

4.3 LAND USE AND PLANNING

This section addresses the consistency of the Project with applicable local land use policies, including the City of Glendale's General Plan; the City's Municipal Code, including the Zoning Ordinance; and the Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area.

ENVIRONMENTAL SETTING

Regional Setting

The City of Glendale is located within the six-county jurisdiction of the Southern California Association of Governments (SCAG), which also includes Ventura, Orange, San Bernardino, Riverside, and Imperial Counties. SCAG has divided its jurisdiction into 13 subregions to facilitate regional planning efforts. The City is located in the Arroyo-Verdugo Subregion.

The Arroyo-Verdugo Subregion is bordered by the San Gabriel Mountains to the north (North Los Angeles County Subregion), the Los Angeles River and Santa Monica Mountains to the south (Los Angeles City Subregion), the San Fernando Valley to the west (Los Angeles City Subregion), and the San Gabriel Valley (San Gabriel Valley Subregion) to the east. The Arroyo-Verdugo Subregion includes the Cities of Burbank, Glendale, and La Cañada Flintridge, and the unincorporated communities of La Crescenta and Montrose.

Local Setting

The Project site is located within the western portion of the City of Glendale and within the central portion of the San Fernando Road Corridor Redevelopment Area. The Project site is located approximately 1,800 feet east of the boundary between the Cities of Glendale and Los Angeles. Interstate 5 (I-5; Golden State Freeway), State Route (SR) 134 (Ventura Freeway), and SR 2 (Glendale Freeway) provide regional access to the Project site. As illustrated in **Figure 3.0-2, Project Site and Surrounding Uses**, the Project site consists of nine continuous parcels located adjacent to the north of W. Broadway and west of S. Pacific Avenue.

The Project site is 1.78 acres (77,757 square feet) and is currently developed with a single-story retail store, a large surface parking lot, a 2-story apartment building, and a garage facing N. Kenilworth Avenue. Land uses surrounding the Project site include one-and-two story single and multi-family dwelling units, a retail-commercial center to the east, a restaurant and church to the south, and a retirement home to the west.

Regulatory Setting

Southern California Association of Governments

SCAG is the authorized regional agency for intergovernmental review of programs proposed for federal financial assistance and direct development activities. Additionally, SCAG reviews environmental impact reports for projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. SCAG is also responsible for the designated Regional Transportation Plan, including its Sustainable Communities Strategy component, pursuant to SB 375. The Sustainable Communities Strategy has been formulated to reduce greenhouse gas (GHG) emissions from passenger vehicles by 8 percent per capita by 2020 and 13 percent per capita by 2035 compared to 2005 targets set by the California Air Resources Board.

The 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socioeconomic, geographic, and commercial limitations.

SCAG reviews the consistency of local plans, projects, and programs with regional plans to determine if projects are considered regionally significant. If a project meets the criteria “projects of statewide, regional, or areawide significance” described in Section 15206(b) of the State CEQA Guidelines,¹ SCAG requests that the project be analyzed for consistency with applicable policies in the RTP/SCS.² Projects meeting these criteria include residential projects with more than 500 units, hotels with more than 500 rooms, shopping centers or business establishments employing more than 1,000 persons or containing more than 500,000 square feet of floor space, office buildings employing more than 1,000 persons or containing more than 250,000 square feet of floor space, and industrial facilities or industrial parks employing more than 1,000 persons or containing more than 650,000 square feet of floor space. The Project does not meet the criteria for projects of statewide, regional, or areawide significance.

City of Glendale General Plan

The State of California mandates that every city and county prepare a general plan. A general plan is a comprehensive policy document outlining the capacity of future development in a city or county. Development in the City of Glendale is subject to the City’s General Plan, which is divided into 11 elements: Land Use, Housing, Circulation, Open Space, Conservation, Noise, Safety, Air Quality,

1 CEQA, Section 15206(b) “Projects of Statewide, Regional, or Areawide Significance” (2014).

2 SCAG, 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (April 2012).

Community Facilities, Recreation, and Historical Preservation. The Land Use Element, which has the broadest scope of all the General Plan Elements, establishes the pattern of land use in the city and sets standards and guidelines to regulate development.

As illustrated in **Figure 4.3-1, Land Use Designation Map**, the Project site is currently designated as Mixed Use. The Mixed Use designation is applied to areas appropriate for a mix of commercial and residential activities in conformance with the general plan.

City of Glendale Zoning Ordinance

The Glendale Zoning Ordinance is the primary tool for implementing the General Plan Land Use Element. For each defined zone, the ordinance identifies the uses permitted and applicable development standards, such as density, height, parking, and landscaping requirements.

As illustrated in **Figure 4.3-2, Zoning Designation Map**, the Project site is currently zoned Commercial/Residential Mixed Use (SFMU), which allows a mix of residential and commercial uses, and all commercial, or residential use. For lots fronting San Fernando Road, Broadway, and Colorado Street, commercial uses are required to be located along the street frontage. The SFMU zone designation permits a maximum of 4 stories (60 feet) and 87 dwelling units per acre. The maximum number of residential units allowed on the 1.78-acre Project site is 155 units.

Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area

In 1992, the Glendale Redevelopment Agency³ prepared and adopted the Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area (“Redevelopment Plan”). As shown in **Figure 4.3-3, San Fernando Road Corridor Redevelopment Project Area**, the San Fernando Road Corridor Redevelopment Project Area includes 750 acres, generally extending along the length of the San Fernando Road Corridor, including areas west to the I-5 Freeway and to the Union Pacific Railroad right-of-way (“Redevelopment Project Area”). The Project site is located within the boundaries of the Redevelopment Plan Area.

The primary objective of the Redevelopment Plan is to eliminate conditions of blight by revitalizing and upgrading the commercial and industrial properties and facilities within the Redevelopment Project Area. Improvements identified in the Redevelopment Plan include the removal or rehabilitation of

3 The Glendale Redevelopment Agency was created in 1972 for the purpose of improving, upgrading, and revitalizing areas within the City that had become blighted because of deterioration, disuse, and unproductive economic conditions. It was a legal and separate public body, with separate powers and a separate budget from the City.

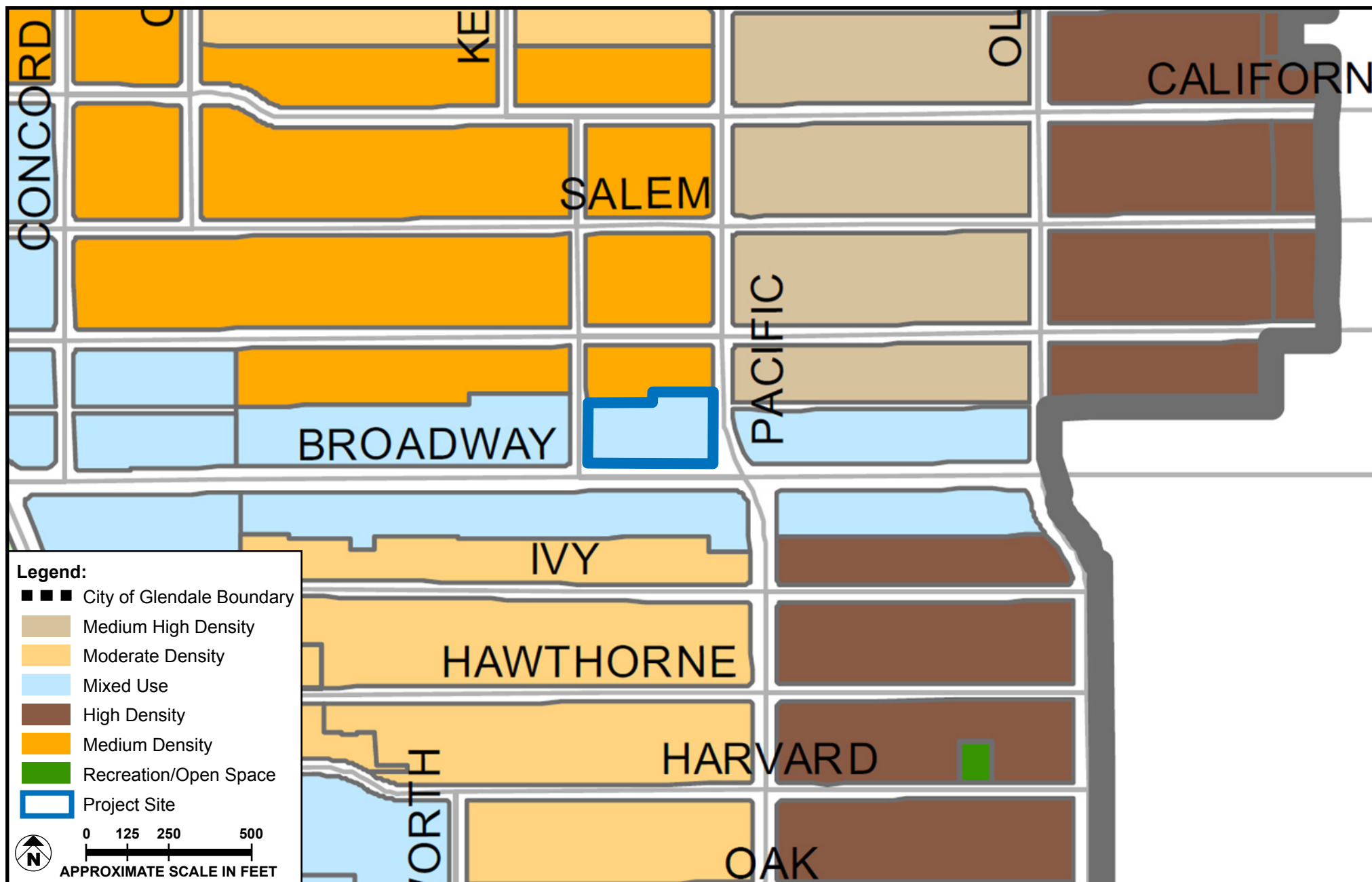
physically obsolete or substandard structures; the elimination of nonconforming land uses; improvements to streets, drainage, and other public facilities; and the general aesthetic improvement of the Redevelopment Project Area.⁴ New General Plan and Zoning designations and development regulations were adopted by the Glendale City Council for the Redevelopment Project Area on August 17, 2004. Several commercial/office/retail projects and public improvement projects are located within the Redevelopment Project Area. Assembly Bill (AB) X1 26 and AB 1484 (collectively, “The Redevelopment Dissolution Act”) eliminated redevelopment agencies in California effective February 1, 2012. The City of Glendale elected to assume the power, duties, and obligations of the former Glendale Redevelopment Agency as the Glendale Successor Agency, pursuant to the Redevelopment Dissolution Act. The Successor Agency⁵ is responsible for the remaining activities of the former Glendale Redevelopment Agency in accordance with the Redevelopment Dissolution Act.

