

# Draft Sustainable Communities Environmental Assessment (SCEA)

Prepared for:

Glendale Unified School District Site Apartment Project  
223–241 N. Jackson Street & 206–220 N. Kenwood Street, Glendale, CA 91206

City of Glendale, Community Development Department

October 2018

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## 1.0 INTRODUCTION

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This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code.

### PROJECT INFORMATION

**Project Title:** Glendale Unified School District Site Apartment Project

**Project Location:** 223–241 N. Jackson Street & 206–220 N. Kenwood Street, Glendale, CA 91206

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

**City Staff Contact:** Milca L. Toledo, Senior Planner (818) 937-8181

**Project Applicant:** CP VI Jackson Street, LLC, Jackson Street Apartments

### PROJECT SUMMARY

The Applicant is acquiring approximately 2.39 acres (103,971 square feet) of property from the Glendale Unified School District (GUSD) Headquarters building on the northwest corner of Jackson Street and Wilson Avenue. The District's Headquarters consists of two connected office buildings; a four-story office building constructed in 1971 and a two-story former storage warehouse constructed in 1938. The Headquarters also includes two single-story modular buildings used for classrooms. The "housing development" as defined in Section 30.36.030 of the GMC, consists of 207 total units (the "Project"). The proposed new construction includes removal of the existing GUSD Headquarters buildings for a new 4-story multifamily residential building. The new construction consists of 24 studio units, 135 one-bedroom units, and 33 two-bedroom units for a total of 192 residential dwelling units in the new construction (the remaining 15 units will be located in existing buildings, as described below) and 244 on-site parking spaces. The Project also includes converting a portion of the existing office building built in 1938 to 6 residential units, while retaining the office use. The project also includes the substantial rehabilitation of an existing 9-unit apartment building built in the 1960s. The building footprint and envelope would remain the same for both the existing office building and the existing 9-unit apartment building. In addition, the Project would include open space and recreation areas including: an 11,381-square foot roof deck with a pool, gym, and substantial landscaping in the new construction; and two courtyards adding over 7,500 square feet that would feature seating areas, landscaping, and water features, also in the new construction. The Project would provide 25,629 square feet of common open space and 15,659 square feet of total landscaped areas.

The applicant is requesting that the City act under Section 30.36.160 – “Charts for calculating incentives”, which allows projects that include a minimum of 11 percent of the units for very-low income households to obtain two (2) incentives and projects that include a minimum of 15 percent of the units for very-low income households to obtain three (3) incentives; the Applicant is also requesting additional waivers as needed, as long as code-required findings are met. The 17 income restricted units would contain a unit mix that would be distributed across the new construction and the 9-unit existing apartment building, as follows: 5-studio units, 9 one-bedroom units, and 3 two-bedroom units.. The income-restricted units in the existing 9-unit apartment building would be substantially rehabilitated to be comparable to the income-restricted units in the new development. An easement for resident access would be provided to connect the existing building at 241 N. Jackson Street to the balance of the Project site. In addition, the Applicant is requesting the following:

- A discretionary density bonus pursuant to CA Government Code Section 69515 *et seq.* and Chapter 30.36 of the Glendale Municipal Code (“GMC”), and incentives and waivers for: Height and number of stories, Floor Area Ratio (FAR), residential density, setbacks, lot coverage, permanently landscaped open space, additional open space requirements for the R-1250 zone and allowance of an existing legal non-conforming office use in the R-1250 zone. The incentives and waivers are more fully described below.
- The Applicant is requesting to increase the maximum height allowed by GMC section 30.11.030 from 41 feet to 60-feet.
- The Applicant is requesting a waiver to increase the maximum FAR allowed by GMC Section 30.11.030 from 1.2 to 2.07 for the 2.39 acre (103,971 square foot) site. The Project proposed by the applicant includes a total of 214,808 square feet of building area, consisting of 27,298 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.

