CAAP would result in less than significant impacts related to human remains.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Implementation of future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, would include infrastructure that could have an impact on cultural resources during construction. Additionally, there is a possibility of encountering buried archaeological deposits, and human remains throughout the City. Impacts to historic and archaeological resources and human remains are generally site-specific. Accordingly, potential impacts associated with cumulative developments would be addressed on a case-by-case basis. In addition, future projects in the City, including those

⁴⁷ Glendale, City of. 1997. General Plan Historic Preservation Element. <https://www.glendaleca.gov/home/showpublisheddocument/833/638533600745770000> (accessed November 2024).

associated with implementation of the CAAP, would be required to comply with the City's policies and programs that require the identification and protection of sites and structures of architectural, historical, archaeological, and cultural significance in order to avoid impacts related to cultural resources. Therefore, implementation of the CAAP would result in ***less than significant cumulative impacts*** related to cultural resources.

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Result in a 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

California is one of the lowest per-capita energy users in the United States, ranked 49th in the nation, due to its energy efficiency programs and mild climate.⁴⁸ California consumed 281,140 gigawatt-hours (GWh) of electricity in 2023 and 11,710 million therms of natural gas in 2022.^{49,50} The single largest end-use sector for energy consumption in California is transportation (42.6 percent), followed by industrial (22.5 percent), residential (17.6 percent) and commercial (17.4 percent).⁵¹ The City of Glendale has demonstrated its commitment to energy efficiency and renewable energy through many efforts, as described in the *Glendale Sustainability and Greenhouse Gas Emissions Reductions Efforts* section above. The City has adopted several plans, including the Glendale Water and Power Strategic Plan, in an effort to increase energy efficiency. Additionally, the City is also in the process of converting their streetlights to energy-efficient light-emitting diode (LED) lights and maintains a Green Business Program to help businesses implement sustainable practices and become certified as a Green Business.

The CAAP is a policy document containing climate action measures to reduce communitywide GHG emissions. The CAAP would increase renewable energy production and provide a transition to renewable energy use through Measure BLD-1. The CAAP would encourage energy efficiency in the City’s existing and new development through new policies and educational campaigns through CAAP Measures BLD-2, BLD-3, and BLD-4. Additionally, the CAAP attempts to reduce transportation-

⁴⁸ United States Energy Information Administration (USEIA). 2023. California - Profile Overview. May 16, 2024. <https://www.eia.gov/state/?sid=CA> (accessed October 2024).

⁴⁹ California Energy Commission (CEC). 2024. 2023 Total System Electric Generation. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2023-total-system-electric-generation> (accessed November 2024)

⁵⁰ California Energy Commission (CEC). 2024. Gas Consumption by County. <http://www.ecdms.energy.ca.gov/gasbycounty.aspx> (accessed October 2024).

⁵¹ United States Energy Information Administration (USEIA). 2023. California - Profile Overview. May 16, 2024. <https://www.eia.gov/state/?sid=CA> (accessed October 2024).

related energy consumption by increasing active transportation and public transit use and reducing VMT through Measures MLS-1, MLS-2, and MLS-3.

Implementation of some CAAP measures would require small-scale construction. No large-scale construction is anticipated. Energy use for the construction of such projects would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as CALGreen, future infrastructure projects would comply with construction waste management practices to divert a minimum of 65 percent of construction and demolition debris. These practices would result in efficient use of energy necessary to construct CAAP-related projects. Upon completion of construction of CAAP-related infrastructure development and redevelopment, non-renewable energy use would be reduced, renewable energy production and storage would be increased, and transportation fuel use would be decreased within the City.

The purpose and intended effect of the CAAP is to reduce GHG emissions generated within Glendale to minimize the effects of climate change, including those emissions generated by energy demand and supply. The CAAP would not result in the use of non-renewable resources in a wasteful or inefficient manner. Therefore, the CAAP would result in no impacts related to the wasteful, inefficient, or unnecessary consumption of energy.

NO IMPACT

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

Relevant plans and policies that aim to increase energy efficiency and the production of renewable energy include SB 1020, CALGreen (Title 24 Part 11), and the California Building Energy Efficiency Standards (Title 24 Part 6). SB 1020 supports the reduction of GHG emissions from the electricity sector by accelerating the State's RPS Program and requires electricity providers to increase procurement from eligible renewable energy resources to 90 percent of total retail sales by 2035, 95 percent by 2040, and 100 percent by 2045. CALGreen (Title 24 Part 11) institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. In addition, the California Building Energy Efficiency Standards (Title 24 Part 6) establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. CCR Title 24 (Parts 6 and 11) is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

GWP provides electricity service within Glendale. Glendale would continue to reduce its use of nonrenewable energy resources as the electricity generated by renewable resources provided by GWP continues to increase to comply with State requirements through SB 1020. The CAAP also includes measures and actions to reduce energy use and increase production of renewable energy, as discussed under *Response 6a.*, and would therefore align with the overall intent of SB 1020. In addition, construction and operation associated with infrastructure projects stemming from the CAAP would be designed to comply with the energy efficiency standards of CALGreen and the

California Building Energy Efficiency Standards. Future CAAP projects would be required to demonstrate compliance with the CALGreen and California Building Energy Efficiency by implementing sustainability and energy efficiency measures such as high-efficiency lighting and HVAC systems, low-flow water fixtures, dual-paned windows, and water efficient landscaping and irrigation systems. Compliance with these regulations would minimize potential conflicts with adopted energy conservation plans. As discussed under *Response 6a.*, above, the CAAP would not result in the inefficient or wasteful use of energy; rather, the CAAP would support greater energy efficiency. These actions are consistent with the goals and policies established by SB 1020, CALGreen, and the California Building Energy Efficiency Standards. Thus, the CAAP would not conflict with adopted renewable energy or energy conservation plans and there would be no impact.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Implementation of the CAAP would result in reduced use of non-renewable energy resources across the community, in particular with requirements for retrofitted and new buildings and new infrastructure. Implementation of the CAAP would also increase the production of renewable energy within the City by incentivizing the addition of small-scale solar projects in new development and existing municipal facilities. Additionally, the CAAP includes measures to increase the use of active transportation and public transit and reduce VMT within the City, which would reduce transportation fuel use. As the City's population grows and development intensifies in the future, actions contained within the CAAP would confirm that planned new development is constructed to strict energy efficiency standards and that VMT is reduced. As the CAAP would result in decreased non-renewable energy use within the City and would align with existing plans and policies related to renewable energy and energy efficiency, implementation of the CAAP would result in ***no cumulative impacts*** related to energy.

7 Geology and Soils

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

- a. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
1. *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?*
 2. *Strong seismic ground shaking?*
 3. *Seismic-related ground failure, including liquefaction?*
 4. *Landslides?*

Glendale is located in a seismic hazard zone and the Raymond Fault Zone crosses the southern portion of the City, there are also several fault zones within the vicinity of the City that could cause seismic-related impacts. The Raymond Fault Zone, delineated on the Alquist-Priolo Earthquake Fault Zoning Map, traverses Glendale southwest to southeast.⁵² The perimeter of the City of Glendale and the surrounding area is identified as a liquefaction hazard area and the Verdugo Mountains, San Rafael Hills and San Gabriela Mountains within the City contain landslide hazard zones.⁵³

Although Glendale is at risk of earthquake-induced ground shaking and associated hazards, the CAAP is a policy document containing measures and policies to reduce GHG emissions and vulnerability to climate change. The CAAP does not propose habitable development or policies that could result in exposure of people to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. Implementation of some CAAP measures could result in small scale construction activities, such as the addition of bicycle lanes and pedestrian infrastructure to existing roadways and fire hardening of utility infrastructure. Future projects implemented under the CAAP would be required to adhere to State and local seismic safety regulations including the Alquist-Priolo Earthquake Fault Zoning Act, Seismic Safety Act, Seismic Hazards Mapping Act, Uniform Building Code (UBC), CBC, and the Glendale Building and Safety Code. The CBC and UBC regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic hazards and adverse soil conditions. In addition, the CAAP includes actions, such as Actions UE-3.10 and UE-3.11, to reduce community vulnerability to landslides. Therefore, the CAAP would result in no impact related to seismic- and landslide-related hazards.

NO IMPACT

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

The CAAP would not involve land use or zoning changes⁵⁴ but would promote sustainable infrastructure development and redevelopment. As a policy document, the CAAP would not directly require ground-disturbing activities. However, implementation of some measures in the CAAP, including Measures BLD-1, BLD-3, BLD-4, MLS-2 through MLS-4, MLS-6, UE-2, UE-5, and UE-6, could

⁵² California Department of Conservation. 2021. Earthquake Hazards Zone Application. <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (Accessed November 2024)

⁵³ California Department of Conservation. 2021. Earthquake Hazards Zone Application. <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (Accessed November 2024)

⁵⁴ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

result in small-scale construction activities that could cause soil erosion or the loss of topsoil during ground disturbance.

CAAP projects and actions would be reviewed for consistency with the GMC and other local and State erosion and grading regulations prior to final siting and construction. The potential for CAAP project construction activities involving soil disturbance to result in increased erosion and sediment transport by stormwater to surface waters would be minimized through compliance with GMC Chapter 13.42, which includes erosion and sediment control standards, and/or the National Pollutant Discharge Elimination System (NPDES) Construction General Permit provided by the Regional Water Quality Control Board. These regulations require BMPs such as the covering of graded slopes and stockpiled materials, storm drain protection, and use of fiber rolls and silt fences to reduce erosion and topsoil loss from stormwater runoff. Compliance with these regulations would confirm that BMPs are implemented during construction and that soil erosion, and the loss of topsoil are minimized. Therefore, the CAAP would result in less than significant impacts related to soil erosion and loss of topsoil.

LESS THAN SIGNIFICANT IMPACT

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

According to the California Department of Conservation, the perimeter and area surrounding Glendale is within a liquefaction hazard area.⁵⁵ Most of Glendale is characterized by low to no potential for landslides, with the exception of the San Rafael Hills, Verdugo Mountains and San Gabriel Mountains. Expansive soils are known to be present in the southern portion of the City.⁵⁶ The General Plan Safety Element, GMC, Glendale Building & Safety Code, and CBC contain regulations for structural design and soil hazards in order to mitigate potential impacts related to unstable soils.

