



**PROPOSED
MITIGATED NEGATIVE DECLARATION**
Glendale Beeline Bus Maintenance Facility
1749-1761 Gardena Avenue

<p>The following Mitigated Negative Declaration (MND) has been prepared in accordance with the California Environmental Quality Act of 1970 as amended, the State Guidelines, and the Environmental Guidelines and Procedures of the City of Glendale.</p>	
Project Title/Common Name:	Glendale Beeline Bus Maintenance Facility
Project Location:	1749-1761 Gardena Avenue, Glendale, Los Angeles County
Project Description:	The City of Glendale is proposing to construct a new Beeline Bus Maintenance Facility that would replace the current leased facility at Los Angeles Street and Palmer Avenue. The facility would provide for fueling, washing, maintenance and storage of the City's 37-bus fleet. Supervisory and administrative staff as well as bus operators would be housed here.
Project Type:	<input type="checkbox"/> Private Project <input checked="" type="checkbox"/> Public Project
Project Applicant:	City of Glendale Community Development Department Urban Design & Mobility 633 East Broadway, Room 300 Glendale, CA 91206
Findings:	The Director of Community Development, on September 22, 2016 , after considering an Initial Study prepared by the Urban Design & Mobility section, found that the above referenced Project as mitigated would not have a significant effect on the environment and instructed that a Mitigated Negative Declaration be prepared.
Mitigation Measures:	See attached Mitigation Monitoring and Reporting Program (MMRP).
Attachments:	Mitigation Monitoring and Reporting Program; Initial Study Checklist
Contact Person:	Philip Lanzafame, Director City of Glendale Community Development Department 633 East Broadway, Room 103 Glendale, CA 91206-4386 Tel: (818) 548-2140; Fax: (818) 240-0392

MITIGATION MONITORING AND REPORTING PROGRAM

The following mitigation measures shall apply to the Glendale Beeline Bus Maintenance Facility project located at the Glendale Transportation Center to reduce identified impacts to less than significant levels.

Cultural Resources

E-1. The applicant shall comply with the *Cultural Resources Monitoring and Discovery Plan for the Glendale Beeline Maintenance Facility, Glendale, Los Angeles County, California* as prepared by SWCA Environmental Consultants (August 2015), which shall facilitate the monitoring process and provide guidance on procedures to be followed if cultural resources are discovered, including human remains. The Plan shall be incorporated into application materials submitted to the Director of Community Development as part of project approval.

Monitoring Action: Compliance with the *Cultural Resources Monitoring and Discovery Plan for the Glendale Beeline Maintenance Facility, Glendale, Los Angeles County, California* as prepared by SWCA Environmental Consultants (August 2015)

Timing: During subsurface activity

Responsibility: Department of Public Works

E-2. All ground-disturbing activities associated with the project shall be monitored by an archaeological monitor meeting the *Secretary of the Interior's Professional Qualifications Standards for Archaeology*, consistent with the City of Glendale Archaeological Resources Management Plan.

Monitoring Action: Presence of a qualified archaeological monitor

Timing: During subsurface activity

Responsibility: Department of Public Works

E-3. All ground-disturbing activities associated with the project shall be monitored by a professional Native American monitor.

Monitoring Action: Presence of a professional Native American monitor

Timing: During subsurface activity

Responsibility: Department of Public Works

Timing: Prior to issuance of building permits

Responsibility: Director of Community Development

Agreement to Proposed Mitigation Measures and Mitigation Monitoring Program

I/WE THE UNDERSIGNED PROJECT APPLICANT(S), HEREBY AGREE TO MODIFICATION OF THE PROJECT TO CONFORM WITH THE IMPACT MITIGATION MEASURES AND THE MITIGATION MONITORING PROGRAM SPECIFIED HEREIN REGARDLESS OF CHANGE OF OWNERSHIP. IF I/WE DISAGREE WITH ANY RECOMMENDED MITIGATION MEASURES OR ALL OR PART OF THE MITIGATION MONITORING PROGRAM, IN LIEU OF MY/OUR SIGNATURE HEREON, I/WE MAY REQUEST RECONSIDERATION OF THE MATTER UPON SUBMITTAL OF THE APPLICABLE FEE

AND DOCUMENTATION IN SUPPORT OF MY/OUR POSITION ON SAID MITIGATION MEASURES AND/OR MITIGATION MONITORING PROGRAM. (THE ENVIRONMENTAL AND PLANNING BOARD WILL RECONSIDER THE ISSUES AND TAKE ACTION AS DEEMED APPROPRIATE.)

Dated: 9/30/2016 
Signature(s) of the Project Applicant(s)

Dated: _____



INITIAL STUDY CHECKLIST
 Glendale Beeline Bus Maintenance Facility
 1749-1761 Gardena Avenue

1.	Project Title: Glendale Beeline Bus Maintenance Facility
2.	Lead Agency Name and Address: City of Glendale Community Development Department Planning and Neighborhood Services Division 633 East Broadway, Room 103 Glendale, CA 91206
3.	Contact Person and Phone Number: Justin Robertson, Planning Assistant Tel: (818) 937-8333 Fax: (818) 240-7239
4.	Project Location: 1749-1761 Gardena Avenue, Glendale, Los Angeles County
5.	Project Sponsor's Name and Address: City of Glendale Community Development Department Planning and Neighborhood Services Division 633 East Broadway, Room 103 Glendale, CA 91206
6.	General Plan Designation: Mixed Use, Public/Semi-Public
7.	Zoning: SFMU, T
8.	<p>Description of the Project: (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary support or off-site features necessary for its implementation.)</p> <p>The City of Glendale Community Development Department is requesting to construct a new Beeline Bus Maintenance Facility to replace the current leased facility located at 1242 Los Angeles Street in Glendale. The facility would consolidate maintenance, administrative, and storage operations. The City currently operates 37 compressed natural gas (CNG) buses.</p> <p>The new facility is proposed to house, maintain, and manage its current fleet. A total of approximately 25,500 gross square feet (gsf) would be constructed at the new facility, including vehicle maintenance, transit administration and operations, and storage uses together in a single two-story building, along with an approximately 2,000 gsf outdoor bus wash canopy and a 100 gsf trash enclosure. The site is approximately two acres in size and is currently vacant.</p> <p>A total of 19 employee parking spaces will be provided on-site, as well as eight bus parking lanes with a capacity of six 45' buses each. The proposed facility would operate seven days a week, at different times depending on use: administrative activities would occur 5:00am-9:00pm on weekdays; operations activities would occur 4:30am-10:00pm on weekdays and 8:45am-6:45pm on weekends; the maintenance shop would operate 5:00am-1:00am on weekdays and 8:00am-8:30pm on weekends; the wash bays would operate 6:00pm-2:30am on weekdays and 6:00pm-10:00pm on weekends; the fuel island would operate 7:00pm-3:30am on weekdays and 7:00pm-10:30pm on weekends.</p>