The applicant is requesting that the City treat the Project site as inclusive of the existing school (Daily High School) adjacent to the proposed new construction, as well as a surface parking lot on North Jackson Street. Under this scenario, the Project site would be a 3.42 acre site (because it would include Daily High School and the surface parking lot on North Jackson Street), and thus, the proposed FAR would be 1.56. This scenario includes a total of 232,940 square feet of building area, consisting of 45,430 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.

- The Applicant is requesting approval of 207 residential units on the 2.39-acre Project site. The 207-units would include the 9 units that are in the existing building located at 241 N. Jackson Street, 6 units that are in the existing 20,300 square foot office building at 231 N. Jackson Street, and 192-units in a newly constructed multi-family residential building. The Project site is zoned R-1250 High Density Residential, with lot width greater than 90 feet. Based on the residential density standard of 1 unit for each 1,000 square feet of lot area for lots with a width greater than 90 feet for the R-1250

Zone, 104 units would be allowed on the 2.39 acre Project site. The discretionary density bonus request would be to allow 103 additional units. The Applicant is requesting the allowable density be determined based on the 3.42 acres (149,054 square feet) of property currently owned by GUSD, which includes the 2.39 acres (103,971 square feet) the Applicant is purchasing from GUSD and the remaining 1.03 acres (45,083 square feet) of property GUSD will retain ownership of -- containing Daily High School and the surface parking lot on N. Jackson Street proposed for development of a mini-park by GUSD. If the allowable density is determined based on this definition of the project site, 150 residential units would be allowed and the discretionary density bonus would be to allow 57 additional units.

- The Applicant is requesting a waiver for setback requirements, as described in GMC section 30.11.030. **Table 1.0-1: Project Setbacks**, shows the required setbacks for the R-1250 zone compared to the Projects.

**Table 1.0-1  
Project Setbacks**

	<b>R-1250</b>	<b>Provided</b>
Street Front (Wilson)	20 feet minimum/23 feet average at 1 <sup>st</sup> floor 23 feet minimum/26 feet average at 2 <sup>nd</sup> /3 <sup>rd</sup> floor	3 feet minimum, 6.9 feet average to right of way (13 feet minimum from curb)
Street Side (Jackson)	5 feet minimum/8 feet average at 1 <sup>st</sup> floor 8 feet minimum/11 feet average at 2 <sup>nd</sup> floor 11 feet minimum/14 feet average at 3 <sup>rd</sup> floor	6 feet minimum/10.8 feet average (14.7 minimum from curb)
Street Side (Kenwood)	5 feet minimum/8 feet average at 1 <sup>st</sup> floor 8 feet minimum/11 feet average at 2 <sup>nd</sup> floor 11 feet minimum/14 feet average at 3 <sup>rd</sup> floor	5 feet minimum/6.4 feet average (17.2 feet minimum from curb)
Interior NE	5 feet minimum/8 feet average at 1 <sup>st</sup> floor 8 feet minimum/11 feet average at 2 <sup>nd</sup> floor 11 feet minimum/14 feet average at 3 <sup>rd</sup> floor	10 feet minimum/12.5 feet average
Interior W	5 feet minimum/8 feet average at 1 <sup>st</sup> floor 8 feet minimum/11 feet average at 2 <sup>nd</sup> floor 11 feet minimum/14 feet average	5 feet minimum/9.2 feet average

	R-1250	Provided
	at 3 <sup>rd</sup> floor	
Interior NW	5 feet minimum/8 feet average at 1 <sup>st</sup> floor 8 feet minimum/11 feet average at 2 <sup>nd</sup> floor 11 feet minimum/14 feet average at 3 <sup>rd</sup> floor	5 feet minimum/7.8 feet average
<i>Note: All setback dimensions from the property line unless otherwise noted.</i>		

- The Applicant is requesting a waiver for Lot Coverage, as described in GMC section 30.11.030, to increase from a code maximum of 50 percent to 76 percent for the 2.39 acre site (includes Daily High School and the surface parking lot on North Jackson Street).

Under the 3.42 acre site scenario (includes Daily High School and the surface parking lot on North Jackson Street) the proposed lot coverage would be 61 percent.