The CAAP is a policy document containing measures and policies to reduce GHG emissions and vulnerability to climate change. The CAAP does not propose habitable development or policies that could result in exposure of people or properties to risks related to unstable soils and expansive soils. Implementation of some CAAP measures could result in small scale construction activities, such as the addition of bicycle lanes and pedestrian infrastructure to existing roadways and fire hardening of utility infrastructure. Future projects implemented under the CAAP would be required to adhere to State and local regulations including the UBC, CBC, and the Glendale Building and Safety Code. The CBC and UBC regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of adverse soil conditions, including soils susceptible to liquefaction, expansion, lateral spreading, landslides, and subsidence. In addition, the CAAP includes actions, such as Actions UE-3.10 and UE-3.11, to reduce community vulnerability to landslides. Therefore, the CAAP would result in no impacts related to unstable or expansive soils.

⁵⁵ California Department of Conservation. 2021. Earthquake Hazards Zone Application. <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (accessed November 2024).

⁵⁶ Glendale, City of. 2003. Technical Background Report to the Safety Element of the General Plan. <https://www.glendaleca.gov/home/showpublisheddocument/4545/638533600714730000> (accessed November 2024).

NO IMPACT

- 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?*

The CAAP would not involve new development that would require the use of septic systems or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability to support alternative wastewater disposal systems.

NO IMPACT

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

The CAAP would not involve land use or zoning changes,⁵⁷ but would instead promote sustainable development and redevelopment. As a policy document, the CAAP would not directly result in impacts related to paleontological resources or unique geologic features. CAAP measures that could involve future construction activities, such as the policies related to building electrification, water pipeline leak repairs, and active transportation, would involve work within existing, previously graded, and disturbed areas where the likelihood of encountering intact and previously undiscovered paleontological resources would be minimal. CAAP projects would also generally occur within the developed, urban areas of Glendale and would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Nonetheless, there is a possibility that these small-scale construction projects may expose paleontological resources during ground disturbing activities. To reduce such risks, CAAP projects and actions would be reviewed for consistency with geotechnical and paleontological regulations prior to final siting and construction. CAAP projects would be required to minimize impacts to paleontological resources in accordance with California Public Resources Code Section 5097.5, which prohibits the excavation and destruction of paleontological resources and implementation of measures to address such impacts. Additionally, CAAP projects would be required to comply with Glendale General Plan Open Space and Conservation Element Policy 3, which states that paleontological structures and sites should be recognized and maintained. In addition, future CAAP projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Through compliance with these existing regulations and policies, the CAAP would result in less than significant impacts related to paleontological resources and unique geologic features.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, could expose additional people and property to the seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAAP, would depend upon the location, type, and size of development and

⁵⁷ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including CBC requirements, City-issued permit requirements, the Glendale General Plan, the GMC, and Glendale Building & Safety Code, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards and paleontological resources impacts would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAAP would result in a ***less than significant cumulative impact*** related to geology and soils.

8 Greenhouse Gas Emissions

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

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

The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the sun hits Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. This process is essential to support life on Earth because it warms the planet by approximately 60 degrees Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have been adding to the natural greenhouse effect by resulting in increased gases in the atmosphere that trap heat and contribute to an average increase in Earth’s temperature. Global warming is the observed increase in the average temperature of the Earth’s surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period. GHGs produced by human activities include CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorinated compound, and sulfur hexafluoride.⁵⁸ Combustion of fossil fuels (e.g., gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more frequent and severe drought years.⁵⁹ Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by

⁵⁸ The CAAP only considers emissions of CO₂, CH₄, and N₂O, because these are the GHGs most relevant to local government policymaking. These gases comprise a large majority of GHG emissions at the community level. The remaining gases are emitted primarily in private sector manufacturing and electricity transmission and are the subject of regulation at the State level. Therefore, these gases were omitted from the CAAP.

⁵⁹ CARB and California Environmental Protection Agency (CalEPA). 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. https://www.researchgate.net/profile/Seth_Shonkoff/publication/237420289_ENVIRONMENTAL_HEALTH_AND_EQUITY_IMPACTS_FROM_CLIMATE_CHANGE_AND_MITIGATION_POLICIES_IN_CALIFORNIA_A_REVIEW_OF_THE_LITERATURE/links/0deec533acf69321ea000000.pdf?_cf_chl_tk=sKBnx7aC9B6w7d8jii4kX_zYtLPNC9Yatzlz4orNSy4-1732073843-1.0.1.1-Jg14BqFCMQjJlzVHfWYoQzREXNBraeLcLaNnelgCg (accessed November 2024).

contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:⁶⁰

- Increased incidences of hospitalization and deaths due to more extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.

Glendale has completed a communitywide GHG emissions inventory for 2021, which is summarized in Table 2. The on-road transportation sector was the largest contributor to Glendale's GHG emissions, followed by the building energy use sector. Table 5 summarizes the communitywide GHG emissions forecast under three scenarios: 1) BAU, 2) BAU projections with State measures, and 3) the City of Glendale target reduction path along with State measures. As shown therein, under the BAU scenario, communitywide GHG emissions are forecasted to increase to approximately 1,086,686 MT of CO₂e by the year 2030, based on anticipated economic and population growth. However, with implementation of State laws and programs, communitywide GHG emissions would decline to approximately 932,917 MT of CO₂e by 2030.

Implementation of the CAAP alongside State laws and programs would reduce communitywide GHG emissions to approximately 718,702 MT of CO₂e by 2030 and 187,110 MT of CO₂e by 2045. The measures included in the CAAP combined with State-wide legislation and initiatives and regional transportation programs would enable the City to meet its emissions reduction target of 40 percent below 1990 levels by 2030 (a maximum total annual emissions of 809,740 MT of CO₂e). The City needs to achieve a GHG emissions reduction from 2030 BAU levels of 276,946 MT of CO₂e to meet the SB 32 target. The estimated GHG reductions from 2030 BAU levels that would be achieved by the CAAP along with State-wide legislation and initiatives total 367,984 MT of CO₂e by 2030 and would exceed the SB 32 requirements. Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the CAAP would also be considered substantial progress toward meeting the State's long-term 2045 goal. Avoiding interference with and making substantial progress toward these long-term State targets are important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences.

The CAAP includes a list of 21 measures intended to reduce communitywide GHG emissions and improve adaptive capacity. Implementation of the CAAP would result in the reduction of communitywide and per capita operational GHG emissions, while only generating temporary GHG emissions during construction of infrastructure such as building energy and water efficiency upgrades. Additionally, the CAAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. The CAAP would result in benefits such as a reduction in building energy consumption, vehicle miles traveled (and thus air pollution), and solid

⁶⁰ California Natural Resources Agency. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. <http://www.climateassessment.ca.gov/state/> (accessed November 2024).

waste generation. Therefore, the CAAP would result in less than significant impact related to generation of GHG emissions.

LESS THAN SIGNIFICANT IMPACT

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

Applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions are described in the *Existing Sustainability Setting*, above. The primary plan for reducing GHG emissions in California is CARB's 2022 Climate Change Scoping Plan. The 2022 Climate Change Scoping Plan outlines a pathway to achieving the SB 32 goal of reducing GHG emissions 40 percent below 1990 levels by 2030 and the 2045 carbon neutrality goal established by AB 1279.

The CAAP is a policy-level document that establishes measures and actions to reduce GHG emissions within Glendale in an effort to comply with State regulations. As discussed under *Response 8a*, above, the CAAP includes measures that would reduce Glendale GHG emissions from forecasted BAU levels to approximately 718,702 MT of CO₂e by 2030 and 187,110 MT of CO₂e by 2045. The purpose of the CAAP is to meet Glendale's proportionate fair share of the Statewide GHG emissions reduction target set by SB 32 and work toward the State's longer-term target of carbon neutrality identified by the 2022 Scoping Plan and AB 1279.

The CAAP would not conflict with any applicable GHG reduction plans. Rather, the CAAP identifies how Glendale would achieve consistency with the Statewide GHG emissions reduction goals. The CAAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption, VMT (and thus air pollution), water use, and solid waste generation. Therefore, the CAAP would result in no impacts related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. The CAAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for Glendale. The CAAP also includes a series of actions that are intended to reduce GHG emissions by approximately 40 percent below 1990 levels by 2030, which provides substantial progress toward Glendale meeting State goals. As such, the CAAP would result in the reduction of GHG emissions rather than generating GHG emissions. Some GHG emissions would occur during future construction of CAAP-related infrastructure projects; however, these emissions would be temporary and minor in nature. Furthermore, the CAAP includes measures to reduce vulnerability to the effects of climate change in Glendale. Therefore, implementation of the CAAP would result in *no cumulative impacts* related to GHG emissions.

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 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 that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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 type="checkbox"/>	<input checked="" 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?*
- 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?*

The CAAP is a policy document containing measures and actions to reduce GHG emissions. The CAAP does not involve identified site-specific development and, for the most part, it would not facilitate new development that would involve the routine use of hazardous materials. Implementation of some of the CAAP actions, such as energy and water efficiency retrofits and active transportation improvements, would require construction activities. Construction would involve the temporary use of hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, these types of materials are not considered acutely hazardous, and storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control, the USEPA, and the Occupational Safety and Health Administration. In addition, standard construction BMPs for the use and handling of such materials would reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of CAAP projects would comply with all local, State, and Federal regulations regarding the handling of potentially hazardous materials, including Title 49 of the Code of Federal Regulations, Title 22, Division 4.5 of the CCR, and the NPDES permitting program. The risk of spills would cease after construction is completed. Therefore, construction activities related to CAAP actions would not be anticipated to create upset and accident conditions involving the release of hazardous materials.