<p>9. Surrounding Land Uses and Setting: <u>North:</u> Glendale Transportation center and Parking Lot for Glendale Transportation Center <u>South:</u> Glendale Boulevard, Russian American Seventh Day Adventist Church (250' Min. distance, separated by Glendale Boulevard) <u>East:</u> Commercial Uses, Residential Uses (Affordable Housing Sites – 100' Min. distance) <u>West:</u> Storage Facility, Railroad Tracks, Residential Uses (250' Min. distance, separated by Railroad Tracks)</p>
<p>10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement). None</p>

11. Environmental Factors Potentially Affected:

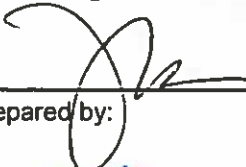
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant 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.

Prepared by: 

Date: 9/22/16

Reviewed by: 

Date: 9/22/16

Signature of Director of Community Development or his or her designee authorizing the release of environmental document for public review and comment.



Date: 9/22/16

FOR Director of Community Development:

Project Description

The City of Glendale is proposing to construct a new Transit Operations and Maintenance Facility that would replace the current leased facility at Los Angeles Street and Palmer Avenue. The facility would provide for fueling, washing, maintenance/warehousing and storage of the City's 37-bus fleet. Supervisory and administrative staff as well as bus operators would be housed here also.

A total of approximately 25,500 gross square feet (gsf) would be constructed at the new facility, including maintenance, administration, operations, and storage uses together in a single two-story building, along with an approximately 2,000 gsf outdoor bus wash and an approximately 100 gsf trash enclosure. The site is approximately two acres in size and is currently vacant.

A portion of the project site is adjacent to the northerly boundary of the SCRRA railroad right-of-way. No encroachments to this right-of-way will occur. A total of 19 employee parking spaces will be provided on-site within the proposed Facility, as well as eight bus parking lanes with a capacity of six 45' buses each. The Facility would operate seven days a week, at different times depending on the uses: administrative activities would occur 5:00am-9:00pm on weekdays; operations activities would occur 4:30am-10:00pm on weekdays and 8:45am-6:45pm on weekends; the maintenance shop would operate 5:00am-1:00am on weekdays and 8:00am-8:30pm on weekends; the wash bays would operate 6:00pm-2:30am on weekdays and 6:00pm-10:00pm on weekends; the fuel island would operate 7:00pm-3:30am on weekdays and 7:00pm-10:30pm on weekends.

Project Location

The project site has an area of approximately 2.5 acres that is vacant and undeveloped, and is located just north of the terminus of Gardena Avenue, at 1749 - 1761 Gardena Avenue, within the City of Glendale, County of Los Angeles, State of California, as shown on the attached location map. The distance between the current and the new Facility at the terminus of Gardena Avenue is less than one mile.

The parcel numbers where the Facility will be constructed are as follows: 5640-031-908, 5640-031-912, 5640-031-915, 5640-042-907.



12. Environmental Factors Potentially Affected:

The following section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

A. AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
3. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

1) Have a substantial adverse effect on a scenic vista?

No Impact. The project site is located in a developed urban area. No scenic vistas are located in the project vicinity. No impacts to scenic vistas would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is located in a developed urban area. There are no state scenic highways located in the project vicinity. No impacts to scenic resources within a state scenic highway would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

3) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed structures will be designed for compatibility with the surrounding built environment and will undergo design review and approval by the Director of Community Development, and have been reviewed by the Historic Preservation Commission (HPC) to ensure project architecture, exterior colors, materials, and landscaping do not substantially degrade the existing visual character or quality of the site and its surroundings, in light of the project's proximity to and relationship with the Glendale Transportation Center, which includes the 1923 Southern Pacific Railroad Depot (National Register of Historic Places Reference #97000376).

Since the proposed project has been reviewed by HPC and will undergo design review and approval by the Director of Community Development for compatibility with the surrounding built environment, including existing industrial and historic transportation uses in the area, the project is not anticipated to result in significant adverse impacts associated with the existing visual character of the surrounding neighborhood.

Mitigation Measures: No mitigation measures are required.

- 4) ***Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?***

Less than Significant Impact. Day and nighttime lighting for the project would represent an increase above the existing uses onsite since the site is currently vacant. However, the type of lighting installed would be consistent with the surrounding uses including the parking area associated with the Glendale Transportation Center located adjacent to the project site. Therefore no significant impact is anticipated.

Mitigation Measures: No mitigation measures are required.

B. AGRICULTURE AND FOREST RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. 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?				X

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is located in a developed urban area. No Prime Farmland, Unique Farmland, or Farmland of Statewide importance exists on the project site or in the vicinity of the project. No impacts associated with agricultural resources would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. No portion of the project site is zoned for agricultural use. There are no established Williamson Act contracts. No impacts associated with agricultural resources would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

- 3) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?***

No Impact. There is no existing zoning of forest land or timberland in the City of Glendale. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 4) ***Result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. There is no forest land within the City of Glendale. No forest land would be converted to non-forest use under the proposed project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 5) ***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?***

No Impact. There is no farmland or forest land in the vicinity of or on the proposed project site. No farmland would be converted to non-agricultural use and no forest land would be converted to non-forest use under the proposed project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

C. AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?				X
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
4. Expose sensitive receptors to substantial pollutant concentrations?				X
5. Create objectionable odors affecting a substantial number of people?				X

1) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The South Coast Air Quality Management District (SCAQMD) is currently in the process of adopting an updated air quality management plan (AQMP). The 2016 AQMP demonstrates how the region will accommodate projected growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Projects that are determined to be consistent with the AQMP would not interfere with attainment of the goals of the plan because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses and activities that are consistent with the growth projections used in the development of the AQMP would not jeopardize attainment of the air quality goals identified in the AQMP, even if they exceed the SCAQMD recommended daily emissions thresholds.