According to the Redevelopment Plan, the former Glendale Redevelopment Agency proposed the following actions to meet this objective:

- Participation in the redevelopment process by owners and occupants of properties located in the Redevelopment Plan boundaries, consistent with the Redevelopment Plan and rules adopted by the Redevelopment Agency
- Acquisition of real property
- Management of property under the ownership and control of the Redevelopment Agency
- Relocation assistance to displaced occupants of property acquired by the Redevelopment Agency in the Redevelopment Plan boundaries
- Demolition or removal of buildings and improvements
- Installation, construction, expansion, addition, extraordinary maintenance, or reconstruction of streets, utilities, and other public facilities and improvements
- Disposition of property for uses in accordance with the Redevelopment Plan
- Redevelopment of land by private enterprise or public agencies for uses in accordance with the Redevelopment Plan
- Rehabilitation of structures and improvements by present owners, their successors, and the Redevelopment Agency
- Rehabilitation, development, or construction of low- and moderate-income housing within the City

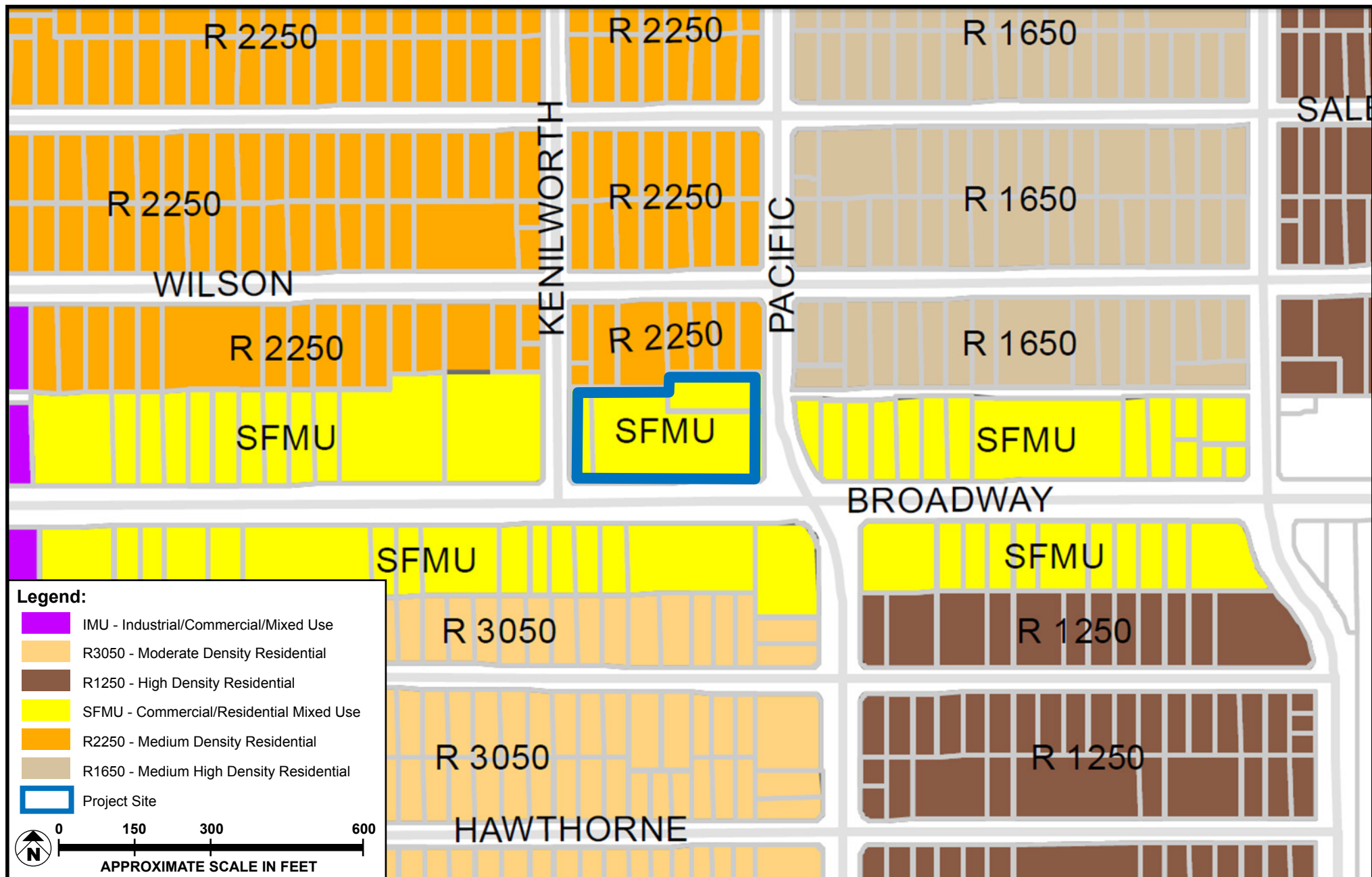
4 City of Glendale, “San Fernando Road Redevelopment Project Area,” <http://www.ci.glendale.ca.us/dev-svcs/SFCorridor.asp>.