- The Applicant is requesting a waiver to reduce the required Permanently Landscaped Open Space equal to 25 percent of the lot area, as described in GMC section 30.11.020.
- The Applicant is requesting a waiver for Additional Open Space requirements for R-1250 zone, as stated in the GMC section 30.31.020 (7).
- The Project includes converting a portion of the existing office building built in 1938 to 6 residential units, while retaining the office use. The Applicant is requesting an incentive to allow the existing office building built in 1938 to retain its existing office use, but permit the use to be maintained, replaced or restored without regard to the 50 percent requirement of Section 30.060.040.
- Approval of other permits by the City, ministerial or discretionary, that may be necessary in order to execute and implement the Project. Such approvals may include, but are not limited to: landscape approvals, exterior approvals, storm water discharge permits, grading permits, haul route permits, and installation and hookup approval for public utilities and related permits.

**ORGANIZATION OF THE SCEA**

This SCEA is organized into eight sections as follows:

1. **Introduction.** This section provides introductory information such as the Project title, the Project Applicant, and the lead agency for the Proposed Project.
2. **Project Description.** This section provides a detailed description of the Proposed Project including the environmental setting, Project characteristics, related Project information, and environmental clearance requirements.

3. **Transit Priority Projects Consistency Analysis.** This section contains the Transit Priority Project Criteria and the analysis of the Project's consistency with the SCAG RTP/SCS.
4. **Sustainable Communities Environmental Analysis Checklist.** This section contains the completed SCEA Checklist showing the significance level under each environmental impact category.
5. **Sustainable Communities Environmental Analysis.** Each environmental issue identified in the SCEA Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less than significant level.
6. **References.** This section contains a list of references mentioned in this SCEA.
7. **Acronyms and Abbreviations.** This section contains a list of acronyms and abbreviations mentioned in the SCEA.



## 2.0 PROJECT DESCRIPTION

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### 2.1 EXISTING CONDITIONS

The Applicant is acquiring approximately 2.39 acres (103,971 square feet) of property from the Glendale Unified School District (GUSD) located at 223–241 N. Jackson Street and 206 N. Kenwood Street (refer to **Figure 2.0-1: Regional Vicinity Map and Figure 2.0-2 Project Site Location**).

Regional access to the Project site is provided by the Ventura Freeway (State Route 134 [SR 134]) via Glendale Boulevard and Brand Boulevard and by the Golden State Freeway (Interstate 5 [I-5]) via Colorado Boulevard. The Project site is bound by East Wilson Avenue to the south, North Jackson Street to the east, and North Kenwood Street to the west. Vehicular access to the Project site is provided from driveways on Jackson Street and Kenwood Street.