Demographic growth forecasts for various socioeconomic categories (e.g., population, housing employment), developed by the South Coast Association of Governments (SCAG) for the adopted 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) were used to estimate future emissions within the 2016 AQMP. Projects that are consistent with the growth projections are considered consistent with the AQMP. The project would result in no new employment growth in the region. According to the 2016 RTP/SCS, 2012 employment in Glendale was 111,300; SCAG employment projections used to estimate emissions in the 2016 AQMP for year 2040 anticipated 127,000 jobs in Glendale. The Project would not generate any new jobs. Consequently, there would be no project impacts related to implementation of the 2016 AQMP.

Mitigation Measures: No mitigation measures are required.

2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact.**Construction Emissions**

The proposed project would include the construction of approximately 25,500 square feet of new building area.

Air pollutant emissions associated with the project could occur over the short-term from demolition, site preparation, and construction activities to support the proposed land use. Major sources of emissions during the construction effort include exhaust and dust. However, compliance with South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust would reduce potential construction related air quality impacts to a less than significant level.

Vehicle and Stationary Emissions

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project site after occupancy. The proposed Beeline bus facility is located less than (1) mile from its current location. The project would represent no increase in the size of the existing bus fleet, which is entirely CNG, or to the number of personnel assigned to maintaining and operating the fleet. However, while the number of full time staff in the administrative offices will likely increase the number of persons working at the site by approximately 15, they will not represent new jobs in Glendale, but existing jobs and emissions. According to the SCAQMD, CNG-fueled buses represent a significant decrease in air pollutants as compared to diesel-fueled buses. Therefore, since the current fleet of buses is currently located in the same general area, no significant air quality impacts associated with the operation of the proposed uses are anticipated.

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

Less Than Significant Impact. The project will generate minor pollutant emissions during construction and will have a net benefit on long-term air quality due to the use of CNG-fueled vehicles in lieu of diesel fueled City bus fleet vehicles.

Mitigation Measures: No mitigation measures are required.

- 4) ***Expose sensitive receptors to substantial pollutant concentrations?***

No Impact. Sensitive receptors are defined as schools (Preschool-12th Grade), hospitals, resident care facilities, daycare centers or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The proposed project is located within a primarily industrial area and no sensitive receptors are located near the site. The proposed project would not result in any significant increase in criteria pollutants or contribute to an existing air quality violation or exceed SCAQMD threshold. Additionally, the project will be required to comply with all applicable rules to reduce construction impacts. No impacts would occur to sensitive receptors with the implementation of the proposed project.

Mitigation Measures: No mitigation measures are required.

- 5) ***Create objectionable odors affecting a substantial number of people?***

Less Than Significant Impact. Construction activity associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust in proximity to area residential uses. However, any detectable odors or heavy-duty equipment exhaust would be associated with initial construction and would be considered short-term. Significant long-term odor impacts are not

anticipated to occur from the project site since the Beeline Bus fleet is entirely CNG-fueled. No significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

D. BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
4. 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?				X
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

- 1) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. The proposed project site is located in a developed urban area and was previously developed for use, although the site is currently vacant. No biological habitats or sensitive/special status species exist on the project site. Implementation of the project would not result in any impact to species identified as endangered, threatened, sensitive, or being of special concern by the California Department of Fish and Game or the United States Fish and Wildlife Service. Only a limited number of plant species that flourish in urban environments, none of which are considered rare or endangered, can be found on the project site. Suitable habitats for sensitive mammal, reptile, amphibian or fish species do not exist on the project site or within the surrounding area. No impact would occur.

Mitigation Measures: No mitigation measures are required.

- 2) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. The site and its surrounding area are completely developed and disturbed. No riparian habitat or sensitive natural community is located in the surrounding area or on the project site. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is neither in proximity to, nor does it contain, wetland habitat or a blue-line stream. Therefore, implementation of the proposed project would not have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (CWA), through direct removal, filling, hydrological interruption or other means. No impact would occur.

Mitigation Measures: No mitigation measures are required.

- 4) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact. The local area consists of established, highly urbanized and developed properties. The project site is currently vacant and undeveloped, and the immediate area is almost entirely paved or otherwise developed. As such, the project site and immediate area do not contain native resident or migratory species or native nursery sites. Los Feliz Road to the north, Glendale Avenue to the south, San Fernando Road to the east and the Union Pacific Railroad to the west are major transportation routes for vehicles and trains, which would act as barriers to potential wildlife movement. In addition, there are no wildlife migration corridors in the vicinity of the project site. No impact would occur.

Mitigation Measures: No mitigation measures are required.

- 5) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

No Impact. The Glendale Municipal Code, Chapter 12.44 Indigenous Trees, contains guidelines for the protection and removal of indigenous trees. These trees are defined as any Valley Oak, California Live Oak, Scrub Oak, Mesa Oak, California Bay and California Sycamore, which measure six inches or more in diameter breast height (DBH). No indigenous trees are located on the project site or within 20 feet of any adjacent property. Implementation of the proposed project would therefore not conflict with any local policies or ordinances protecting biological resources.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No adopted Habitat Conservation Plan, Natural Community Conservation Plan or similar plan applies to this portion of the City of Glendale. Consequently, implementation of the proposed project would not conflict with the provisions of any adopted conservation plan. No impact would occur.

Mitigation Measures: No mitigation measures are required.

E. CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?			X	
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		X		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
4. Disturb any human remains, including those interred outside of formal cemeteries?		X		

1) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

Less Than Significant Impact. The project site is vacant land located adjacent to the existing parking lot of the Glendale Transportation Center. The Glendale Transportation Center contains one historical resource, the Glendale Southern Pacific Depot, which is listed in the National Register of Historic Places and the Glendale Register of Historic Resources. The Depot is not within the project area and no work is proposed for it. On December 8, 2008 the City of Glendale Historic Preservation Commission (HPC) considered whether the development of the existing CNG fueling facility within the Glendale Transportation Center and immediately adjacent to this project site would have any impact on the historic depot's ongoing eligibility for listing on the Glendale and National Historic Registers. It was determined by the Commission that the fueling facility would not impact the Southern Pacific Railroad Depot's listing status on the Glendale or National Historic Registers.

In March 2015, the California State Office of Historic Preservation (SHPO) concurred with a Federal Transit Administration determination that this project will have "no adverse effect on historic properties, including the depot," as "the proposed new administration building... would not cause any physical alteration to the [depot]." This concurrence was conditioned on review of the project by the Glendale Historic Preservation Commission "to ensure that all aspects of the new building will not impact the depot and that all public lines of sight are maintained."

The Glendale Historic Preservation Commission provided Advisory Design Review of this project at its regular public meeting on Thursday, February 18, 2016. Therefore, the project will not cause a substantial adverse change in the significance of a historic resource as defined in §15064.5; no significant impact will occur.