5 The Successor Agency undertakes enforceable obligations and performs duties pursuant to the enforceable obligations in compliance with the Dissolution Act. The Successor Agency staff also serves as staff to the Oversight Board.



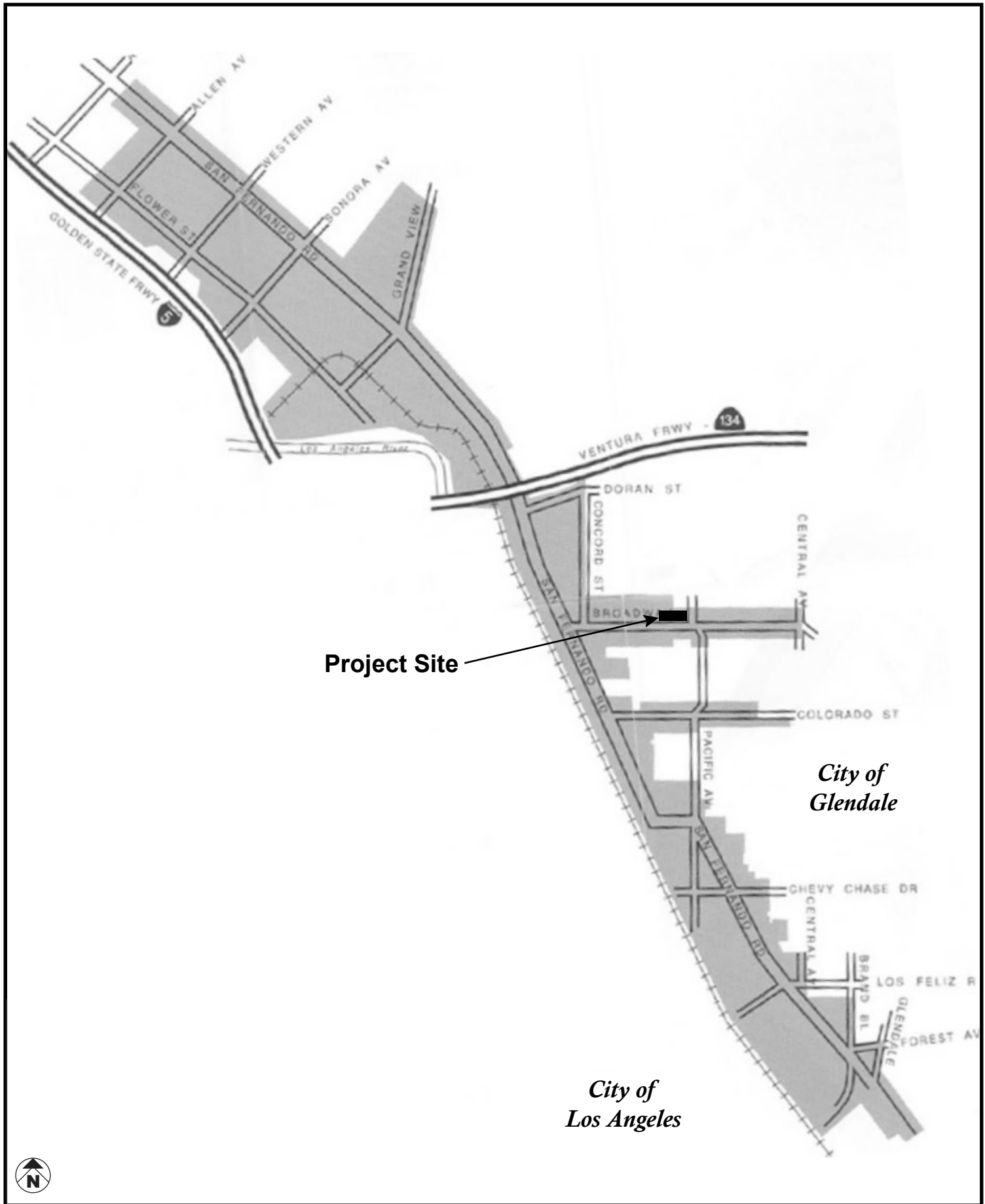
SOURCE: City of Glendale, Community Development Department - April 2012