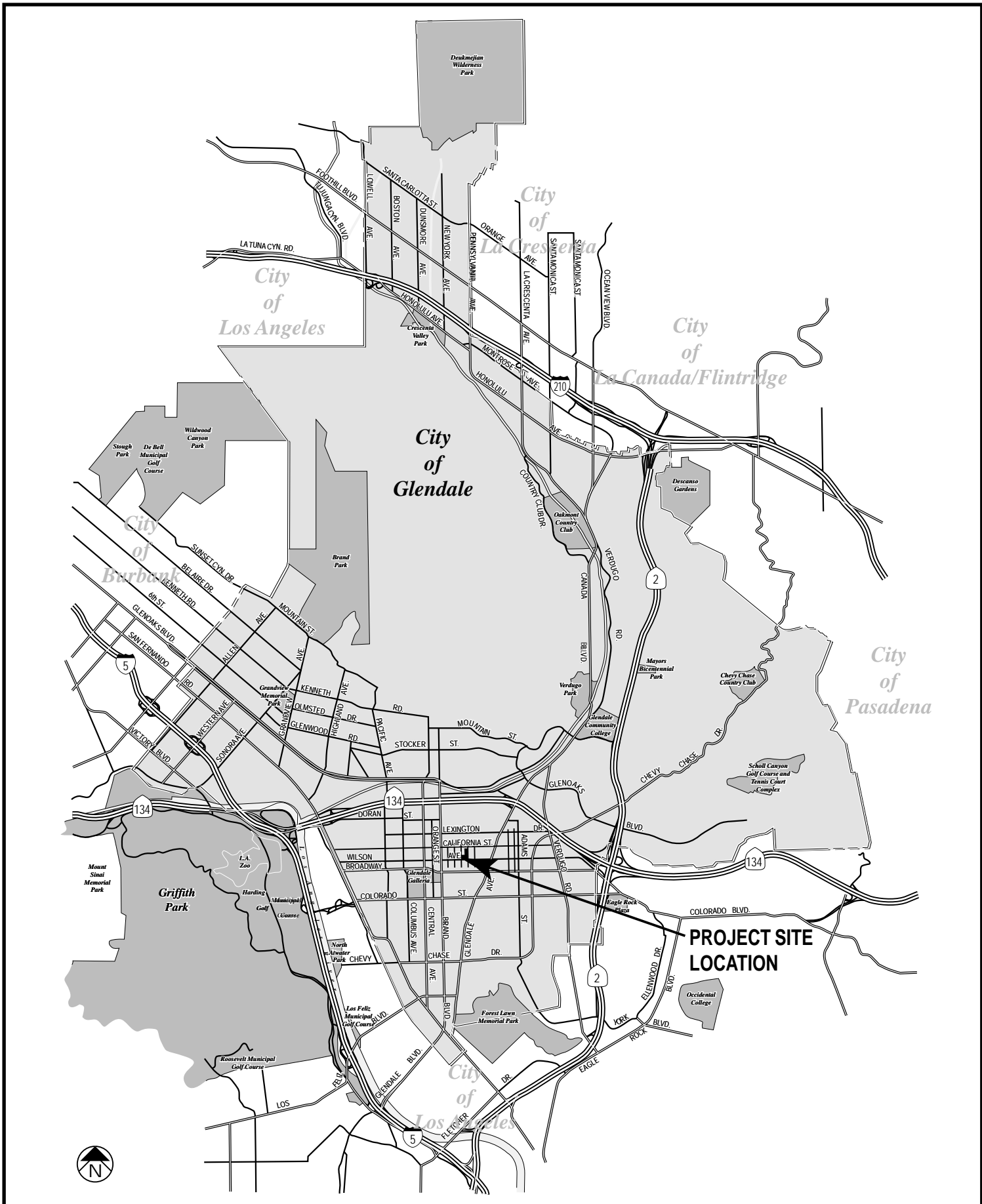
The 2.39-acre Project site includes property that is currently part of a larger 3.42 acre (149,054 square foot) site consisting of several parcels owned by GUSD on Jackson and Kenwood Streets that currently contains the GUSD Headquarters building at 223 N. Jackson Street, the Allan F. Daily High School at 220 N. Kenwood Street, a 9-unit apartment building at 241 N. Jackson Street, and a small surface parking lot on N. Jackson Street between the GUSD Headquarters building and the apartment building at 241 N. Jackson Street.

The GUSD Headquarters consists of two connected office buildings; a two-story former storage warehouse built in 1938, and a four-story office building built in 1971. The apartment building at 241 N. Jackson Street was built in 1960. The surface parking lot on N. Jackson Street currently contains two modular buildings.

GUSD would retain ownership of the parcels containing the Allen F. Daily High School and surface parking lot on N. Jackson Street as shown in **Figure 2.0-2 Project Site Location**.

Uses around the Project site include: (1) to the north multi-family residential uses and the Zion Lutheran Church (northeast); (2) to the south the First United Methodist Church of Glendale; (3) to the east multi-family residential uses along N. Jackson Street; and (4) to the west the Allan F. Daily High School and multi-family residential uses along N. Kenwood Street. The surrounding buildings range from 1 to 5 stories in height.

The current General Plan designation for the Project site is High Density Residential and the current zoning is R-1250 (High Density Residential).