Mitigation Measures: No mitigation measures are required.

2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact with Mitigation Incorporated. While a systematic pedestrian cultural resource survey conducted on the previously developed site in November 2014 turned up partially buried though not significant cultural resources, their presence suggests that additional

subsurface deposits may be present. Background research on the natural and cultural setting of the project area also suggests that the project site may be archaeologically sensitive. Because the project area appears to have high archaeological sensitivity, archaeological and Native American monitoring of any ground-disturbing activities are recommended by the applicant's cultural resources consultant, as well as the preparation of a Monitoring and Discovery Plan. In the event that archaeological resources are unearthed during project subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until an archaeologist and the Native American monitor have evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of the mitigation measures listed below, any potential impacts on cultural resources will be less than significant.

Mitigation Measures:

- E-1. The applicant shall comply with the *Cultural Resources Monitoring and Discovery Plan for the Glendale Beeline Maintenance Facility, Glendale, Los Angeles County, California* as prepared by SWCA Environmental Consultants (August 2015), which shall facilitate the monitoring process and provide guidance on procedures to be followed if cultural resources are discovered, including human remains. The Plan shall be incorporated into application materials submitted to the Director of Community Development as part of project approval.
- E-2. All ground-disturbing activities associated with the project shall be monitored by an archaeological monitor meeting the *Secretary of the Interior's Professional Qualifications Standards for Archaeology*, consistent with the City of Glendale Archaeological Resources Management Plan.
- E-3. All ground-disturbing activities associated with the project shall be monitored by a professional Native American monitor.

3) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less Than Significant Impact. Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City of Glendale consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. In addition, the project site has already been subject to extensive disruption and development. Any superficial paleontological resources which may have existed at one time on the project site have likely been previously unearthed by past development activities. Nonetheless, there is a possibility that paleontological resources may exist at deep levels and could be unearthed with implementation of the proposed project. In the event that paleontological resources are unearthed during the proposed project-related subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, no significant impact would occur.

Mitigation Measures: No mitigation measures are required.

4) ***Disturb any human remains, including those interred outside of formal cemeteries?***

Less than Significant Impact with Mitigation Incorporated. The project site and surrounding area are characterized by features typical of the urban landscape and include commercial and industrial uses. No known burial sites exist within the vicinity of the project site or surrounding area. However, impacts would be potentially significant if human remains are encountered during excavation and grading activities. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition

pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as a consultant on how to proceed with the remains (i.e., avoid removal or reburial). Further, with the presence of a professional Native American monitor on site as mitigation to potential impacts identified in Response E-3, along with implementation of this standard requirement, no significant impact would occur.

Mitigation Measures: No mitigation measures are required beyond those specified in Response E-3; all ground-disturbing activities associated with the project shall be monitored by a professional Native American monitor.

F. GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
2. Result in substantial soil erosion or the loss of topsoil?			X	
3. 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?				X
4. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?				X
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

1) ***Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***

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

Less Than Significant Impact. Ground rupture is defined as surface displacement, which occurs along the surface trace of the causative fault during an earthquake. Based on research of available literature, there are no known active or potentially active faults that underlie the subject site. According to the City's Safety Element (August 2003), the subject site is not located within an Alquist-Priolo Earthquake Fault Zone or a City-designated Fault Hazard Management Zone. The closest City-designated Fault Hazard Management Zone is the Hollywood Fault Zone, with its northernmost boundary set southeast of Tyburn Street approximately 2,300 feet from the project site. Further, the new structures would be constructed to meet all current building and seismic safety standards and would be required to comply with established building codes regulating building

construction. Therefore, impacts from the rupture of a seismic fault are considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

ii) ***Strong seismic ground shaking?***

Less Than Significant Impact. Given the location of the proposed project site within earthquake-prone Southern California, the proposed project site may experience strong seismic ground shaking during a seismic event. Accordingly and as part of the authority's standard construction practices, all structures will be constructed in a manner that reduces or eliminates the risk of seismic hazards, including liquefaction and/or earthquake-induced settlement through compliance with the seismic safety and all other applicable provisions of the California Building Code (Title 24, California Code of Regulations). These standard construction practices will be incorporated into the project design; the new structures would be constructed to meet all current building and seismic safety standards and would be required to comply with established building codes regulating grading and building construction. Compliance with applicable state and local building codes would reduce impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

iii) ***Seismic-related ground failure, including liquefaction?***

No Impact. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. Liquefiable soils are not known to exist beneath the project site as indicated in the City's Safety Element (August 2003) and the City does not identify the project site as being located in an area prone to liquefaction. No impacts associated with seismic-related ground failure (including liquefaction) will occur.

Mitigation Measures: No mitigation measures are required.

iv) ***Landslides?***

No Impact. The probability of seismically-induced landslides occurring on the site is considered to be low since the project site is not located within a designated landslide hazard zone nor is it identified in a landslide risk area as indicated in the City's Safety Element (August 2003). The topography of the project site has been previously modified and is flat, as is the surrounding area. Implementation of the proposed project would not generate any landslide hazard.

Mitigation Measures: No mitigation measures are required.

2) ***Result in substantial soil erosion or the loss of topsoil?***

Less Than Significant Impact. Development of the proposed project would result in exposure of onsite soils during construction. Since the project site is flat and soils would be exposed for a limited amount of time, substantial soil erosion or the loss of topsoil is not expected to occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

- 3) ***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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

No Impact. Subsidence is the process of lowering the elevation of an area of the earth's surface and can be caused by tectonic forces deep within the earth or by consolidation and densification of sediments sometimes due to withdrawal of fluids such as groundwater. The project site is not located in an area of significant subsidence activity. As indicated in Response F-1(iii), the soil under the project site is not prone to liquefaction. Therefore, no impacts related to unstable soils are anticipated.

Mitigation Measures: No mitigation measures are required.

- 4) ***Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?***

No Impact. No expansive soils have been identified onsite. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No septic tanks or alternative wastewater disposal systems are proposed as part of the proposed project. No impacts associated with geology and soils are anticipated as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

G. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
2. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

1) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less Than Significant Impact.

The project would result in short-term emissions of GHGs during construction. Greenhouse gas emissions will be released by construction equipment and materials during grading, paving, building construction, and architectural coating activities. However, while these are considered one-time and short-term emissions, they are necessarily included in assessments of long-term emissions associated with the project. SCAQMD's GHG Significance Thresholds guidance suggests that construction-related emissions be annualized over the life of a project, generally 30 years, and are included within operational emissions assumptions to ensure that GHG reduction efforts address construction emissions as part of reduction efforts during the project's operational life.