Operation of the majority of project types envisioned under the CAAP would not involve the routine transport, use, or disposal of hazardous materials during operation. However, CAAP Measure BLD-1 emphasizes increasing local renewable energy production and storage within the City by encouraging developments to include small-scale solar systems and battery storage in their design. Lithium-ion batteries, the typical battery technology used in battery storage systems, may pose a risk of upset and accidental release of hazardous chemicals contained within the batteries (e.g., in the event of a fire). Lithium-ion technology is a common battery storage medium and with low likelihood of failure, particularly for small-scale systems such as those envisioned in the CAAP. Battery storage failure rates have been estimated to be between 1 in 10 million to 1 in 40 million cells, and improvements in the technology and safety systems has resulted in decreased incidents of battery fires.⁶¹

During normal operation, lithium-ion batteries do not represent a risk to off-site receptors, and safety standards applicable to energy storage facilities and safety certification tests established by independent bodies, such as Underwriters Laboratories, National Fire Protection Association (NFPA), and International Electrotechnical Commission would prevent the reasonable possibility of a substantial adverse effect on the environment related to the lithium-ion batteries. However, in the unlikely event of a fire, there is a risk of the accidental release of hazardous materials associated with renewable energy systems. Any future proposed renewable energy systems would, therefore, be carefully reviewed for appropriate locations, safety measures, and consistency with the Glendale General Plan, GMC, and applicable local, State, and Federal regulations. Thus, establishment of such production and storage facilities would be subject to site specific review and approval by the

⁶¹ American Clean Power. 2024. Claims vs. Facts: Energy Storage Safety. <https://cleanpower.org/resources/claims-vs-facts-energy-storage-leading-on-safety/> (accessed February 2024).

Glendale Fire Department, Hazardous Materials Division, and Building Division and would be required to comply with all applicable safety standards. Therefore, the CAAP would result in a less than significant impact related to creating a significant hazard through the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

Glendale contains a variety of public and private schools citywide s including 21 public grade schools, five public middle schools and six public high schools in the Glendale Unified School District. (See <https://gusd.net/schools>)

The CAAP is a policy document containing measures to reduce GHG emissions and does not include site-specific proposals and development. As addressed under *Responses a. and b.*, above, implementation of some CAAP policies and actions may require future construction activities, such as building energy efficiency retrofits, active transportation infrastructure enhancements, and the addition of new green stormwater infrastructure. In addition, the CAAP would encourage the placement of small scale solar and battery storage systems to increase the production and use of renewable energy in Glendale. Construction activities and new battery storage systems related to the CAAP could result in hazardous emissions or the handling of hazardous materials within 0.25 mile of an existing or proposed school. However, future CAAP projects and actions would be reviewed to confirm the appropriate location of projects in relation to existing development, including schools, in the City. Projects proposed under the CAAP would also be subject to State and Federal regulations that apply to the use, storage, transport, and disposal of hazardous materials. Through compliance with these regulations, the CAAP would result in a less than significant impact related to handling of hazardous materials in proximity to schools.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The California Department of Toxic Substances Control’s EnviroStor database includes nine potentially contaminated sites within Glendale that are listed as active or in need of evaluation.⁶² The State Water Resources Control Board’s GeoTracker database includes 14 sites within Glendale that are listed as open clean-up sites.⁶³

The CAAP is a policy document containing measures and supporting actions to reduce GHG emissions and increase adaptive capacity. The CAAP does not include site-specific proposals and development; however, there is the possibility that CAAP measures could result in future construction activities on listed hazardous materials sites compiled pursuant to Government Code Section 65962.5. Construction activities on previously contaminated sites could expose construction

⁶² Department of Toxic Substances Control. 2024. EnviroStor. <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=glendale> (accessed November 2024).

⁶³ State Water Resources Control Board. 2024. GeoTracker. <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=glendale+ca#> (accessed November 2024).

workers and the public to hazardous materials. However, future CAAP projects, once identified, would be reviewed for potential issues related to existing site contamination in accordance with Glendale General Plan Safety Element Update, and would be required to comply with applicable local, State, and Federal regulations related to hazardous materials sites, including Glendale Fire Department, California Department of Toxic Substances Control, Regional Water Quality Control Board, and Occupational Safety and Health Administration. Future CAAP projects would require site-specific development review by the City and, if required, cleanup of contamination on a project-by-project basis for projects that would be located in areas that may contain hazardous materials contaminants. Through compliance with these existing policies and regulations, the CAAP would result in a less than significant impact related to location on a listed hazardous materials site.

LESS THAN SIGNIFICANT IMPACT

- e. For a project located in 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?*

The Hollywood Burbank Airport is located within two miles of the City of Glendale, in the neighboring City of Burbank. The CAAP is a policy document that establishes new policies and measures to address GHG emissions and climate change impacts to the City. The CAAP does not propose new development or specific changes to land use and zoning⁶⁴. Thus, implementation of the CAAP would not result in construction or operational impacts related to airport hazards. Furthermore, the CAAP would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to aircraft-related hazards. CAAP-related projects that could occur within the influence area zones of the Hollywood Burbank Airport would be subject to the policies of the Los Angeles County Airport Land Use Compatibility Plan.⁶⁵ Therefore, the CAAP would result in no impacts related to risks associated with location proximate to a public airport.

NO IMPACT

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

The CAAP is a policy document intended to reduce GHG emissions. The proposed CAAP does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Implementation of some CAAP measures may involve construction within the local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and safe access to roadways would be maintained throughout project construction in accordance with the requirements of GMC Section 12.08.130, Protection of Public Travel and Safety Requirements. Furthermore, future projects involving work in the public right-of-way would be required to coordinate with the City through the street use permits, encroachment permit review and construction permitting processes to confirm appropriate construction staging and adequate

⁶⁴ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

⁶⁵ Los Angeles, County of. 2004. Los Angeles County Airport Land Use Plan. <https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf> (accessed November 2024)

vehicular and pedestrian access on adjacent roadways and that emergency evacuation routes would not be substantially impacted. Additionally, the CAAP includes measures and actions, such as Measure SG-1 and Action MLS-2.23, to improve emergency response and evacuation within the City. Additionally, the Safety Element Update, which was prepared in parallel with the CAAP, also includes policies and programs to improve emergency response and evacuation within the City. Therefore, the CAAP would result in no impacts related to impairment or interference with implementation of an emergency response or evacuation plan.

NO IMPACT

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

The CAAP does not propose specific development or new residential or commercial land uses that could be subject to wildland fire, nor would it result in other physical changes to the environment that could increase the risk of a wildland fire. The CAAP recognizes the risk that wildfires pose to Glendale and the likelihood of these risks to be exacerbated by climate change. As such, the CAAP includes measures and actions to reduce wildfire risks and community vulnerability to wildfire and post-wildfire hazards and improve the ability of the Fire Department and community to evacuate and respond to wildfire occurrences. These include CAAP Measures SG-1, SG-2, SG-5, BLD-1, BLD-3, BLD-4, MLS-2, UE-3, and UE-5. Additionally, the Safety Element Update, which was prepared in parallel with the CAAP, also includes policies and programs to reduce wildfire risks and community vulnerability to wildfire and post-wildfire hazards and improve the ability of the Fire Department and community to evacuate and respond to wildfire occurrences, such as Policies 4.1 – 4.9. Therefore, the CAAP would result in no impact related to risks associated with exposure to wildland fires.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Hazards and hazardous materials impacts are typically site-specific in nature. Future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable Glendale General Plan policies and Federal, State, and local regulatory requirements related to the handling, storage, use, disposal, and cleanup of hazardous materials. Additionally, implementation of the CAAP would reduce Glendale’s vulnerability to wildfire hazards. Therefore, implementation of the CAAP would result in a ***less than significant cumulative impact*** related to hazards and hazardous materials.

10 Hydrology and Water Quality

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

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

The CAAP is a policy document containing actions intended to reduce GHG emissions within Glendale. CAAP Measures BLD-1, BLD-2, BLD-3, BLD-4 involve increased energy efficiency and building decarbonization as part of residential, non-residential, and municipal land uses. In addition, CAAP Measures MLS-1, MLS-2, and MLS-3 seek to reduce VMT in the City by improving active transportation and public transit facilities. CAAP Measure UE-2 would encourage an increased tree canopy within the City. CAAP Measure UE-5 would include upgrading water and stormwater facilities for water conservation within the City. These actions may result in small scale construction activities in the future that could result in temporary water quality impacts due to soil erosion and ground disturbance, as previously discussed under *Response 7c.* in Section 7, *Geology and Soils.*

CAAP projects and actions would be reviewed for consistency with local and State regulations, including the NPDES permitting program that requires implementation of Stormwater Pollution Prevention Plans (SWPPPs), as applicable, and the GMC Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention, that includes erosion and sediment control standards. These regulations require BMPs to reduce water quality impacts from construction activities. Compliance with the GMC Chapter 13.42 and/or NPDES permitting program would confirm that BMPs are implemented during construction to minimize potential impacts to surface and groundwater quality. Additionally, CAAP Measures UE-2, UE-5, and UE-6 would increase green stormwater infrastructure, stormwater capture and groundwater recharge, the planting of urban trees, and development of new greenspaces. These measures would increase permeable surfaces throughout the City and improve water infiltration, water quality, and stormwater management. As such, the CAAP would result in less than significant impacts related to surface or groundwater water quality in Glendale.

LESS THAN SIGNIFICANT IMPACT

- 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?*

The CAAP would not result in new land uses, such as increased residential or commercial development, which would contribute to an increase in demand for groundwater. CAAP Measure UE-5 seeks to decrease community water use by promoting water efficiency retrofits, sustainable landscaping, increased recycled and greywater water use, and efficient landscaping irrigation. In addition, CAAP Measures UE-2, UE-5, and UE-6 would increase green stormwater infrastructure, stormwater capture and groundwater recharge, the planting of urban trees, and development of new greenspaces. These measures would increase permeable surfaces throughout the City and improve water infiltration and groundwater recharge. These measures would aid in maintaining groundwater supplies. Therefore, the CAAP would result in no impact related to the impedance of sustainable groundwater management.

NO IMPACT

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

- *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- *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?*
- *Impede or redirect flood flows?*

Implementation of several CAAP measures may promote infrastructure development and small-scale construction activities within Glendale, such as measures related to active transportation, building retrofits, and water infrastructure improvements. Implementation of these CAAP actions would primarily occur within previously developed areas and would not result in substantial alterations to Glendale’s existing drainage patterns and amount of impervious surface. Construction of future CAAP projects could result in erosion, as discussed in Section 7, *Geology and Soils*. However, impacts to drainage patterns, erosion, runoff, and water quality during construction of CAAP-related projects would be minimized through the implementation of BMPs as required by the GMC Chapter 13.42 and/or NPDES Construction General Permit program.