FIGURE 4.3-1



SOURCE: City of Glendale, Community Development Department - February 2013

FIGURE 4.3-2



SOURCE: City of Glendale - 2008

FIGURE 4.3-3

- Retention of controls and establishment of restrictions or covenants running with the land so that property will continue to be used in accordance with the Redevelopment Plan

ENVIRONMENTAL IMPACTS

Thresholds of Significance

To assist in determining whether a project would have a significant effect on the environment, the City determines a project may be deemed to have a significant impact on land use and planning if it would:

- Physically divide an established community
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Conflict with any applicable habitat conservation plan or natural community conservation plan (addressed in **Section 6.0, Effects Not Found to Be Significant**)

Methodology

The determination of the Project's consistency with applicable land use plans and policies is based on a review of the previously identified planning documents that regulate land use or guide land use decisions at and around the Project site. The Project is considered to be consistent with the provisions of the identified regional and local plans if it meets the general intent of the plan and would not preclude the attainment of the primary intent of the land use plan or policy.

Project Impacts

Threshold: **Physically divide an established community**

The Project would include demolition of the existing 1-story retail store and associated surface parking lot, a 2-story apartment building, and a garage facing N. Kenilworth Avenue on the Project site and the development of a new 5-story mixed-use building containing 180 residential units and 18,200 square feet of ground-floor commercial space.

The General Plan land use designation is Mixed Use and the zoning designation is SFMU, as previously identified in **Figures 4.3-1** and **4.3-2**, respectively. General Plan land use designations surrounding the Project site include Residential to the north and Mixed Use to the south, east, and west. Zoning designations surrounding the Project site include Medium Density Residential to the north and commercial/residential mixed uses to the east, west, and south.

The Project use would be allowed by the district Mixed Use land use designation and SFMU zoning, both of which allow a mix of residential and commercial uses.

As mentioned earlier, the Project lies along the frontage of W. Broadway. According to the Circulation Element of the City's General Plan, Broadway is a minor arterial street.⁶ Minor arterial streets are intended for the distribution of traffic to freeways, other arterials, collectors (urban, community, and neighborhood), activity and business centers, and other traffic generators within and outside of the City.⁷ The General Plan recommends that uses along the frontages of minor arterials such as Broadway should consist of the following: Medium and Med-High Density Residential, Neighborhood and Regional Commercial Center, Educational Facility, and Light Industrial. Development of the Project would adhere to these standards because it would develop a mixed-use project along Broadway that would include both residential and commercial uses.

The Project site is located in an urbanized area surrounded by commercial, office, parking, and medium- to high- density residential uses. The Project would involve the development of a mixed-use project with residential and commercial uses configured and designed to be compatible with surrounding uses. The Project would not divide the established community structure, and impacts would be less than significant.

Level of Significance before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance after Mitigation: Less than significant.

Threshold: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

The development features a mixed-use building with at-grade parking and a single-level subterranean parking garages. As noted previously, the Project would consist of 18,200 square feet of commercial space and 180 residential units on floor floors above the ground floor commercial space.

6 City of Glendale, Community Development Department, *City of Glendale General Plan, "Circulation Element"* (August 25, 1998).

7 City of Glendale, General Plan, "Circulation Element" (1998).

The Mixed-Use General Plan designation permits a mix of commercial and residential uses as well as exclusively commercial, industrial, or residential land uses. Similarly, pursuant to Section 30.14.010(B), Table 30.14-A, of the City's Zoning Ordinance, commercial and residential uses are permitted within the SFMU Zone.⁸ Therefore, the Project as proposed would be permitted under the existing General Plan and zoning designations. No General Plan amendment or zone change is proposed or required.

The Project requires the following discretionary approvals: Design Review, and Height and Density Bonus Incentives. These approvals would ensure consistency with the City's goals and policies.

With respect to the Design Review, the City of Glendale Community Development Division has a multistage design review process for proposed projects. The Stage I Design Review was approved on July 8, 2014. The Stage II Design Review would be considered for approval after completion of the environmental analysis. The design of the Project would be evaluated for compliance with the *City of Glendale Comprehensive Design Guidelines* and the City Council would have the ultimate approval authority over the Project's design.

The SFMU zone designation permits by right a maximum of 4 stories (60 feet) and 87 dwelling units per acre (155 units for the Project Site).⁹ The Project as proposed include 180 residential units in a 5 story at a height of 65 feet and a floor to area (FAR) ratio of 3.81.

The Project includes affordable housing in accordance with Chapter 30.36, Density Bonus Incentives, of the Glendale Municipal Code, which allows as an incentive an increase in the height/stories of the project to 65 feet/5 stories where 60 feet/4 stories are permitted, by right.¹⁰ To qualify for this incentive, the Applicant is proposing to provide 5 percent of the total units for very low income households (9 units). This incentive applies to all zones where residential developments of five or more dwelling units are proposed and where the applicant proposes density beyond that permitted by the applicable zone.