Operational emissions will begin with the end of construction and beginning of occupancy, anticipated in 2016, resulting in direct annual emissions due to normal day-to-day activities. These operational emissions consist of both area source emissions – the use of natural gas for space and water heating – and of mobile sources: motor vehicles belonging to workers, vendors, and members of the public with business at the Beeline Bus office. The project's indirect emissions will come from electricity demand, water consumption, and waste generation.

The annual net GHG emissions associated with the construction and operation of the proposed project are provided below in **Table G-1, Estimated Operational Greenhouse Gas Emissions**. The sum of the direct and indirect emissions associated with the project is compared with the SCAQMD's Working Group's draft threshold of significance for all land use projects, 3,000 MTCO₂e/year. As shown in **Table G-1**, the project would not result in a significant impact with respect to GHG emissions.

**Table G-1
Estimated Greenhouse Gas Emissions**

GHG Emissions Source	Emissions (Metric Tons CO₂e/year)
Construction (annualized over project life)	2.27505333
Operational (Mobile) Sources	648.1679
Area Sources	0.00069999999
Energy	177.4686
Waste	12.3783
Water	48.9217
Annual Total	886.9372

*Source: CalEEMod.
Assumptions: Glendale Water & Power, utility provider. SCAQMD, project location.*

Mitigation Measures: No mitigation measures are required.

- 2) ***Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?***

Less Than Significant Impact.

Since 2005, the State of California has responded to growing concerns over the effects of climate change by adopting a comprehensive approach to addressing emissions in the public and private sectors. California's role as a global leader was solidified with the passage of the Global Warming Solutions Act of 2006 (AB 32). AB 32 requires the state to reduce its greenhouse gas emissions to 1990 levels by 2020. In December 2007, the California Air Resources Board (CARB) identified the 2020 limit, equal to statewide emissions in 1990, of 427 million MTCO₂e gases. It also requires the California Air Resources Board (CARB) to develop a policy plan for reaching AB 32 emissions reduction goals and to adopt and enforce regulations to implement the plan.

The resulting AB 32 Scoping Plan was adopted by CARB in December 2008. Among the many strategies articulated, it encourages local governments to reduce emissions in their jurisdictions by a degree commensurate with state goals. Given that identifying 1990 emissions levels can be difficult for some local governments, a reduction of approximately 15 percent below "current" levels (this language was used in 2008) is given as a rough equivalency. However, AB 32 stopped short of setting mandatory targets for local government compliance. The state has not set an air quality threshold, though it has the authority to do so through the CARB. California's 35 air districts, which operate independent of the state and CARB, are responsible for enforcing state and federal air pollution reduction laws in their jurisdiction, including AB 32. The air districts can establish threshold levels that are enforceable within their jurisdiction, and some air districts have set significance thresholds, which trigger mitigation requirements. These thresholds vary by region. The South Coast Air Quality Management District (SCAQMD), Glendale's regional air quality district agency, has not set for the region significance thresholds related to GHG emissions; SCAQMD has only released an interim CEQA GHG Significance Threshold for all land uses of 3,000 MTCO₂e/year, as discussed in section G-1 above. The project as proposed will conform with the City of Glendale Greener Glendale Plan for Municipal Operations, and with Title 24 of the California Green Building Standards Code, and is therefore consistent with the goals of AB 32 by incorporating measures that reduce GHG emissions compared to a conventional project of similar size. Further, the project a) supports low-emission public transportation by serving as a base of operations and maintenance for the Glendale Beeline Bus system, a 100 percent CNG-fueled fleet; b) is located in a highly urbanized area on the

grounds of the City's primary rail and bus transportation hub, thereby providing direct access for employees and visitors alike to utilize public transportation and reducing vehicle trips and vehicle miles traveled. These measures and features are consistent with existing recommendations in State and local law to reduce GHG emissions. The project would emit net GHG emissions less than the SCAQMD 3,000 MTCO₂e/year threshold of significance and would therefore result in less than significant impacts and is considered consistent with applicable plans.

Mitigation Measures: No mitigation measures are required.

H. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. 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?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site?				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site?				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

- 1) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Less Than Significant Impact. The project involves the development of a bus maintenance facility that would involve the use, routine transport, or disposal of hazardous materials from the maintenance and repair of buses; however, compliance with State and local laws regulating the use of such materials will be required. Compliance with these regulations would reduce impacts to less than significant.

Mitigation Measures: No mitigation measures are required.

- 2) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less Than Significant Impact. The project involves the development of a bus maintenance facility that would involve the use and storage of limited hazardous materials relative to the maintenance

and repair of buses; however, the applicant will be required to comply with all applicable fire and building codes, and will be required to obtain any necessary permits relating to the proposed uses. No significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. While there are no existing and proposed schools within one-quarter mile of the project site, there is one public school and one private school located within 1/3 mile from the project site. The public school includes Cerritos Elementary School located at 120 East Cerritos Avenue, Glendale, California. The private school is Holy Trinity Church School located at 3716 Boyce Avenue, Los Angeles, California, and is separated from the maintenance facility by the railroad tracks located south of the property and light industrial/storage uses.

As indicated in response H-2 above, the applicant will be required to obtain any permits that may be required for the proposed bus maintenance use. Therefore, no significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 5) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project site?***

No Impact. The proposed project site is not located within an airport land use plan or within two miles of a public airport or public use airport. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 6) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project site?***

No Impact. No private airstrips are located in the City of Glendale or in the vicinity of the project site. Therefore, implementation of the proposed project would not result in any safety hazards for people residing or working in the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 7) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

No Impact. The project would not interfere with an adopted emergency response plan or emergency evacuation plan as stated in the City's Safety Element (August 2003). No impacts to emergency response plans or emergency evacuation plans would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project site is located within an area that has been heavily urbanized for years and is not classified as a Fire Hazard Area by the City of Glendale Fire Department, as indicated in the City's Safety Element (August 2003). No wildlands are located within or near the project site. No impacts associated with wildland fires would occur.

Mitigation Measures: No mitigation measures are required.

I. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
5. 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?			X	
6. Otherwise substantially degrade water quality?			X	
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
10. Inundation by seiche, tsunami, or mudflow?				X

1) **Violate any water quality standards or waste discharge requirements?**

Less Than Significant Impact. The project would be required to comply with all NPDES requirements including pre-construction, during construction, and post-construction Best Management Practices (BMPs). In addition, the project will be required to submit an approved SUSMP (Standard Urban Stormwater Mitigation Plan) to be integrated into the design of the project. Impacts associated with water quality standards or waste discharge requirements are anticipated to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project is not anticipated to significantly affect groundwater and is not anticipated to interfere with the recharge of local groundwater or deplete the groundwater supplies. Therefore, no significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project would not substantially alter the drainage pattern of the site, or alter the course of a stream or river since the drainage patterns will be similar to the existing conditions. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed project would not alter the course of a stream or river. Flood hazards due to heavy precipitation can result in inundation of developed areas due to overflow of nearby stream courses or from inadequate local storm drain facilities, if not sized to accommodate large storm events. However, the City has developed a flood control system that provides protection for its residents. In addition, no Federal Emergency Management Agency-designated flood zones are located within the project site as indicated in the City's Safety Element (August 2003). Therefore, no flooding impacts would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

- 5) ***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?***

Less Than Significant Impact. The project would contribute water runoff into the existing area stormwater drainage system in compliance with the project SUSMP. Therefore, no significant impacts would occur as a result of the proposed project. Please also refer to Responses H-1, H3, and H-4 above.

Mitigation Measures: No mitigation measures are required.

- 6) ***Otherwise substantially degrade water quality?***

Less Than Significant Impact. As stated in Response H-1 above, no impacts associated with water quality are anticipated as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No housing currently exists on the project site and no new housing is proposed. In addition, as indicated above in Response H-4, no portion of the project site is located within a 100-

year floodplain or other flood hazard area, as shown on the latest FEMA Flood Insurance Rate map. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

8) ***Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

No Impact. The project site is not located within a 100-year floodplain or other flood hazard area, as shown on the latest FEMA Flood Insurance Rate Map, and would not place structures which would impede or redirect flood flows. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the City's Safety Element (August 2003), the project site is not located within inundation zones from failure of upstream dams. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

10) ***Inundation by seiche, tsunami, or mudflow?***

No Impact. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. A review of the County of Los Angeles Flood and Inundation Hazards Map indicates that the site does not lay within the mapped tsunami inundation boundaries. Therefore, no seiche, tsunami, or mudflow impacts would occur.

Mitigation Measures: No mitigation measures are required.

J. LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Physically divide an established community?				X
2. 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?			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

1) ***Physically divide an established community?***

No Impact. The project does not include the development of a major roadway or freeway which is typically associated with dividing a community. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

2) ***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?***

Less Than Significant Impact. The project site is designated as Mixed Use and Public/Semi Public in the Land Use Element of the General Plan. The current SFMU (Commercial/Residential Mixed Use) and T (Transportation) zoning designations allow for commercial, residential, and transportation activities in conformance with the General Plan.

The proposed project site is adjacent to the Glendale Transportation Center and the Clean Energy CNG Fueling Facility to the north, commercial uses on Mira Loma Avenue, Gardena Avenue and Cerritos Avenue to the east, as well as the Union Pacific/Southern California Regional Rail Authority railroad tracks to the west. Two affordable housing projects, Metropolitan City Lights and Metro Loma, lie to the east of the project site. Brand Boulevard is adjacent to the property to the south, with residential uses beyond Brand Boulevard.

The proposed office/administration use is permitted in the SFMU zone, as is the proposed storage use. Parking is conditionally permitted in SFMU and expressly permitted in the T zone; "vehicle repair garage" was previously permitted in M2 and is currently not permitted in SFMU. When the City of Glendale assembled the property between the late 1980s and mid-1990s, in part with restricted transportation funds, it did so with the expectation of enabling additional transportation-related uses adjacent to the train station by redeveloping the project site. These uses were consistent with the zoning code and general plan at the time of the project site's acquisition; prior to the August 2004 establishment of the SFMU zone, the entire project site, including the parcels closest to the railroad right-of-way, were all within the M2 (Light Industrial) zone. After assembling the project site, the City of Glendale drafted the Glendale Municipal Transit Center Specific Plan (1994) which noted the continued intention to use the project site for transportation-related purposes, designated the project site as entirely within the Transit Center Area, and gave it the "Light Industrial (Subdistrict 2)" land use designation.

Given the City's longstanding and public plans for the site, its expectations for the appropriateness of the proposed uses at the time of the site acquisition, and restrictions on the use of the property given the source of funds with which it was acquired, the strict application of the provisions of the applicable use restrictions on this site would result in practical difficulties and would constitute an unnecessary hardship inconsistent with the general purposes and intent of the restrictions. Additionally, the use restrictions given the source of funds are unique to this site and are not generally applicable to any other property in the neighborhood, save for the existing Glendale Transportation Center. It is unlikely that the granting of the required use variances will be materially detrimental to the public welfare or injurious to the property or improvements in the neighborhood, given the neighborhood's existing and historic industrial character; further, their granting would not be contrary to the objectives of the zoning code, which are to regulate development and prohibit harmful encroachment from incompatible uses. The proposed uses are either wholly compatible with the neighborhood, or are appropriately screened/buffered from incompatible uses. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

3) ***Conflict with any applicable habitat conservation plan or natural community conservation plan?***

No Impact. There is no habitat conservation plan or natural community conservation plan in the project site or vicinity. As such, the implementation of the proposed project could not conflict with any such plans. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

K. MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?				X
2. 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?				X

1) 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?

No Impact. The project site is not within an area that has been identified as containing valuable mineral resources as indicated in the City's Open Space and Conservation Element (January 1993). Therefore, project operation would not preclude the future development of such resources. Implementation of the proposed project would not create any impacts with respect to availability of mineral resources.

Mitigation Measures: No mitigation measures are required.

2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As indicated in Response K-1 above, there are no known mineral resources within the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

L. NOISE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?				X
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?				X

1) *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?*

Less Than Significant Impact.

The project site is located within an industrial area of the City that, as noted in the Noise Element of the City's General Plan, is located within a 70+ Community Noise Equivalent Level (CNEL) noise contour. The site is immediately adjacent to the existing railroad right-of-way; the Glendale Transportation Center; a compressed natural gas fueling facility and associated compressor equipment for the existing Glendale Beeline bus fleet, the Glendale Department of Public Works sanitation truck fleet; and Brand Boulevard/Glendale Avenue, a major arterial roadway with existing traffic volumes of approximately 21,000 daily trips.

The project is buffered from residential uses to the west by the railroad right-of-way and a storage facility. Other residential uses within the area include Metropolitan City Lights, approximately 60 feet from the project site at 1760 Gardena Avenue, and Metro Loma, approximately 330 feet from the project site at 328 Mira Loma Avenue. A religious institution is located approximately 250 feet to the south.