In addition, CAAP projects would be developed in accordance with the Glendale General Plan Open Space and Conservation Element, which includes Goal 6 and Objectives 6.2 through 6.6 for the protection and preservation of streams, watersheds, drainage, and groundwater within Glendale. The CAAP includes Measures UE-2, UE-5, and UE-6, which would increase green stormwater infrastructure, stormwater capture and groundwater recharge, the planting of urban trees, and development of new greenspaces. These measures would improve drainage and water quality in Glendale and reduce surface water runoff and the potential for flooding during extreme rain events. These measures are consistent with Goal 6 of the General Plan Open Space and Conservation Element. Therefore, the CAAP would result in no impact related to the alteration of existing drainage patterns.

NO IMPACT

- d. *Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

Glendale is located approximately 15 miles east of the Pacific Ocean. As such, the City is not within a coastal zone, or near a large body of water, where there would be risk of seiche. The City is identified as outside of the tsunami hazard area and is not located within a 100-year or 500-year floodplain.⁶⁶⁶⁷

As described under *Response 10c.*, CAAP projects would not impede or redirect flood flows. Rather, the CAAP includes Measures UE-2, UE-5, and UE-6 to improve stormwater management within the City. Additionally, as discussed under *Responses 9a. and b.* in Section 9, *Hazards and Hazardous Materials*, CAAP projects would generally not involve the regular use or storage of hazardous materials with the exception of renewable energy systems that include the storage of lithium-ion batteries. Future CAAP projects, such as renewable energy systems, would be reviewed for compliance with the applicable local and State regulations related to flooding and hazardous

⁶⁶ California Department of Conservation. 2022. California Tsunami Maps: Los Angeles County. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/ (accessed November 2024)

⁶⁷ Federal Emergency Management Agency. 2008. Flood Map Service Center: Map 06037C1375F. Effective September 26, 2008. <https://msc.fema.gov/portal/search?AddressQuery=Glendale%2C%20CA> (accessed November 2024).

materials use and storage, including CBC standards. Therefore, the CAAP would result in less than significant impacts related to flooding and inundation resulting in release of pollutants.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The CAAP measures would not include activities that would result in the extraction of groundwater. Rather, the CAAP encourages reduced water consumption, expanded pervious surfaces, and increased groundwater recharge within Glendale, as discussed under *Response 10a*. The CAAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAAP would result in no impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth, are not anticipated to contribute to cumulative hydrology and water quality impacts with adherence to applicable Glendale General Plan policies and local, State, and Federal regulatory requirements including the GMC and NPDES. Implementation of the CAAP would not contribute to an increase in growth and development in Glendale but could result in small-scale infrastructure development and building retrofit projects, including energy and water efficiency upgrades and fire hardening. As such, implementation of the CAAP and other cumulative projects could have incremental impacts related to hydrology and water quality, such as erosion and sedimentation due to construction activities. However, the CAAP's contribution to such impacts would be minor and temporary, and the CAAP would have the long-term effect of reducing water use, improving sustainable stormwater management, and increasing groundwater recharge. Therefore, implementation of the CAAP would result in ***a less than significant cumulative impact*** related to hydrology and water quality.

11 Land Use and Planning

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

a. Would the project physically divide an established community?

The CAAP is a policy document containing measures to reduce GHG emissions and vulnerability to the effects of climate change and does not include actions that would divide an established community. CAAP Measures MLS-2 and MLS-3 facilitate the installation of active transportation infrastructure and amenities, improved public transit connectivity, and enhanced safety for pedestrians and bicyclists. Such actions would help to increase connectivity within Glendale. Therefore, the CAAP would result in no impact related to the division of an established community.

NO IMPACT

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?

The CAAP is a policy document containing measures that are consistent with the Glendale General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAAP could require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. For example, CAAP Measure BLD-1 may result in the eventual adoption of a building electrification ordinance, Measure MLS-1 may result in changes to the GMC to encourage transit-oriented development, and Measure MLS-5 may result in the adoption of new ordinances for decarbonization of off-road equipment fleets. To implement these policies and measures, the GMC and other applicable City policies may need to be amended to reflect new or modified requirements. However, where modifications of existing policies are implemented, the CAAP measures would result in greater avoidance or reduction of environmental effects. Therefore, the CAAP would result in no impact related to consistency with current land use plans or policies adopted for the purpose of avoiding or mitigating an environmental effect.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). The CAAP would establish measures and actions to reduce GHG emissions within Glendale and reduce vulnerability to the effects of climate change. The CAAP does not propose specific development and, on its own, would not require land use or zoning changes to implement CAAP measures or incorporate them into future projects. The CAAP is a policy document containing measures that are consistent with the Glendale General Plan and other existing policy documents. Nonetheless, implementation of the CAAP, in combination with other cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth, may require some modification of existing land use policies, including amending the General Plan and developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes in the CAAP would be consistent with the intent of the goals and policies already established within the General Plan and GMC and would not cumulatively contribute to the division of communities or conflict with land use policies related to environmental protection. Cumulative projects, including those implemented under the CAAP, would be required to adhere to City development regulations and Glendale General Plan policies to retain land use character and minimize environmental impacts. Therefore, implementation of the CAAP would result in ***no cumulative impact*** related to land use.

12 Mineral Resources

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

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

There are no mapped mineral resource zones in Glendale of statewide or regional significance. In addition, no areas in the City are designated as mineral resource extraction areas by the State and no mineral extraction operations occur within the City.⁶⁸ Furthermore, the CAAP would not facilitate additional urban growth or infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAAP would result in no impact related to mineral resources.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). As discussed above, Glendale does not contain areas of mineral resource extraction. Therefore, the CAAP, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, is not anticipated to contribute to cumulative impacts to mineral resources. Thus, implementation of the CAAP would result in **no cumulative impact** related to mineral resources.

⁶⁸ Glendale, City of. 1993. Glendale General Plan: Open Space and Conservation Element. <https://www.glendaleca.gov/home/showpublisheddocument/4565/635242151383400000> (accessed November 2024).

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived.⁶⁹ Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range.

⁶⁹ Caltrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. (CT-HWANP-RT-13-069.25.2). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf> (accessed November 2024).

Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.⁷⁰

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance, while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.⁷¹

GMC Chapter 8.36, Noise Control, establishes noise standards within the City. Construction noise is regulated by GMC Section 8.36.060, Construction on Buildings, Structures, and Projects, which prohibits construction within a residential zone, or within a radius of five hundred feet therefrom, between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday, on Sundays, and on holidays.

The CAAP is a policy document that supports the reduction of GHG emissions and reduced vulnerability to the effects of climate change within Glendale. Some of the CAAP measures would support small-scale construction projects that could result in temporary noise, such as measures related to building decarbonization, active transportation infrastructure, water infrastructure improvements, and green stormwater infrastructure. However, CAAP projects would be reviewed for consistency with the noise standards established in the GMC, and construction activities would be required to comply with the construction hour limitations established by GMC Section 8.26.060. Therefore, the CAAP would not result in significant construction noise related impacts.

The CAAP does not include future projects that would result in substantial operational noise. Rather, the CAAP encompasses a suite of GHG-reduction opportunities that affect the transportation sector and its associated noise. For example, CAAP Measures MLS-1 through MLS-4 and MLS-6 encourage adoption of electric and zero-emission vehicles, which are quieter than gas-powered alternatives, and facilitate improvements to bicycle and public transit facilities to increase active transportation and decrease VMT. These measures would reduce VMT and traffic-related noise in Glendale. Additionally, CAAP Measure MLS-5 would phase out fossil fuel powered off-road equipment, such as lawnmowers, leaf blowers, and chainsaws, which would reduce community noise levels from these sources. Therefore, the CAAP would not generate excessive operational noise levels and would result in a less than significant impact related to noise exposure.

LESS THAN SIGNIFICANT IMPACT

70 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. 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 November 2024).

71 Federal Highway Administration (FHWA). 2011. Highway Traffic Noise: Analysis and Abatement Guidance. https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf (accessed November 2024).

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.⁷² Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in Peak Particle Velocity (PPV) or Root Mean Square (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in the monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.⁷³ Vibration significance ranges from approximately 50 vibration decibels (VdB), which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings. The general human response to different levels of groundborne vibration velocity levels is described in Table 7.⁷⁴

Table 7 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day

VdB = vibration decibels
 Source: Federal Transit Administration 2018

GMC Section 8.36.210, Vibration, prohibits operation of devices that create a vibration which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at one hundred fifty feet from the source if on a public space or public right-of-way.

The CAAP is a policy document that supports the reduction of GHG emissions and reduced vulnerability to the effects of climate change within Glendale. Some of the CAAP measures would support small-scale construction projects that could result in a temporary, minor increase in groundborne vibration, such as measures related to building decarbonization, active transportation infrastructure, water infrastructure improvements, and green stormwater infrastructure. However, CAAP projects would be reviewed for consistency with the noise and vibration standards established in GMC Chapter 8.36 to confirm that temporary construction impacts related to groundborne vibration would be minimized. There are no measures in the CAAP which would result in operational

⁷² Caltrans. 2020. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed November 2024).

⁷³ FHWA. 2006. FHWA Highway Construction Noise Handbook. (FHWAHEP-06-015; DOT-VNTSC-FHWA-06-02). https://www.fhwa.dot.gov/Environment/noise/construction_noise/handbook/handbook00.cfm (accessed November 2024).

⁷⁴ FTA. 2018. Transit Noise and Vibration Impact Assessment Manual. 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 November 2024).

sources of groundborne vibration Therefore, the CAAP would result in a less than significant related to groundborne vibration.

LESS THAN SIGNIFICANT IMPACT

- 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?*

The Hollywood Burbank Airport is located within two miles of the City of Glendale, in the neighboring City of Burbank. The CAAP is a policy document that would not increase airport activity or result in additional habitable development or commercial development that could increase potential exposure of residents and employees to excessive noise levels. CAAP-related projects that could occur within the influence area zones of the Hollywood Burbank Airport would be subject to the policies and noise reduction requirements of the Los Angeles County Airport Land Use Compatibility Plan.⁷⁵ Therefore, the CAAP would result in a less than significant impact related to aviation-related noise exposure.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth, would support construction that may result in a temporary increase in noise and groundborne vibration levels. However, cumulative projects, including future CAAP projects, would be subject to review by the City for compliance with the GMC and would be required to comply with applicable local, State, and Federal regulations governing construction noise and vibration. Additionally, the CAAP encompasses a suite of GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAAP would not generate permanent, excessive noise or groundborne vibration levels. Therefore, the CAAP would result in a ***less than significant cumulative impact*** related to noise.