The incentives allowed by Chapter 30.36 include a reduction in site development standards or a modification of zoning code or architectural design requirements that exceed the minimum building standards, including but not limited to a reduction in setback and square footage requirements and in the number of parking spaces. An applicant seeking a density bonus, incentive, or concession is required to submit a Density Bonus Housing Plan identifying the allowed number of units, the number of units

8 City of Glendale, Municipal Code, sec. 30.14.010(b), Mixed Use Districts (2006).

9 City of Glendale, Municipal Code, sec. 30.14.030, Mixed Use Districts General Development Standards (2004).

10 City of Glendale, Municipal Code, sec. 30.14.030, Mixed Use Districts General Development Standards (2004).

requested, and the amount of density bonus and the number and type of incentives or concessions requested.

State law indicates that a project is eligible for a 20 percent density bonus when at least 5 percent of the units are designated for very low income households or 10 percent of the units are designated for low-income households. The Project would provide 5 percent of the units for very low income households.

Additionally, approval of a Density Bonus Housing Agreement would be required to address the following: (1) restricting the rental or sale of the required percentage of dwelling units in the Project to persons or families of very low income households for affordable housing and (2) recording the density housing bonus agreement with the City as a restriction on any parcels on which the density bonus housing agreement is required to be recorded prior to final or parcel map approval or, where the housing development does not include a map, prior to the issuance of a building permit for any structure in the housing development.

The Height and Density Bonus and Density Bonus Housing Agreement would ensure that these units are maintained at the very low income level for a minimum of 30 years, as required by the City of Glendale Community Development Department.

A total of 331 parking spaces would be provided on-site and comply with the Glendale Municipal Code (GMC).¹¹ The ground-level parking lot will provide 119 parking spaces that would be fronted by the commercial uses and would not be visible from the street. The subterranean parking lot would provide the remaining 212 parking spaces and would be reserved for residents. Access to the ground-level parking would be provided on Pacific Avenue and along Broadway. Access to the subterranean garage would be provided via one driveway on Kenilworth Avenue. The Project would provide open space areas in the courtyard in the central portion of the site and along Broadway. An analysis of the Project's consistency with the applicable goals of the land use plans, policies, and regulations of the General Plan and the San Fernando Road Corridor Redevelopment Plan is provided below.

Consistency with General Plan

Land Use Element

General

Goal: Effectuate a moderate growth policy for the City of Glendale consistent with community needs, available services, and the environment

11 City of Glendale, Municipal Code, Chapter 30.32, Parking and Loading (2004).

As discussed in **Section 4.5, Population and Housing**, the expected increase in population and housing from the Project is within the projected growth for the City of Glendale. As such, would be consistent with this goal.

Goal: Reinforce Glendale's image and community identity within the greater Los Angeles area metropolitan complex

The site consists of a retail store, a large surface parking lot, a 2-story apartment building, and a garage facing Kenilworth Avenue. The Project would be consistent with the City's image and community identity by adding a residential project with affordable housing into the Redevelopment Area with retail commercial space on W. Broadway and N. Pacific Avenue. The Project would bolster the City's image and community identity by providing increased tax revenue and commercial uses within walking distance of nearby existing residential use and new residential development in downtown Glendale. The Project would reinforce the image of Glendale as a community offering a walkable mix of residential and commercial uses in and near downtown. As such, the Project would be consistent with this goal.

Goal: Form an urban environment which will provide for residential diversity and opportunity

The Project would add to the diversity of existing residential housing types in the City by providing housing opportunities near the City's downtown in a location with multiple transit options, including the Glendale Transportation Center (GTC) bus routes and Beeline bus routes. The Project would provide a diverse range of living units by providing 180 residential units, 9 of which would be affordable housing. Based on these characteristics, the Project would be consistent with this goal.

Goal: Improve the livability of the total community for all Glendale residents as expressed in living, working, and shopping areas, as well as community facilities

In addition to providing residential units, the Project would add commercial space that would meet the needs of nearby residents for retail commercial services to meet daily needs. The Project also includes 22,000 square feet of common open space and 3,200 square feet of publicly accessible open space on the street frontages of W Broadway and N. Pacific. Finally, the Project is located near local shopping centers such as the Glendale Galleria and the Americana. Alternative transportation modes are available and in walking distance from the Project site. The mix of uses and the design of the Project on this site will add to the overall livability of Glendale.

Goal: Promote development and improvement within the community capitalizing on the location of, and access to, Glendale as adjacent to the regional core

The Project would implement the goals of the City's Redevelopment Plan by developing and improving the Project site, which currently contains a retail store, a large surface parking lot, a 2-story apartment building, and a garage facing N. Kenilworth Avenue, in the western portion of Glendale and in close proximity to public transportation. As such, this Project would be consistent with this goal.