SOURCE: Meridian Consultants, LLC - 2018

FIGURE 2.0-1

# Regional Location Map





SOURCE: Google Earth 2018

FIGURE 2.0-2

Project Site Location

## 2.2 PROJECT CHARACTERISTICS

The proposed Project would involve the demolition of the existing GUSD Headquarters building and construction of a new 4-story multi-family residential building containing 192 units with a multi-level parking garage containing a minimum of 244 parking stalls (refer to **Figure 2.0-3: Perspectives**). The new building would include 24 studio, 135 one-bedroom, and 33 two-bedroom residential units. The 6-level parking garage would include 2 subterranean levels and 4 above ground levels. The Project also includes converting a portion of the office building built in 1938 on the GUSD Headquarters site to 6 residential units, while retaining office use in the remainder of this building. The 9-unit apartment building would be renovated to create residential units comparable to those in the new building. The interior of this building would be completely renovated and the exterior would also be renovated. The Project would include a total of 207 multi-family residential units. Of this total, 17 units would be affordable units with the majority of the affordable units in the new residential building and the remainder of the affordable units in the existing 9-unit building at 241. N. Jackson Street.

Amenities would include open space and recreation areas consisting of: 11,381-square foot roof deck with a pool, gym, and substantial landscaping; and two courtyards adding over 7,500 square feet that would feature seating areas, landscaping, and water features (refer to **Figure 2.0-4: Open Space**). The Project would provide 25,629 square feet of common open space and 15,659 square feet of total landscaped areas (refer to **Figure 2.0-5: Conceptual Landscape Plan**). Access to and from the Project site would be provided by driveways on Jackson Street to the Project parking structure.

In July 2018, GUSD passed a resolution of intent to consider the development of a joint use park with the City of Glendale, on the property currently containing the parking lot on N. Jackson Street located immediately south of the existing apartment building at 241 Jackson Street. A pedestrian easement across the rear of the parcels containing the existing parking lot (the proposed potential new joint use park) would be granted by GUSD to the Applicant to provide a pedestrian access between the apartment building at 241 N. Jackson Street and the new apartment building on the southern portion of the Project site. Based on the definition of parks in the Glendale General Plan Recreation Element, a park of this size (0.34 acres) would be a “mini park”, which is described as a small “pocket” park or other facility ranging in size from one-third to one acre intended to serve a limited population or specific group. Mini-parks generally have a service area of one-quarter mile and are located in proximity of multiple family developments. If constructed, a mini park on this site would be developed for use by the public and Daily High School students. At this time, there is no program of facilities or a design for this potential mini park. A plan for this park would be developed after the City and GUSD enter into a joint use agreement and would incorporate the pedestrian easement described above. If a mini park is not developed on this property, it would remain a parking lot for use by Allan F. Daily High School. The

modular office buildings currently on this parking lot would be removed and the pedestrian access described above would be provided along the rear of the parking lot. Removal of the modular office buildings would allow the existing number of parking spaces to be maintained and possibly increased. While development of a park is not a part of the proposed Project, it is considered a potential related improvement and is considered in this analysis for this reason.

The Project includes a discretionary density bonus request and various incentives/concessions and waivers that include a request to increase the maximum height and number of stories allowed by GMC Section 30.11.030 from 41 feet (3 stories) to 60-feet in height (or 4 stories). In addition, the Project includes a request to increase the maximum Floor-Area-Ratio (FAR) allowed by GMC Section 30.11.030 from 1.2 to 1.56. The Project includes a total of 232,940 square feet of building area, consisting of 45,430 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building. Table 2.0-1 below illustrates the zoning code standards for residential density, FAR, lot coverage, height limits, setbacks, permanently landscaped open space, and additional open space requirements in an R-1250 Zone (on lots with a minimum width of 90’ and density exceeding max. for lots with less than 90’). Table 2.0-1 then sets forth the requests for bonuses, incentives/concessions and waivers from these standards under two alternative scenarios: the first scenario is the applicant’s preferred scenario that includes all 5 lots (including the existing high school (lot 5) and the parking lot (lot 4)) that will be retained by GUSD and not developed; the second scenario calculates the deviation from the zoning code standards based on that square footage of the project site that excludes lots 4 and 5.