⁷⁵ Los Angeles, County of. 2004. Los Angeles County Airport Land Use Plan. <https://planning.lacounty.gov/wp-content/uploads/2022/10/Los-Angeles-County-Airport-Land-Use-Plan.pdf> (accessed November 2024)

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

- a. *Would the project 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)?*
- b. *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The CAAP does not include measures or actions that would result in new housing or jobs or that would displace existing residents or housing. In addition, the CAAP does not propose new infrastructure, such as roadways or utilities, which could indirectly lead to new population growth or development. The CAAP would not directly increase the population, indirectly induce additional unplanned population growth, or displace people or housing. Therefore, the CAAP would result in no impact related to population and housing.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, and housing forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). The CAAP would establish measures and actions to reduce GHG emissions within Glendale and reduce vulnerability to the effects of climate change. The CAAP does not propose specific development and, on its own, would not require land use or zoning changes to implement CAAP measures or incorporate them into future projects. Future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, are not anticipated to displace people or housing nor induce substantial unplanned population growth within Glendale. Specifically, the CAAP would not contribute to person or housing displacement in Glendale nor result in population growth beyond that already

assumed and planned for in the RTP/SCS. Therefore, the CAAP would result in *no cumulative impact* related to population and housing.

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- *Fire protection?*
- *Police protection?*
- *Schools?*
- *Parks?*
- *Other public facilities?*

Implementation of the CAAP would not result in increases in population or new employment opportunities that could induce population growth, as further discussed in Section 14, Population and Housing. As such, the CAAP would not require the construction of new or physically altered governmental facilities to serve additional residents, the construction of which could cause significant environmental impacts. CAAP Measures SG-1, SG-2, and SG-5 would improve the community’s awareness and response to climate-related extreme weather events, provide resilience centers to assist with emergency response and serve as a community resource, and increase the capacity of Glendale to withstand climate shocks and stresses. Additionally, CAAP Measures BLD-1, BLD-3, BLD-4, MLS-2, UE-3, UE-5, and UE-6 contain actions to reduce vulnerability

to wildfire and post-wildfire landslides, improve the ability of the Fire Department to respond to fire events, and provide battery backup power to critical public facilities. The CAAP would therefore reduce the burden on local public services related to natural disasters and climate change. As such, the CAAP would result in no impact related to public services.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). As further addressed in Section 14, *Population and Housing*, future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, would not result in population growth beyond that already assumed and planned for in the City. Therefore, implementation of the CAAP would not result in substantial cumulative need to expand public services facilities. Rather, the CAAP includes measures and actions to improve community resilience, enhance critical public facilities, and reduce the potential impacts of climate change in the City, thereby reducing the burden on local public services related to climate change-induced disasters. Therefore, the CAAP would result in a ***no cumulative impact*** related to public services.

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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?*
- b. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Glendale is a primarily urbanized community with 47 parks and recreational amenities incorporated throughout the City.⁷⁶ Glendale also contains over 5,000 acres of natural open space in the Verdugo Mountains, San Gabriel Mountains, and San Rafael Hills with hiking and/or multi-use trails, as shown in Map 3-2 of the General Plan Open Space and Conservation Element.^{77, 78} The General Plan Recreation Element and Open Space and Conservation Element incorporate goals and policies related to open space/recreational resources in the City.^{79, 80}

The CAAP is a policy document containing measures and actions that are consistent with and complementary to the General Plan Open Space and Conservation and Recreation Element policies, which are being updated to align with current policies and new standards to address accessibility and resilience. For example, CAAP Measure UE-2 seeks to increase greenspace, trees, and parklets within Glendale, while Measures MLS-2 and MLS-3 include actions to increase the accessibility of parks for bicyclists and public transit users. Additionally, as described in Section 14, *Population and Housing*, the CAAP would not result in substantial population growth. As such, implementation of

⁷⁶ Glendale, City of. 2016. Map of Glendale Parks. <https://www.glendaleca.gov/home/showpublisheddocument/50/636117201427130000> (accessed November 2024).

⁷⁷ Glendale, City of. 1993. General Plan Open Space and Conservation Element. <https://www.glendaleca.gov/home/showpublisheddocument/4563/638532813084270000> (accessed November 2024).

⁷⁸ Glendale, City of. 2024. Trails and Open Space Program Welcome Page. <https://www.glendaleca.gov/government/departments/community-services-parks/trails-and-open-space> (accessed November 2024).

⁷⁹ Glendale, City of. 1996. General Plan Recreation Element. <https://www.glendaleca.gov/home/showpublisheddocument/37401/636312436409300000> (accessed November 2024).

⁸⁰ Glendale, City of. 1993. General Plan Open Space and Conservation Element. <https://www.glendaleca.gov/home/showpublisheddocument/4563/638532813084270000> (accessed November 2024).

the CAAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Rather, as a co-benefit, the CAAP would improve access to parks and recreational facilities and increase greenspaces within Glendale. Therefore, the CAAP would result in no impact related to the need for construction of new or altered recreational facilities.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). As further addressed in Section 14, *Population and Housing*, future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth, would not result in population growth beyond that already assumed and planned for in the City. Therefore, implementation of the CAAP would not result in increased demand for parks or substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. In addition, the CAAP includes measures to increase greenspace, trees, and parklets within the community, as well as improve access to these resources for bicyclists and public transit users, which aligns with the General Plan Open Space and Conservation and Recreation Elements goals. Therefore, implementation of the CAAP would result in ***no cumulative impact*** related to recreation.

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The City has adopted several plans and policies addressing the circulation system, including the General Plan Circulation Element, Bicycle Transportation Plan, Citywide Pedestrian Plan (Parts 1 and 2), and the Glendale Safe and Healthy Streets Plan. The General Plan Circulation Element, which establishes the overarching vision for the circulation system in Glendale, includes the following goals:

- **Goal 1:** Preservation and enhancement of the quality of life in Glendale's unique communities.
- **Goal 2:** Minimization of congestion, air pollution, and noise associated with motor vehicles.
- **Goal 3:** Reasonable access to services and goods in Glendale by a variety of transportation modes.
- **Goal 4:** Functional and safe streetscapes that are aesthetically pleasing for both pedestrians and vehicular travel.
- **Goal 5:** Land use which can be supported within the capacity constraints of existing and realistic future infrastructure.⁸¹

The Bicycle Transportation Plan, Citywide Pedestrian Plan (Parts 1 and 2), and Glendale Safe and Healthy Streets Plan build upon the General Plan Circulation Element goals to reduce dependence

⁸¹ Glendale, City of. 1998. General Plan Circulation Element. <https://www.glendaleca.gov/home/showpublisheddocument/4497/638654712105630000> (accessed November 2024).

on automobiles and create vibrant neighborhoods by making the City a safer and more convenient place to bike, walk, and use alternate modes of transportation.^{82, 83, 84, 85}

The CAAP contains measures and actions that are consistent with the General Plan Circulation Element, Bicycle Transportation Plan, Citywide Pedestrian Plan (Parts 1 and 2), and Glendale Safe and Healthy Streets Plan. CAAP Measure MLS-1 would support land use patterns and parking strategies to reduce vehicle use and VMT, with associated benefits to air quality, GHG emissions, and the environment. CAAP Measure MLS-2 seeks to increase active transportation by implementing improvements to the bicycle and pedestrian infrastructure and safety in Glendale. For example, CAAP Action MLS-2.6 specifically directs the City to pursue funding and implement programs identified in the Bicycle Transportation Plan, Circulation Element, and Safe and Healthy Streets Plan. Additionally, CAAP Measure MLS-3 contains actions to enhance the public transit system. These CAAP measures would advance active transportation and public transit within Glendale and decrease VMT and associated air pollutants and GHG emissions. These CAAP measures would be consistent with Glendale's existing policies and goals related to improving multi-modal facilities, reducing VMT and single-occupancy vehicles, encouraging active transportation, and reducing vehicle congestion within the City. Therefore, the CAAP would result in no impact related to consistency with plans addressing the transportation circulation system.

NO IMPACT

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

CEQA Guidelines Section 15064.3 establishes VMT as the most appropriate measure of assessing transportation impacts for the purposes of CEQA. The City adopted their Transportation Impact Analysis Guidelines in 2020, which establishes locally appropriate VMT thresholds and analysis requirements consistent with CEQA Guidelines Section 15064.3, subdivision (b). Section 2.3 of the Transportation Impact Analysis Guidelines establish the criteria for analyzing VMT impacts from plan-level projects and documents and specifies that a significant impact would occur if a plan would:

- Generate total VMT per service population in the horizon year plus project scenario that exceeds the total VMT per service population under existing conditions; or
- Generate total VMT per service population in the horizon year plus project scenario that exceeds the total VMT per service population under the horizon year no project/previous plan scenario.⁸⁶

⁸² Glendale, City of. 2012. Bicycle Transportation Plan.
<https://www.glendaleca.gov/home/showpublisheddocument/16789/635416466425100000> (accessed November 2024).

⁸³ Glendale, City of. Glendale Citywide Pedestrian Plan Part 1.
<https://www.glendaleca.gov/home/showpublisheddocument/67588/637932141006000000> (accessed November 2024).

⁸⁴ Glendale, City of. 2021. Glendale Citywide Pedestrian Plan Part 2.
<https://www.glendaleca.gov/home/showpublisheddocument/67590/637932141021770000> (accessed November 2024).

⁸⁵ Glendale, City of. 2011. Safe and Healthy Streets Plan.
<https://www.glendaleca.gov/home/showpublisheddocument/14128/635343731643200000> (accessed November 2024).

⁸⁶ Glendale, City of. 2020. Transportation Impact Analysis Guidelines.
https://www.glendaleplan.com/files/ugd/81c7a2_469b63477a8844388ff25df39e0167bc.pdf (accessed November 2024).

The CAAP includes measures and actions that seek to reduce single-occupancy vehicle use and VMT within the City, consistent with CEQA Guidelines section 15064.3, subdivision (b). The CAAP would accomplish VMT reductions through Measures MLS-1, MLS-2, and MLS-3, described above under *Response 17a*. These measures would support land use patterns and parking strategies to reduce vehicle use and VMT, increase active transportation by implementing improvements to bicycle and pedestrian infrastructure, and enhancing the public transit system. Therefore, the CAAP would result in no impact related to consistency with plans addressing the transportation circulation system and CEQA Guidelines Section 15064.3, subdivision (b).