Goal: Provide for measures to prevent the loss of life, injury, and economic dislocation resulting from fire, flood, and geologic hazards

The Project would comply with all applicable City Fire and Building Codes, thus minimizing the loss of life or injury from fire and geologic hazards. In addition, the Project site is not located in a 100-year flood zone and, therefore, is not subject to flooding hazards. As a result, the Project would be consistent with this goal.

Residential

Goal: Promote the revitalization or, if necessary, the replacement of deteriorating neighborhoods.

The Project would replace an underutilized area containing aging commercial and multifamily residential buildings with a new mixed-use project that would revitalize this Project site and promote the revitalization of the surrounding neighborhood in a manner that is consistent with this goal.

Goal: Support the creation of higher-density residential development and alternative forms of medium- and high-density housing in those areas best suited from the standpoint of accessibility, current development, community organization, transportation and circulation facilities, and economic feasibility

The Project would provide an alternative form of high-density housing by constructing one-bedroom, two-bedroom, and studio apartment units in the central portion of the San Fernando Road Corridor Redevelopment Area near multiple public transportation routes. The mix and configuration of residential and retail-commercial space proposed will be complementary to, and compatible with, the existing surrounding uses. The Project site is near multiple retail commercial and community amenities. As such, the Project would be consistent with this goal.

Goal: Provide opportunities for diversity in housing styles for all economic segments of the community

The Project would add to the diversity of residential housing types in the City by providing 180 residential units. Of these residential units, 9 would be very low income affordable housing units for City residents. For these reasons, the Project would be consistent with this goal.

Circulation

Goal: Ensure that existing development is provided with adequate and safe streets

Goal: Provide adequate streets in advance of development capable of accommodating traffic associated with proposed uses

Development of the Project would not result in any physical changes to W. Broadway, and all lanes within the minor arterial streets would remain the same. The Project would provide 331 parking spaces within a single-level subterranean parking garage and at-grade. Specifically, 212 parking spaces would be located within the subterranean parking garage and the remaining 119 parking spaces would be at-grade. The subterranean parking garage would be accessible from Kenilworth Avenue, and at-grade parking would be accessible from W. Broadway and Pacific Avenue. The subterranean parking structure would be designed to City of Glendale Building Codes for subterranean parking structures. Sight lines follow City of Glendale Department of Public Works standards to ensure safe entry and exit from the parking structure. For these reasons, the Project would be consistent with these goals.

Goal: Develop clusters of uses which will facilitate the development of public transportation networks, decreasing dependence on the automobile.

The Project is located near local shopping centers such as the Glendale Galleria and the Americana at Brand. Alternative transportation modes are available and in walking distance from the Project site. The MTA and the City of Glendale presently operate bus routes along Broadway and Pacific Avenue. All routes serving the Project connect to additional routes and stop at the Glendale Transportation Center (GTC), which provides access to the Greater Los Angeles metropolitan region via bus and commuter trains. The GTC also provides statewide access via Amtrak long-distance trains. The nearest GTC stop is located approximately 0.9 miles north from the Project site and is accessible via Pacific Avenue. As such, the Project would be consistent with this goal.

Housing Element

Goal 1: A city with a wide range of housing types to meet the needs of current and future residents

The Project would add to the diversity of residential housing types in the City by providing 180 new residential units within the Redevelopment Project area and in close proximity to public transportation and the range of uses in Glendale's downtown. Nine of these units would be designated as very low income apartment units. As such, the Project would be consistent with this goal.

Goal 2: A city with high quality residential neighborhoods that are attractive and well designed

The Project would comply with the *City's Comprehensive Design Guidelines* for Project area by providing a mixed-use project, designed to be compatible with the surrounding neighborhoods, that adds residential units near downtown Glendale with commercial uses on W. Broadway and N. Pacific Avenue. Redevelopment of this location would improve the Redevelopment Project Area as a whole and would provide needed housing units and commercial space. The landscaping and upkeep of the building would be maintained by a building management company. For these reasons, the Project would be consistent with this goal.

Goal 4: A city with housing services that address groups with special housing needs

The Project would provide 180 apartment units. Nine of these units would be designated as very low income apartment units. All units would be handicap adaptable, with at least one unit being handicap accessible. For this reason, the Project would be consistent with this goal.

Goal 6: A city with housing that is livable and sustainable

The Project would recycle a minimum of 50 percent of the demolition and construction debris, would incorporate trash and recycling receptacles for residents in the parking structure, and would install low-flow devices within the apartment units as well as water conservation techniques for the landscaping. In addition, the Project would comply with the *City's Comprehensive Design Guidelines* adopted by the City, which incorporate livable community concepts by creating open spaces and facilitating pedestrian movement. The Project incorporates many of these concepts, and the City would review the Project for consistency with the guidelines. As such, the Project would be consistent with this goal.

Circulation Element

Goal 2: Minimization of congestion, air pollution, and noise associated with motor vehicles

The Project would be designed to promote pedestrian activity, includes retail commercial space that will provide services to residents of the Project and the surrounding neighborhood, and is located near public transportation. These characteristics will assist in reducing motor vehicle use, which is consistent with this goal.