**Table 2.0-1  
Project Characteristics**

<b>Standard</b>	<b>Zoning Code Requirement R-1250</b>	<b>Applicant’s Proposed Project Lots 1 - 5</b>	<b>Project with Lots 1, 2 &amp; 3 Only</b>
Site Area		149,054 SF (3.42 acres)	103,971 SF (2.39 acres)
Residential Density	1 dwelling unit for each 1,250 SF of lot area. On lots having a width of 90 feet or greater, not more than 1 unit for each 1,000 SF of lot area.	207 units - Base Density: 150 units - 37.5% Density Bonus: 207 units	207 units - Base Density: 104 units - 99% Density Bonus: 207 units
Floor Area Ratio Maximum	1.2	- Allowable FAR: 178,865 SF - Existing Buildings: 45,430 SF	- Allowable FAR: 124,765 SF - Existing Buildings:



2.0 Project Description

		<ul style="list-style-type: none"> <li>- Proposed: 187,510 SF</li> <li>- Total FAR (existing + proposed): 232,940 SF</li> </ul> <p>Proposed FAR 1.56 FAR bonus: 30.23%</p>	<p>27,298 SF</p> <ul style="list-style-type: none"> <li>- Proposed: 187,510 SF</li> <li>- Total FAR (existing + proposed): 214,808 SF</li> </ul> <p>Proposed FAR 2.07 FAR bonus: 72.17%</p>
Lot Coverage	50% maximum including all residential and accessory buildings	<ul style="list-style-type: none"> <li>- Site Area: 149,054 SF</li> <li>- Building Footprint: 67,319 SF</li> <li>- Existing School: 12,050 SF</li> <li>- Existing Office: 7,000 SF</li> <li>- Existing 9-Unit: 5,006 SF</li> </ul> <p>Total Coverage Provided: 91,375 (61%)</p>	<ul style="list-style-type: none"> <li>- Site Area: 103,971 SF</li> <li>- Building Footprint: 67,319 SF</li> <li>- Existing Office: 7,000 SF</li> <li>- Existing nine unit: 5,006 SF</li> </ul> <p>Total Coverage Provided: 79,325 (76%)</p>
Height Limits	Maximum of 3 stories and a maximum of 36 feet.	<ul style="list-style-type: none"> <li>- Additional 5' of height shall be permitted for any roofed area having a min. pitch of 3' in 12'</li> <li>- A mezzanine shall not be considered a story</li> <li>- Rooftop equipment shall not be included in the measurement of vertical dimension provided that said equipment is fully screened by a roofed element of the building having a minimum pitch described herein</li> </ul> <p>Provided: 4 stories + mezzanine 60 feet</p>	<ul style="list-style-type: none"> <li>- Additional 5' of height shall be permitted for any roofed area having a min. pitch of 3' in 12'</li> <li>- A mezzanine shall not be considered a story</li> <li>- Rooftop equipment shall not be included in the measurement of vertical dimension provided that said equipment is fully screened by a roofed element of the building having a minimum pitch described herein</li> </ul> <p>Provided: 4 stories + mezzanine 60 feet</p>