NO IMPACT

- c. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The CAAP would not involve new land uses or changes to the roadway system that would increase hazards due to design changes or incompatible uses. Implementation of CAAP measures and actions related to active transportation and public transit, including the actions under Measures MLS-2 and MLS-3, may involve construction within the local right-of-way. Construction activities have the potential to require lane closures and may impact traffic and vehicle speeds on the affected roadways; however, these impacts would be temporary and access to roadways would generally be maintained throughout project construction. Furthermore, future projects involving work in the public right-of-way would be required to coordinate with the City through the encroachment permit process to confirm appropriate construction staging and adequate vehicular and pedestrian access on adjacent roadways. Coordination with the City would confirm that significant impacts to the circulation system design, including safety impacts and emergency access, would not occur. As such, construction of future CAAP-related projects would not create transportation design hazards or result in inadequate emergency access. Furthermore, the CAAP would facilitate increased active transportation and public transit use and decreased VMT within Glendale, which in turn would reduce potential transportation hazards and congestion conditions that can hinder emergency response. Therefore, the CAAP would result in a less than significant impact related to transportation hazards and emergency access.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth could result in increases in VMT or changes affecting traffic design safety and emergency access. However, the CAAP is a policy document containing measures and actions that are consistent with the General Plan Circulation Element and other applicable transportation policies and does not propose new development that would increase VMT, result in design hazards, or affect emergency access. Rather, the CAAP measures and actions would promote alternative modes of transportation and reduction of VMT throughout Glendale. Implementation of the CAAP would guide future development within Glendale and confirm that future projects within the City are planned and designed to limit VMT and improve multi-modal access. Therefore, the CAAP would result in *no cumulative impacts* related to transportation.

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?</p> | <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 tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1 (k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe?*

On August 29, 2024, fourteen Native American Heritage Commission (NAHC)- and City-identified local Native American tribal representatives from nine Native American Tribal groups were formally notified that the City initiated environmental review of the CAAP and were invited to consult on the

plan under Senate Bill (SB) 18 and/or Assembly Bill (AB) 52. Follow up phone calls were also conducted on October 4 and 8, 2024 to solicit Tribal input. The Native American Tribal groups that were notified for the plans include the following:

- Fernandeano Tataviam Band of Mission Indians (AB 52 and SB 18 consultation)
- Gabrieleño Band of Mission Indians - Kizh Nation (SB 18 consultation)
- Gabrieleno/Tongva San Gabriel Band of Mission Indians (SB 18 consultation)
- Gabrielino Tongva Indians of California Tribal Council (SB 18 consultation)
- Gabrielino/Tongva Nation (SB 18 consultation)
- Gabrielino-Tongva Tribe (AB 52 and SB 18 consultation)
- San Fernando Band of Mission Indians (SB 18 consultation)
- Santa Rosa Band of Cahuilla Indians (SB 18 consultation)
- Soboba Band of Luiseño Indians (AB 52 and SB 18 consultation)

On September 3, 2024, the Santa Rosa Band of Cahuilla Indians responded indicated that they defer any comments on the CAAP and GPSE Update to the Soboba Band of Luiseño Indians. On September 11, 2024, a representative from the Gabrieleño Band of Mission Indians - Kizh Nation responded stating that they agree with the General Plan Amendment, but request consultation for all future projects within the City. On October 4, 2024, representatives from the Soboba Band of Luiseño Indians responded indicating that they have no concerns regarding the CAAP and GPSE Update. On October 8, 2024, the Fernandeano Tataviam Band of Mission Indians responded that they were not requesting consultation on the CAAP and GPSE Update. No other responses were received during the 30-day AB 52 and 90-day SB 18 consultation period.

The CAAP would not directly result in land use or zoning changes⁸⁷ that would increase development within the City but would instead promote sustainable development within the urbanized areas of the City. As a policy document, the CAAP would also not directly entail ground disturbing activities; however, implementation of various CAAP measures and actions related to carbon-free electricity, existing building decarbonization, active transportation facilities, tree planting, recycled water, and green stormwater infrastructure would include construction activities in the future which would be analyzed on a project-level basis prior to approval. These include Measures BLD-1, BLD-3, BLD-4, MLS-2, MLS-3, UE-2, UE-5, and UE-6.

Future solar and battery storage projects and electrical transmission upgrades implemented as part of CAAP Measure BLD-1 would involve construction activities and ground disturbance. In addition, building decarbonization retrofits encouraged by CAAP Measures BLD-3 and BLD-4 may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the installation of electric heat pumps for water and space heating. Improvements to bicycle, pedestrian, and public transit facilities associated with CAAP Measures MLS-2 and MLS-3 would primarily impact previously disturbed areas within existing roadways and the public rights-of-way. However, the physical changes these installations and enhancements would entail are dependent on the location of construction for new bike lanes, sidewalks, and public transit facilities, which in some cases may include minor temporary excavation and would be analyzed on a project-level basis. CAAP Measure UE-2 would increase urban trees within the community, which could result in ground disturbance related to planting new

⁸⁷ Future Land Use Element amendments to the General Plan to further implement CAAP Measure MLS-1 would be considered as part of the environmental analysis completed at that time.

trees. Additionally, CAAP Measures UE-5 and UE-6 would increase recycled water and green stormwater infrastructure in the City, with associated construction activities to develop this sustainable infrastructure.

Implementation of these CAAP measures could impact unknown tribal cultural resources during construction that involves below-grade activities in previously undisturbed soils. However, future CAAP-related projects would be located and designed strategically to reduce ground disturbance to the maximum extent possible. Furthermore, CAAP Action SG-4.3 explicitly requires that future CAAP-related projects consult with local Tribes in their scoping, development, adoption, and implementation, going beyond the requirements of AB 52 and SB 18. Future CAAP-related projects and actions would be reviewed for consistency with applicable local and State tribal cultural and archaeological regulations prior to final siting and construction, such as AB 52, SB 18, the General Plan Historic Preservation Element, and GMC Chapter 15.20, Historic Preservation. In particular, future CAAP projects would be required to implement BMPs in accordance with General Plan Historic Preservation Element Policies 1-4 and 1-5. These policies require archaeological surveys and/or monitoring to be conducted prior to the issuance of construction permits for individual projects in archaeologically sensitive areas of the City and construction suspension when cultural resources are discovered.⁸⁸ As such, local Tribes would be consulted prior to implementation of future CAAP projects in accordance with CAAP Action SG-4.3 and tribal cultural resources would be protected prior to and/or upon discovery in accordance with General Plan Historic Preservation Element Policies 1-4 and 1-5. Thus, the CAAP would result in a less than significant impact related to tribal cultural resources.

LESS THAN SIGNIFICANT IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Future CAAP-related projects, in combination with other cumulative projects that occur to accommodate Glendale's anticipated population, employment, and housing growth, could increase the potential for adverse effects to unknown tribal cultural resources in the City. However, impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a project-level case-by-case basis as cumulative project details and locations become known. Future CAAP projects and other cumulative projects would be required to comply with the General Plan Historic Preservation Element requirements for cultural resources surveys in archaeologically sensitive areas and the halting of construction and proper treatment of any resources discovered during ground disturbance. Therefore, the CAAP would result in a ***less than significant cumulative impact*** related to tribal cultural resources.

⁸⁸ Glendale, City of. 1997. General Plan Historic Preservation Element. <https://www.glendaleca.gov/home/showpublisheddocument/833/638533600745770000> (accessed November 2024).

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than significant Impact	No Impact
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Would the project:

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

The CAAP is a policy document aimed at reducing solid waste production and energy and water consumption, amongst other issues, and the related GHG emissions throughout Glendale and does not include site-specific infrastructure designs or project proposals. Implementation of the CAAP would not result in an increase in population and housing, nor would it facilitate growth beyond that anticipated by SCAG population forecasts. As such, implementation of the CAAP would not create new utility demand due to increased growth in the City. However, projects resulting from

implementation of the CAAP could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure, as well as new local renewable energy generation and storage and recycled water and green stormwater infrastructure projects. Potential impacts related to these measures are discussed further below.

Water Supply Facilities/Infrastructure

GWP is the primary retail water supplier for development within the City. According to the GWP Urban Water Management Plan (UWMP), GWP obtains 60-70 percent of its municipal water supply from Metropolitan Water District (MWD), which supplies water predominantly from the Colorado River Aqueduct and the State Water Project. The remainder of the water supply is from local groundwater wells and recycled water produced at the Los Angeles-Glendale Water Reclamation Plant (LAGWRP).⁸⁹ The City's distribution system includes over 380 miles of pipelines, 16 wells, 28 tanks and reservoirs, 28 pump stations, and six pressuring reducing stations.⁹⁰

CAAP Measure UE-5 seeks to decrease community water use by promoting water efficiency retrofits, sustainable landscaping, increased recycled and greywater water use, and efficient landscaping irrigation. In addition, CAAP Measures UE-2, UE-5, and UE-6⁹¹ when implemented on a project level basis would increase green stormwater infrastructure, stormwater capture and groundwater recharge, the planting of urban trees, and development of new greenspaces. These measures would increase permeable surfaces throughout the City and improve water infiltration and groundwater recharge. As part of these measures, repairs to leaking water pipelines, new recycled water lines, and leakage detective systems may be implemented throughout Glendale. However, the CAAP would not result in new land uses, such as increased residential or commercial development, which would contribute to an increase in water use compared to existing conditions or that would require relocation or construction of new water infrastructure. Therefore, the CAAP would result in a less than significant impact related to the need for construction or expansion of water supply facilities and infrastructure.

Wastewater Treatment Facilities/Infrastructure

The City of Glendale collects and treats wastewater generated within Glendale. The City's sewer system consists of approximately 360 miles of pipes and one lift station. Sewage treatment for collected wastewater is provided by either the LAGWRP or the Hyperion Water Reclamation Plant.⁹² The LAGWRP has a treatment capacity of 20 million gallons per day (mgd) and currently treats

⁸⁹ Glendale, City of. 2020. 2020 Urban Water Management Plan. <https://www.glendaleca.gov/home/showpublisheddocument/62412/638562960022130000> (accessed November 2024).

⁹⁰ Glendale, City of. 2023. Glendale Water and Power 2022-2023 Annual Report. <https://www.glendaleca.gov/home/showpublisheddocument/73790/638416244855630000> (accessed November 2024).