Goal 3: Reasonable access to services and goods in Glendale by a variety of transportation modes

The Project would provide additional commercial services in an area that is served by public transportation and within walking distance for nearby existing and new residential uses. In addition, the Project would construct Americans with Disabilities Act (ADA)–compliant sidewalks and parking spaces. For these reasons, the Project would be consistent with this goal.

Goal 4: Functional and safe streetscapes that are aesthetically pleasing for both pedestrians and vehicular travel

In general, the landscaping materials to be used would create a distinct character for the Project site by creating a visual cohesiveness throughout the streetscape. A selection of canopy and groundcover plant materials (i.e., trees, shrubbery, flowers) would be located along all street frontages within the northwestern portion of the site, including N. Pacific Avenue, N Kenilworth Avenue, and W. Broadway. The landscaping would adhere to the *City's Comprehensive Design Guidelines* while seeking to complement adjacent development. The perimeter of the Project site would be landscaped with trees along the Project's boundary to enhance pedestrian circulation. As such, the Project would be consistent with this goal.

Noise Element

Goal 2: Reduce noise from non-transportation sources

The Project would install mechanical equipment in accordance with the City's Noise Ordinance. As such, the Project would be consistent with this goal.

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

The Project would be located within a 65 to 70 A-weighted decibels [dB(A)] 24-hour average Community Noise Equivalent Level (CNEL) zone as identified in the City's Noise Element. The Project would construct the residential building to the standards set forth in the California Building Code, which specifies that the indoor noise levels for residential living spaces not exceed 45 dB(A) CNEL. For these reasons, the Project would be consistent with this goal.

Conservation and Open Space Element

Goal 7: Continue programs which enhance community design and protect environmental resource quality

The Project would provide on-site recreational amenities in a recreation room as well as an outdoor courtyard area. The Project site is designed to include 22,000 square feet of common open space that includes the 3,200 square feet of publicly accessible open space at the street front. The Project would be constructed on an underutilized site that contains a retail building and an apartment building. As such, the Project would be consistent with this goal.

Goal 12: Continue to conserve water resources and provide for the protection and improvement of water quality

The Project would be required to filter the first 0.75 inches of rainfall on site through the above-grade Standard Urban Storm Water Mitigation Plan (SUSMP) planters. The Project would install low-flow water devices, such as low-flow toilets and water faucets, in the apartments and water conservation and irrigation systems. For these reasons, the Project would be consistent with this goal.

Consistency with San Fernando Road Corridor Redevelopment Project Plan

Goal: Improve neighborhood compatibility between industrial and adjacent residential land uses

The Project would revitalize an underutilized area within the Redevelopment Project area. The Project site is designated as Mixed Use by the General Plan and zoned as SFMU. The Mixed-Use designation permits a mix of commercial and residential uses as well as exclusively commercial, industrial, or residential land uses. Similarly, pursuant to Section 30.14.010(B), Table 30.14-A, of the City's Zoning Ordinance, a mix of commercial and residential uses is permitted within the SFMU zone.¹² There are no industrial land uses adjacent to the Project site, and therefore this goal is not applicable. The mixed-use development uses as proposed would be permitted under the existing General Plan and zoning

¹² City of Glendale, Municipal Code, sec. 30.14.030, Mixed Use Districts General Development Standards (2004).

designations. These designations demonstrate that the City of Glendale envisioned this area as a transitional area.

Level of Significance before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance after Mitigation: Less than significant.

Cumulative Impacts

The identified related projects all consist of individual development projects that do not involve any site improvements that would combine to physically divide any existing community, neighborhood, or district in the San Fernando Road area of Glendale. No cumulative impacts, therefore, would result. As previously stated, Project implementation would be consistent with land uses within the Project area and compatible to its surrounding uses. It would also provide needed housing and commercial services within the City of Glendale. Consequently, the incremental effect of the Project would not be cumulatively considerable, and the Project's cumulative impacts would be less than significant.

As discussed previously, implementation of the Project, on its own, would not result in land use incompatibilities or plan inconsistencies; thus, no significant land use impacts would occur. The nearest related projects are the Legendary Tower, located on 300 N. Central Avenue, approximately 0.45 miles northeast of the Project site; and the Colorado Street Mixed Use Project on 515 W. Colorado Street, approximately 0.25 miles south of the Project site. Development of the identified related projects would result in changes to existing land uses in the City through the conversion of vacant land and low-density uses to higher-density uses. All identified Citywide-related projects would be reviewed for consistency with adopted land use plans and policies by the City of Glendale. For this reason, related projects are anticipated to be consistent with applicable General Plan and Zoning Ordinances, or will be subject to an allowable exception and, further, would be subject to CEQA, mitigation requirements, and design review. Therefore, cumulative impacts to land use as a result of development conflicting with applicable land use plans and policies would be less than significant.

Level of Significance before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance after Mitigation: Less than significant.