2.0 Project Description

Setbacks	Refer to Table 1.0-1 in Section 1.0 Introduction	<p>Street Front Wilson Ave: 3' Min., 6.9' Avg. to R.O.W. (13' min. from curb)</p> <p>Street Side (Jackson St.):</p> <ul style="list-style-type: none"> <li>- 6' Min. / 10.8' Avg. (14.7 min. from curb)</li> </ul> <p>Street Side (Kenwood)</p> <ul style="list-style-type: none"> <li>- 5' Min. / 6.4' Avg. (17.2' min. from curb)</li> </ul> <p>Interior NE :</p> <ul style="list-style-type: none"> <li>- 10' Min. 12.5' Avg.</li> </ul> <p>Interior West:</p> <ul style="list-style-type: none"> <li>- 5' Min. / 9.2' Avg.</li> </ul> <p>Interior NW</p> <ul style="list-style-type: none"> <li>- 5' Min. / 7.8' Avg.</li> </ul>	<p>Street Front Wilson Ave:</p> <ul style="list-style-type: none"> <li>- 3' Min., 6.9' Avg. to R.O.W. (13' min. from curb)</li> <li>- Street Side (Jackson St.): 6' Min. / 10.8' Avg. (14.7 min. from curb)</li> </ul> <p>Street Side (Kenwood)</p> <ul style="list-style-type: none"> <li>- 5' Min. / 6.4' Avg. (17.2' min. from curb)</li> </ul> <p>Interior NE :</p> <ul style="list-style-type: none"> <li>- 10' Min. 12.5' Avg.</li> </ul> <p>Interior West:</p> <ul style="list-style-type: none"> <li>- 5' Min. / 9.2' Avg.</li> </ul> <p>Interior NW</p> <ul style="list-style-type: none"> <li>- 5' Min. / 7.8' Avg.</li> </ul>
Permanently Landscaped Open Space	25% of lot area + Additional Landscaped Area	<p>Required: 37,264 SF Provided: 15,659 SF (11%)</p> <p><i>Note: based on actual development building site, 25% of landscaped open space = 21,294 SF.</i></p> <p><i>Actual provided = 18%</i></p>	<p>Required: 25,993 SF Provided: 15,659 SF (15%)</p> <p><i>Note: based on actual building site, 25% of landscaped open space = 21,294 SF. Actual provided = 18%</i></p>
Additional Open Space Requirements in R-1250 Zone on Lots with a min. width of 90' and density exceeding max. for lots with less than 90'	900 square feet plus 20 square feet for each foot of lot width in excess of 90 feet.	<p>Lot width: 320' (Wilson)</p> <p>Required: 900 SF + 4,600 SF for additional width = 5,500 SF</p> <p>Provided: 15,659</p>	<p>Lot width: 320' (Wilson)</p> <p>Required: 900 SF + 4,600 SF for additional width = 5,500 SF</p> <p>Provided: 15,659</p>

Construction would occur for approximately 25 months and would include the following phases of construction activity: (1) demolition; (2) site preparation; (3) building renovation and construction; and (4) site improvements, including paving.

## **Sustainability**

The downtown infill location of the Project would promote the concentration of development in a developed location with existing infrastructure. The proximity of the Project (refer to **Figure 2.0-3**) to public transportation and services would promote reducing vehicle miles traveled for residents.

The building will be sustainably designed to meet and/or exceed all City of Glendale green building code, and Title 24 requirements by including eco-friendly building materials, systems, and features wherever feasible, including water saving/low flow fixtures, non-VOC paints/adhesives, drought tolerant planting, and high-performance building envelope.

### **CalGreen Building Code**

The 2016 California Green Building Standards Code (CALGreen), set forth in Part 11 of Title 24 of the California Code of Regulations, became effective on January 1, 2017. CALGreen sets minimum standards that all new structures must meet to minimize significantly the state's overall carbon output. CALGreen requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finishing materials. CALGreen's mandatory measures establish a minimum for green construction practices and incorporate environmentally responsible buildings into the everyday fabric of California cities without significantly driving up construction costs.





VIEW LOOKING NORTHWEST AT CORNER OF JACKSON ST & WILSON AVE



VIEW LOOKING NORTH ALONG JACKSON ST.



VIEW LOOKING WEST ALONG WILSON AVE.