⁹¹ Implementation of certain actions may require additional CEQA review once project specifications, such as site location, are identified and potential environmental impacts would be determined on a case-by-case basis.

⁹² Glendale, City of. 2018. South Glendale Community Plan Program Environmental Impact Report. <https://www.glendaleca.gov/home/showpublisheddocument/45607/638481693518000000> (accessed November 2024).

approximately 20 mgd on average.⁹³ The Hyperion Water Reclamation Plant has a treatment capacity of 450 mgd and treats an average of 275 mgd.⁹⁴

The CAAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. Rather, the CAAP includes Action UE-5.9 which would expand GWP programs to provide low-flow fixtures, such as toilets, sinks, and showerheads to residents, thereby decreasing the amount of wastewater generated. As such, the CAAP would not require relocation or construction of new wastewater treatment and conveyance infrastructure, and no impact related to construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

The City maintains a system of storm drains, gutters, and ditches to convey stormwater generated during rain events. As discussed in Section 10, *Hydrology and Water Quality*, implementation of CAAP measures related to building decarbonization and energy and water efficiency upgrades, renewable energy production and storage, active and public transportation, green stormwater infrastructure, and urban trees would involve construction activities. Construction of projects implemented in accordance with the CAAP could result in erosion and potential changes to drainage patterns, affecting stormwater drainage infrastructure. However, as described in Section 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, CAAP projects would be required to comply with local, State, and Federal requirements during construction that would control stormwater runoff, erosion, and potential impacts to the stormwater drainage system. In addition, CAAP Measures UE-2, UE-5, and UE-6 would increase green stormwater infrastructure, stormwater capture and groundwater recharge, the planting of urban trees, and development of new greenspaces. These measures would increase permeable surfaces throughout the City and improve water infiltration and stormwater management. Therefore, the CAAP would result in less than significant impacts related to stormwater drainage.

Electric Power Facilities/Infrastructure

Electric power service in the City is provided by GWP, with a peak load of 349 megawatts (MW) in 2024.⁹⁵ According to GWP's Integrated Resources Plan (IRP), GWP anticipates peak loads to increase over the next 20 years with the electrification of buildings and EVs.⁹⁶ CAAP Measures BLD-2, BLD-3, and BLD-4 promote decarbonization of new and existing buildings, energy efficiency retrofits of existing buildings, and energy efficient buildings for future development. In addition, CAAP Measures MLS-4, MLS-5, and MLS-6 encourage adoption of EVs and zero-emission vehicles, decarbonizing off-road vehicles and off-road equipment to electric power, and converting the municipal fleet to zero-emission vehicles. These CAAP measures would result in increased electricity demand within Glendale, as anticipated by the IRP. Analysis of the impacts of CAAP recommended

⁹³ City of Los Angeles Environment and Sanitation. 2024. Los Angeles-Glendale Water Reclamation Plant. https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-lagwrp?_adf.ctrl-state=bas4k0tci_1&_afLoop=560208968658679&_afWindowMode=0&_afWindowId=null#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D560208968658679%26_afWindowMode%3D0%26_adf.ctrl-state%3Dbas4k0tci_5 (accessed November 2024).

⁹⁴ City of Los Angeles Environment and Sanitation. 2024. Treatment Process. https://sanitation.lacity.gov/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp-tp?_adf.ctrl-state=bas4k0tci_290&_afLoop=562229808088201#! (accessed November 2024).

⁹⁵ Cardenas, I. February 18, 2025. *Peak Load Data* [Email].

⁹⁶ Glendale, City of. 2024. 2024 Integrated Resources Plan. <https://www.glendaleca.gov/government/departments/glendale-water-and-power/reports-plans/integrated-resource-plan> (accessed November 2024).

specific electric power facilities/infrastructure projects would be undertaken on a project-level basis.

CAAP Measure BLD-1 supports installation of small-scale renewable energy systems and battery storage to provide renewable electricity within the City, which would help to offset some of the increased demand associated with decarbonization of buildings and electrification of vehicles and offroad equipment. In addition, CAAP Measure BLD-1 includes actions to increase the purchase of renewable energy, improve transmission capacity, and enhance grid resilience, thereby preparing Glendale for increased electricity use. Additionally, GWP, through the IRP process, already has anticipated and planned for increased electricity use, and is projected to have adequate resources through 2045 to accommodate electricity needs in Glendale.⁹⁷ The CAAP would serve as a pathway to reduce GHG emissions, including emissions related to energy consumption, and other beneficial environmental and sustainability effects. These benefits include a reduction in overall energy consumption and an increase in renewable energy production. Therefore, the CAAP would result in a less than significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

Southern California Gas Company (SoCalGas) provides natural gas services to Glendale. The CAAP would not involve new land uses that require new or additional natural gas service, resulting in the need for construction of new or expanded natural gas facilities. CAAP Measures BLD-2, BLD-3, and BLD-4 promote decarbonization of new and existing buildings, energy efficiency retrofits of existing buildings, and energy efficient buildings for future development, resulting in reduced natural gas consumption within the City. Therefore, the CAAP would result in no impact related to construction, expansion, or relocation of natural gas facilities and infrastructure.

Telecommunications Facilities/Infrastructure

The City is served by existing telecommunications companies such as Frontier, AT&T, and Verizon. The CAAP would not involve new land uses or development that would require new telecommunications infrastructure, but the CAAP may result in minor modifications to existing telecommunications facilities and infrastructure. Specifically, CAAP Action SG-1.5 supports improvements in the redundancy of emergency evacuation communication systems, including telecommunication towers, by installing back-up power at critical facilities. The addition of backup power for telecommunications towers would involve minor construction activities and would not result in the relocation or expansion of such facilities. Therefore, the CAAP would result in a less than significant impact related to the need for construction or expansion of telecommunication facilities and infrastructure.

LESS THAN SIGNIFICANT IMPACT

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

The City addresses issues of water supply in the UWMP, which is a long-range planning document used to assess current and projected water usage, water supply planning, and conservation and recycling efforts. According to the 2020 UWMP, the City has analyzed three different hydrological

⁹⁷ Glendale, City of. 2024. 2024 Integrated Resources Plan. <https://www.glendaleca.gov/government/departments/glendale-water-and-power/reports-plans/integrated-resource-plan> (accessed November 2024).

conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and five consecutive dry years. The UWMP indicates that water supplies under all three hydrological conditions will be sufficient to meet demand through 2045. In addition, the UWMP includes a Water Shortage Contingency Plan to guide local actions if a water supply shortage were to occur.⁹⁸

The CAAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase water demand. Rather the CAAP contains measures and actions to reduce water use, such as Measure UE-5, which would reduce water demand by promoting water efficiency retrofits, sustainable landscaping, increased recycled and greywater use, and efficient landscaping irrigation. In addition, CAAP Measures UE-2, UE-5, and UE-6 would increase green stormwater infrastructure, stormwater capture and groundwater recharge, the planting of urban trees, and development of new greenspaces. These measures would increase permeable surfaces throughout the City and improve water infiltration and groundwater recharge. Thus, the CAAP would result in no impact related to water supply.

NO IMPACT

- 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?*

As described above under *Response 19a.*, wastewater treatment for the City is provided by a combination of the LAGWRP, which is operating at capacity, and the Hyperion Water Reclamation Plant, which has surplus capacity compared to the currently daily average wastewater flows.

The CAAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. Rather, the CAAP includes Action UE-5.9 which would expand GWP programs to provide low-flow fixtures, such as toilets, sinks, and showerheads to residents, thereby decreasing the amount of wastewater generated. As such, the CAAP would have no impact related to wastewater treatment.

NO IMPACT

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

The City provides solid waste services for single-family and multi-family residential properties with two to four units. Multi-family properties with five or more units and commercial businesses are serviced by one of the four franchised haulers, which include Southland Disposal Company, Athens Services, Waste Resources, and NASA Services.⁹⁹ Solid waste services in the City include recycling, organic waste recycling, and trash. Municipal solid waste generated in Glendale is primarily disposed

⁹⁸ Glendale, City of. 2020. Urban Water Management Plan. <https://www.glendaleca.gov/home/showpublisheddocument/62412/638562960022130000> (accessed November 2024).

⁹⁹ Glendale, City of. 2024. Who is My Hauler?. <https://www.glendaleca.gov/government/departments/public-works/integrated-waste-management/who-is-my-hauler> (accessed November 2024).

of at the Scholl Canyon Landfill in Glendale.¹⁰⁰ Scholl Canyon Landfill has a maximum permitted throughput of 3,400 tons of solid waste per day and has a remaining capacity of 9,900,000 cubic yards.¹⁰¹

The CAAP focuses on sustainable infrastructure development and does not include land use or other policy changes that would result in increased residential, commercial, or other development that would increase solid waste generation within the City. CAAP Measure UE-6 seeks to reduce solid waste production within the City by reducing consumption, increasing landfill diversion rates, and implementing climate smart food and purchasing programs. This CAAP measure aligns with Federal, State, and local regulations aimed at reducing solid waste disposal and increasing organic waste and recyclables diversion, such as SB 1383. Additionally, because the CAAP is a policy document that would not facilitate population growth, it would not generate solid waste in excess of State or local standards or local landfill capacity. Therefore, the CAAP would result in no impact related to solid waste.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Cumulative projects that occur to accommodate Glendale’s anticipated population, employment, and housing growth could result in increases in population and additional use of, or need for, utilities and service systems. However, implementation of the CAAP would not contribute to increases in population or induce additional population growth that would require additional use of existing City utilities or service systems. Rather, implementation of the CAAP would result in overall reduced energy and water consumption and solid waste and wastewater production. Therefore, implementation of the CAAP would result in a ***less than significant cumulative impact*** related to utilities and service systems.

¹⁰⁰ Glendale, City of. 2018. South Glendale Community Plan Program Environmental Impact Report. <https://www.glendaleca.gov/home/showpublisheddocument/45607/638481693518000000> (accessed November 2024).

¹⁰¹ CalRecycle. 2024. SWIS Facility/Site Activity Details: Scholl Canyon Landfill. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3531?siteID=1000> (accessed November 2024).