The City of Glendale Municipal Code Chapter 8.36, *Noise* (Noise Ordinance) regulates all construction and operational noise generation at the project site. While temporary noise impacts could occur as a result of onsite construction activities, compliance with Section 8.36.080 *Construction on buildings structures and projects* will reduce the potential noise impacts to a less than significant level.

The project site is located in the SFMU *Commercial/Residential Mixed Use* and *T Transportation* zones. The Noise Ordinance, 8.36.050 *Minimum and maximum ambient noise levels* regulates allowable noise based on "presumed" ambient noise levels by zone designation, and exceptions are based on "actual" ambient noise levels, plus five dBA. Exterior noise standards for SFMU and T are presumed 60 dBA (residential zones) or 65 dBA (commercial zones) and 70 dBA (industrial zones) at any time, respectively. There are no mixed-use specific noise standards.

In June, 2016, noise consultant Advanced Engineering Acoustics of Simi Valley, California (AEA) conducted a study of the project site to determine "actual" ambient noise levels in the area. Section 3.36.050(A) notes, "Where the actual ambient is less than the presumed ambient, the actual ambient shall control and any noise in excess of the actual ambient, plus five dbA, shall be a violation." Seven ambient noise monitoring locations were selected near and on the project property. Table L-1 gives a summary of the measured ambient noise data.

**Table L-1
Existing Ambient Noise Conditions***

Measurement Location	Leq, dBA	Lmin, dBA	Lmax, dBA**	Peak Hour Leg, dBA
Site 1***	66.0	57.8	81.2	67.1
Site 2	65.5	49.9	92.1	66.9
Site 3	63.3	47.7	94.9	65.9
Site 4	63.1	47.6	95.5	65.3
Site 5	65.6	47.1	96.8	68.4
Site 6	65.6	47.7	94.1	67.1
Site 7	61.0	56.5	78.0	--

* AEA Project Site Noise Measurements. June 10, 2016.

** Instantaneous maximum noise level

*** 20 feet above ground level

AEA modeled operational noise from the proposed project relative to surrounding uses, including those residential uses immediately across Gardena Avenue from the proposed facility. The noise modeling demonstrates the following: given the orientation of the operations uses away from Gardena Avenue, and noise attenuation provided by the main building's location on the project site, operational noise levels at the residential property across Gardena Avenue would at no time exceed 50dBA; the noise threshold for residential zones in Glendale is 60dBA. Therefore, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

2) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

No Impact. Excessive groundborne vibration is typically associated with activities such as blasting used in mining operations, or the use of pile drivers during construction. The project would not require any blasting activities and any earth movement associated with project construction is not expected to generate excessive groundborne vibration or groundborne noise levels.

Mitigation Measures: No mitigation measures are required.

- 3) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less Than Significant Impact.

Existing ambient noise levels at the project site exceed presumed ambient noise levels per the Noise Ordinance (see Response L-1). Modeling of proposed operational noise shows that at no time will levels exceed 50dBA at the northerly residential buildings. The existing noise environment in the project vicinity is dominated by traffic noise from nearby roadways and by typical industrial and commercial activities in the surrounding neighborhood, including regular Amtrak and Metrolink rail service. With the 2005 approval for the existing residential use immediately to the north of the project site, the project site was noted as the location of the "City of Glendale proposed Beeline Transit Operations and Maintenance Facility."

Other incidental and long-term noise generated by operation of the proposed project above existing ambient levels and sources including air conditioning equipment, employee auto traffic to/from the project site, and other audible sources typical of administrative office uses would have a minimal effect on the noise environment in proximity to the project site.

Noise impacts associated with maintenance of a bus fleet will be significantly reduced as the service bays and bus wash facilities are oriented away from sensitive receptors, as shown in noise models run by AEA (see Response L-1). The bus wash canopy is buffered from the nearest sensitive receptors by the existing CNG compressor and by the maintenance, admin, and operations building. Bus bays in the maintenance side of the maintenance, admin, and operations building are oriented away from Gardena Avenue and are buffered by the building's administrative and operations uses. Therefore, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 4) ***A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less Than Significant Impact. The Planning Division has evaluated the proposed project and found that temporary noise impacts could occur as a result of onsite construction activities; however, the applicant must comply with limits on hours of construction activity in the Glendale Noise Ordinance. Therefore, less than significant noise impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

- 5) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project site to excessive noise levels?***

No Impact. The project site is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 6) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?***

No Impact. There are no private airstrips located on or within the vicinity of the project site. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

M. POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

- 1) ***Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

No Impact. Development of the proposed project does not involve the removal of any number of people or residential structures, nor are there any residential structures proposed. No impacts associated with population and housing would occur.

Mitigation Measures: No mitigation measures are required.

- 2) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

No Impact. No residential dwelling units currently exist on the project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- 3) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact. Please refer to Response M-2 above. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

N. PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				X
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

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

a) ***Fire protection?***

No Impact. The overall need for fire protection services is not anticipated to increase as a result of the proposed project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

b) ***Police protection?***

No Impact. The overall need for police protection services is not anticipated to increase as a result of the proposed project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

c) ***Schools?***

No Impact. The number of students in the Glendale Unified School District is not anticipated to increase as a result of the proposed project, as the project would not create a significant number of new jobs in the project area. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

d) ***Parks?***

No Impact. The proposed project would not involve development or displacement of a park, nor would the project increase the demand for parks. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

e) ***Other public facilities?***

No Impact. The project can be adequately served by existing public services and is not anticipated to result in substantial adverse impacts. Therefore the project would not result in impacts associated with public facilities.

Mitigation Measures: No mitigation measures are required.

O. RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?				X
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

- 1) ***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?***

No Impact. The proposed project would not create an increase in population since no residential development is proposed. The potential demand for new parks or recreational facilities, or maintenance and improvements at existing parks or recreational facilities could occur as a result of the potential for the project to create new jobs; however, the proposed project will not create any significant number of new jobs given that it is a consolidation of existing resources including existing Beeline employees. Therefore, the proposed project is not anticipated to result in a significant impact associated with the demand of existing park facilities.

Mitigation Measures: No mitigation measures are required.

- 2) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

No Impact. No recreational facilities or expansion of existing facilities are proposed as part of the project. No impacts to recreational resources are anticipated with implementation of the proposed project.

Mitigation Measures: No mitigation measures are required.

P. TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
2. Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
5. Result in inadequate emergency access?				X
6. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

- 1) ***Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

Less than Significant Impact. The City of Glendale Traffic and Transportation Section staff reviewed the previously approved, larger-scale project and determined that no significant and adverse traffic related impacts are anticipated as a result of the proposed project. The currently proposed project is immediately adjacent to a CNG fueling facility currently used by the existing Beeline fleet; additional trips generated by the project will be limited to Beeline operational administrative and maintenance staff. Further, members of the administrative and maintenance staff already participate in or will be encouraged to join the City's ridesharing program and carpool, vanpool, bike, walk, or take public transit to work, which incentivizes them to do so.

It is anticipated that traffic impacts will be minimal over the construction period through implementation of the proposed project, with only a portion of these trips occurring during the peak AM and PM periods. This increase is not considered significant. In addition, the construction of the proposed project will have no impact on transit services (Amtrak, Metrolink, Metro Bus service, and Glendale Beeline Bus service) offered at the Glendale Transportation Center. Therefore, less than significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. As discussed above in Response P-1, the proposed project would not result in any significant increase in traffic on the area roadway network. Therefore, less than significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

- 3) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. The project site is not located in the vicinity of an airport. Consequently, the proposed project would not result in a change in air traffic patterns that would result in safety risks. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The proposed project would not result in any changes to the existing roadway network. Therefore, no impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

- 5) **Result in inadequate emergency access?**

No Impact. Please refer to Response H-7 above. No impacts to emergency access would occur.

Mitigation Measures: No mitigation measures are required.

- 6) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

No Impact. The Los Angeles County Metropolitan Transportation Authority and Glendale Beeline provide bus service within the City of Glendale. The proposed project would not conflict with any adopted policies, plans, or programs regarding alternative transportation since no changes to the existing transportation policies, plans, or programs would result from project implementation. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

Q. UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
5. 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?				X
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
7. Comply with federal, state, and local statutes and regulations related to solid waste?				X

1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. Construction work associated with the proposed project as well as operations would be required to comply with all applicable wastewater treatment requirements including NPDES and Best Management Practices (BMPs). No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The proposed project will not require new water or wastewater treatment facilities since there will not be any significant change in wastewater generation or water use associated with the proposed project. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The project would be required to comply with all NPDES requirements including pre-construction, during construction, and post-construction Best Management Practices (BMPs). No impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

- 4) ***Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

No Impact. Water, electricity, and natural gas would be provided to the site via existing supply lines along the edges of the project site. Adequate water, electricity, and natural gas exist to serve the proposed project. No impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

- 5) ***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?***

No Impact. The project would be required to comply with all NPDES requirements including pre-construction, during construction, and post-construction Best Management Practices (BMPs). No impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

- 6) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. The proposed project would not create a significant increase in the generation of either wastewater or solid waste and will be required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts are anticipated to be less than significant.

Mitigation Measures: No mitigation measures are required.

- 7) ***Comply with federal, state, and local statutes and regulations related to solid waste?***

No Impact. The proposed project will comply with all federal, state, and local statutes and regulations related to solid waste. All construction debris will be disposed of according to applicable federal, state, and local statutes, including Glendale Municipal Code Chapter 8.58. No impacts would occur as a result of the proposed project.

Mitigation Measures: No mitigation measures are required.

R. MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
2. 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)?				X
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

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

Less than Significant Impact. The proposed project is located in a developed urban area. No impacts would occur to the quality of the environment, fish or wildlife habitats, fish or wildlife populations, plant or animal communities, or to rare, threatened, or endangered plant and animal species as a result of the proposed project. No important examples of the major periods of California history or prehistory would be impacted by the project as indicated above in Section E of this study. The closest building listed on the National Register of Historic Places within the project site is the Glendale Transportation Center building which is approximately 140 feet away from the project site. The building will not be affected by the design, construction, or operation of the bus maintenance facility. Therefore, impacts are anticipated to be less than significant.

- 2) ***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)?***

No Impact. Development of the proposed project will not substantially increase traffic nor would it result in a substantial increase in population. Therefore, development of the proposed project is not anticipated to create direct or indirect adverse effects on humans, nor would the project result in impacts that are cumulatively considerable. The proposed project does not incrementally contribute to cumulative impacts. No significant impacts would occur.

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

Less Than Significant Impact. Development of the proposed project could create direct and indirect adverse effects on humans. These impacts include air quality, transportation and noise that would occur as a result of the construction of the project and are considered temporary effects. No significant impacts are anticipated to result from the operation of the project since the development of the proposed project would not substantially increase traffic nor expose the public to a health hazard. No significant impacts would occur.

13. Earlier Analyses

Mitigated Negative Declaration and Initial Study, Beeline Bus Maintenance and Fueling Facility – EIF No. 2003-10, Prepared July 2, 2003, adopted by City of Glendale Design Review Board, July 17, 2003.

14. Project References Used to Prepare Initial Study Checklist

One or more of the following references were incorporated into the Initial Study by reference, and are available for review in the Planning Division Office, 633 E. Broadway, Rm. 103, Glendale, CA 91206-4386.

1. The City of Glendale's General Plan, Open Space and Conservation Element (January 1993), Noise Element (May 2007), and Safety Element (August 2003), as amended.
2. City of Glendale Municipal Code, as amended.
3. "Guidelines of the City of Glendale for the Implementation of the California Environmental Quality Act of 1970, as amended," August 19, 2003, City of Glendale Planning Division.
4. Public Resources Code Section 21000 et seq and California Code of Regulations, Title 14 Section 15000 et seq.
5. "Air Quality Analysis Handbook," South Coast Air Quality Management District, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>. Accessed June 2016.
6. South Coast Air Quality Management District Air Quality Management Plan, 2012.
7. City of Glendale, Community Development Department, Zoning Map, June 2016.
8. Southern California Association of Governments, (DRAFT) Profile of the City of Glendale, May 2015.
9. South Coast Air Quality Management District, "Greenhouse Gas Significance Thresholds," <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>. June 2016. Refer to Board Letter and attachments from December 5, 2008.
10. California Office of the Attorney General, Addressing Climate Change at the Project Level. Revised January 6, 2010.
11. Housing Authority Staff Report: 1855 South Brand. Approved February 15, 2005. City of Glendale Housing Authority.
12. Advanced Engineering Acoustics, "Glendale Beeline Maintenance Facility Ambient Noise Study," June 2016; "Preliminary Beeline Facility Noise Modeling Results," September 2016.
13. Cultural Resources Monitoring and Discovery Plan for the Glendale Beeline Maintenance Facility, Glendale, Los Angeles County, California. SWCA Environmental Consultants. August 2015.