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 severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project 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?*
- c. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

- d. *If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The CAAP recognizes the risk that wildfires pose to Glendale and the likelihood of these risks to be exacerbated by climate change. As such, the CAAP includes measures and actions to reduce wildfire risks and community vulnerability to wildfire and post-wildfire hazards and improve the ability of the fire department and community to evacuate and respond to wildfire occurrences. These include CAAP Measures SG-1, SG-2, SG-5, BLD-1, BLD-3, BLD-4, MLS-2, UE-3, and UE-5. Measures SG-1, SG-2, and SG-5 would improve evacuation messaging and community awareness and provide resilience centers to assist during wildfire and other climate-hazard related events. Measure BLD-1 would implement increased vegetation clearance requirements for electrical infrastructure within fire hazard severity zones to reduce wildfire risk. Measures BLD-3 and BLD-4 would result in retrofits and requirements for new buildings within fire hazard zones to reduce vulnerability to wildfires. Measure MLS-2 would result in improved emergency evacuation. Measure UE-3 would reduce the risk of wildfire through prescribed burns, brush clearance, and building hardening. Measure UE-5 would increase Glendale's water system resilience and improve the City's ability to respond to fire events. Additionally, the Safety Element Update, which was prepared concurrently with the CAAP, also includes policies and programs to reduce wildfire risks and community vulnerability to wildfire and post-wildfire hazards, and to improve the Fire Department and community ability to evacuate and respond to wildfire occurrences, such as Policies 4.1 – 4.9. Thus, the CAAP would result in no impact related to wildfire.

NO IMPACT

Cumulative Impacts

The cumulative projects scenario is the population, employment, households, and service population forecasts identified in the CAAP, based on demographic data contained in the SCAG RTP/SCS (refer to Table 6). Cumulative development anticipated to occur in Glendale could result in cumulative impacts related to wildfire if new development is added in areas of wildfire risk or downwind or downslope of such areas. However, implementation of the CAAP would have a less-than-significant contribution related to potential cumulative wildfire impacts, given that it does not include new habitable development that could be at risk from wildfire, nor does it grant entitlements for development that would have the potential to cause wildfire. Rather, the CAAP includes measures and actions that would reduce wildfire risk and post-wildfire hazards. As such, implementation of the CAAP would result in *no cumulative impact* related to wildfire.

21 Mandatory Findings of Significance

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

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The intent of the CAAP is to reduce GHG emissions and community vulnerability to the impacts of climate change through implementation of measures and actions related to energy use, water consumption, transportation, solid waste, stormwater, vegetation management, and community education and outreach. The CAAP measures encourage residents, businesses, and municipal operations to reduce energy and water use, vehicle fuel consumption, VMT, and solid waste generation and the associated GHG emissions, as well as implement measures to adapt to and prepare for climate change-related hazards. The CAAP would not facilitate development that would degrade the quality of the environment (as addressed throughout this document), eliminate or threaten wildlife habitats or protected species (as addressed in Section 4, *Biological Resources*), or

eliminate important examples of the major periods of California history or prehistory (as addressed in Section 5, *Cultural Resources*). Therefore, the CAAP would result in a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- 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)?*

As discussed throughout the respective cumulative impacts discussions within this document, the CAAP would not result in significant cumulative impacts. Rather, implementation of the CAAP would produce benefits related to GHG emissions, air quality, the transportation system, energy use, utility demands, wildfire and other climate hazard risks, and community resiliency. As addressed in each individual impact section above, the CAAP would result in an overall less than significant cumulative impact related to all CEQA topics addressed within this document.

LESS THAN SIGNIFICANT IMPACT

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, GHG emissions and climate change, hazards and hazardous materials, noise, transportation, and wildfire impacts. As detailed in the preceding sections, the CAAP would not result, either directly or indirectly, in substantial adverse effects related to air quality, GHG emissions, hazards, noise, transportation, or wildfire. As discussed in more detail in Section 3, Air Quality, Section 13, Noise, and Section , the CAAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in substantial adverse effects. As discussed throughout, implementation of certain CAAP actions may require additional CEQA review once project specifications, such as site location, are identified and potential environmental impacts and impacts to human beings would be determined on a case-by-case basis. As discussed throughout this document, the CAAP would serve as a pathway to reduce operational GHG emissions and would result in other positive environmental and sustainability effects. These benefits include reduction in building energy and water consumption, VMT and traffic noise, and solid waste generation, as well as improved air quality and resiliency to the effects of climate change and natural disasters. Therefore, the CAAP would result in a less than significant impact related to potential for adverse effects on human beings.

LESS THAN SIGNIFICANT IMPACT

Preparers

Rincon prepared this CAAP Initial Study under contract to the City of Glendale. Persons involved in data gathering, environmental impact analysis, quality review, graphics preparation, and document formatting include the following.

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Appendix A

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Sources, Health Effects, and Typical Controls Associated with Criteria Pollutants

Pollutant	Sources	Health Effects	Typical Controls
Ozone (O ₃)	Formed when reactive organic gases (ROG) and nitrogen oxides react in the presence of sunlight. ROG sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage.	Breathing difficulties, lung tissue damage, vegetation damage, damage to rubber and some plastics.	Reduce motor vehicle reactive organic gas (ROG) and nitrogen oxide (NO _x) emissions through emission standards, reformulated fuels, inspections programs, and reduced vehicle use. Limit ROG emissions from commercial operations, gasoline refueling facilities, and consumer products. Limit ROG and NO _x emissions from industrial sources such as power plants and manufacturing facilities.
Carbon monoxide (CO)	Any source that burns fuel such as automobiles, trucks, heavy construction and farming equipment, residential heating.	Chest pain in heart patients, headaches, reduced mental alertness.	Control motor vehicle and industrial emissions. Use oxygenated gasoline during winter months. Conserve energy.
Nitrogen dioxide (NO ₂)	See Carbon Monoxide.	Lung irritation and damage. Reacts in the atmosphere to form ozone and acid rain.	Control motor vehicle and industrial combustion emissions. Conserve energy.
Sulfur dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Respirable particulate matter (PM ₁₀)	Road dust, windblown dust, agriculture and construction, fireplaces. Also formed from other pollutants (NO _x , SO _x , organics).	Increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.	Control dust sources, industrial particulate emissions, woodburning stoves and fireplaces. Reduce secondary pollutants which react to form PM ₁₀ . Conserve energy.
Fine particulate matter (PM _{2.5})	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from reaction of other pollutants (NO _x , SO _x , organics, and NH ₃).	Increases respiratory disease, lung damage, cancer, and premature death, reduced visibility, surface soiling. Particles can aggravate heart diseases such as congestive heart failure and coronary artery disease.	Reduce combustion emissions from motor vehicles, equipment, industries, and agricultural and residential burning. Precursor controls, like those for ozone, reduce fine particle formation in the atmosphere.
Lead	Metal smelters, resource recovery, leaded gasoline, deterioration of lead paint.	Learning disabilities, brain and kidney damage. Control metal smelters.	No lead in gasoline or paint.
Sulfur Dioxide (SO ₂)	Coal or oil burning power plants and industries, refineries, diesel engines.	Increases lung disease and breathing problems for asthmatics. Reacts in the atmosphere to form acid rain.	Reduce use of high sulfur fuels (e.g., use low sulfur reformulated diesel or natural gas). Conserve energy.
Sulfates	Produced by reaction in the air of SO ₂ , (see SO ₂ sources), a component of acid rain.	Breathing difficulties, aggravates asthma, reduced visibility.	See SO ₂

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Pollutant	Sources	Health Effects	Typical Controls
Hydrogen Sulfide	Geothermal power plants, petroleum production and refining, sewer gas.	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Control emissions from geothermal power plants, petroleum production and refining, sewers, and sewage treatment plants.
Visibility Reducing Particulates	See PM _{2.5}	Reduced visibility (e.g., obscures mountains and other scenery), reduced airport safety.	See PM _{2.5}
Vinyl Chloride	Exhaust gases from factories that manufacture or process vinyl chloride (construction, packaging, and transportation industries).	Central nervous system effects (e.g., dizziness, drowsiness, headaches), kidney irritation, liver damage, liver cancer.	Control emissions from plants that manufacture or process vinyl chloride, installation of monitoring systems.
Toxic Air Contaminant (TAC)	Combustion engines (stationary and mobile), diesel combustion, storage and use of TAC-containing substances (i.e., gasoline, lead smelting, etc.)	Depends on TAC, but may include cancer, mutagenic and/or teratogenic effects, other acute or chronic health effects.	Toxic Best Available Control Technologies (T-BACT), limit emissions from known sources.

Source: Compiled by Rincon Consultants, Inc. in November 2024

Appendix B

Description of Greenhouse Gases of California Concern

Description of Greenhouse Gases of California Concern

Greenhouse Gas	Physical Description and Properties	Global Warming Potential (100 years)	Atmospheric Residence Lifetime (years)	Sources
Carbon dioxide (CO ₂)	Odorless, colorless, natural gas.	1	50–200	Burning coal, oil, natural gas, and wood; decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; oceanic evaporation; volcanic outgassing; cement production; land use changes
Methane (CH ₄)	Flammable gas and is the main component of natural gas.	28	12	Geological deposits (natural gas fields) extraction; landfills; fermentation of manure; and decay of organic matter
Nitrous oxide (N ₂ O)	Nitrous oxide (laughing gas) is a colorless GHG.	298	114	Microbial processes in soil and water; fuel combustion; industrial processes
Chloro-fluoro-carbons (CFCs)	Nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (level of air at the Earth's surface); formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms.	3,800–8,100	45–640	Refrigerants; aerosol propellants; cleaning solvents
Hydro-fluoro-carbons (HFCs)	Synthetic human-made chemicals used as a substitute for CFCs and contain carbon, chlorine, and at least one hydrogen atom.	140 to 11,700	1–50,000	Automobile air conditioners; refrigerants
Per-fluoro-carbons (PFCs)	Stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface.	6,500 to 9,200	10,000–50,000	Primary aluminum production; semiconductor manufacturing
Sulfur hexafluoride (SF ₆)	Human-made, inorganic, odorless, colorless, and nontoxic, nonflammable gas.	22,800	3,200	Electrical power transmission equipment insulation; magnesium industry, semiconductor manufacturing; a tracer gas
Nitrogen trifluoride (NF ₃)	Inorganic, is used as a replacement for PFCs, and is a powerful oxidizing agent.	17,200	740	Electronics manufacture for semiconductors and liquid crystal displays

Source: Compiled by Rincon Consultants, Inc. in November 2024