VIEW LOOKING SOUTH ALONG JACKSON ST

SOURCE: Architects Orange - July 2018

FIGURE 2.0-3a

Perspectives



VIEW LOOKING EAST ALONG WILSON AVE



VIEW LOOKING EAST ALONG WILSON AVE



VIEW LOOKING NORTH ALONG KENWOOD ST

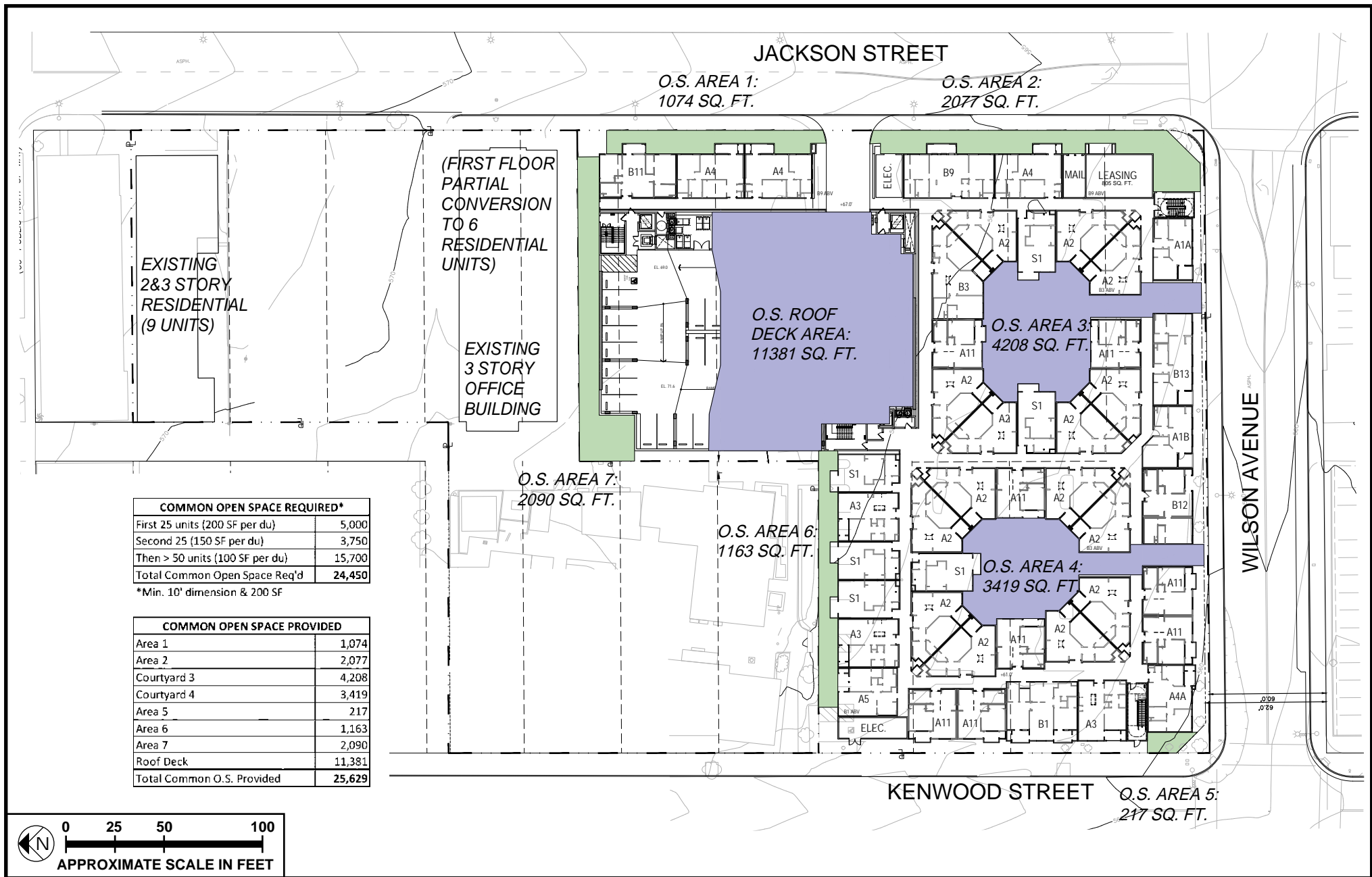


VIEW LOOKING SOUTH ALONG KENWOOD ST

SOURCE: Architects Orange - July 2018

FIGURE 2.0-3b

Perspectives

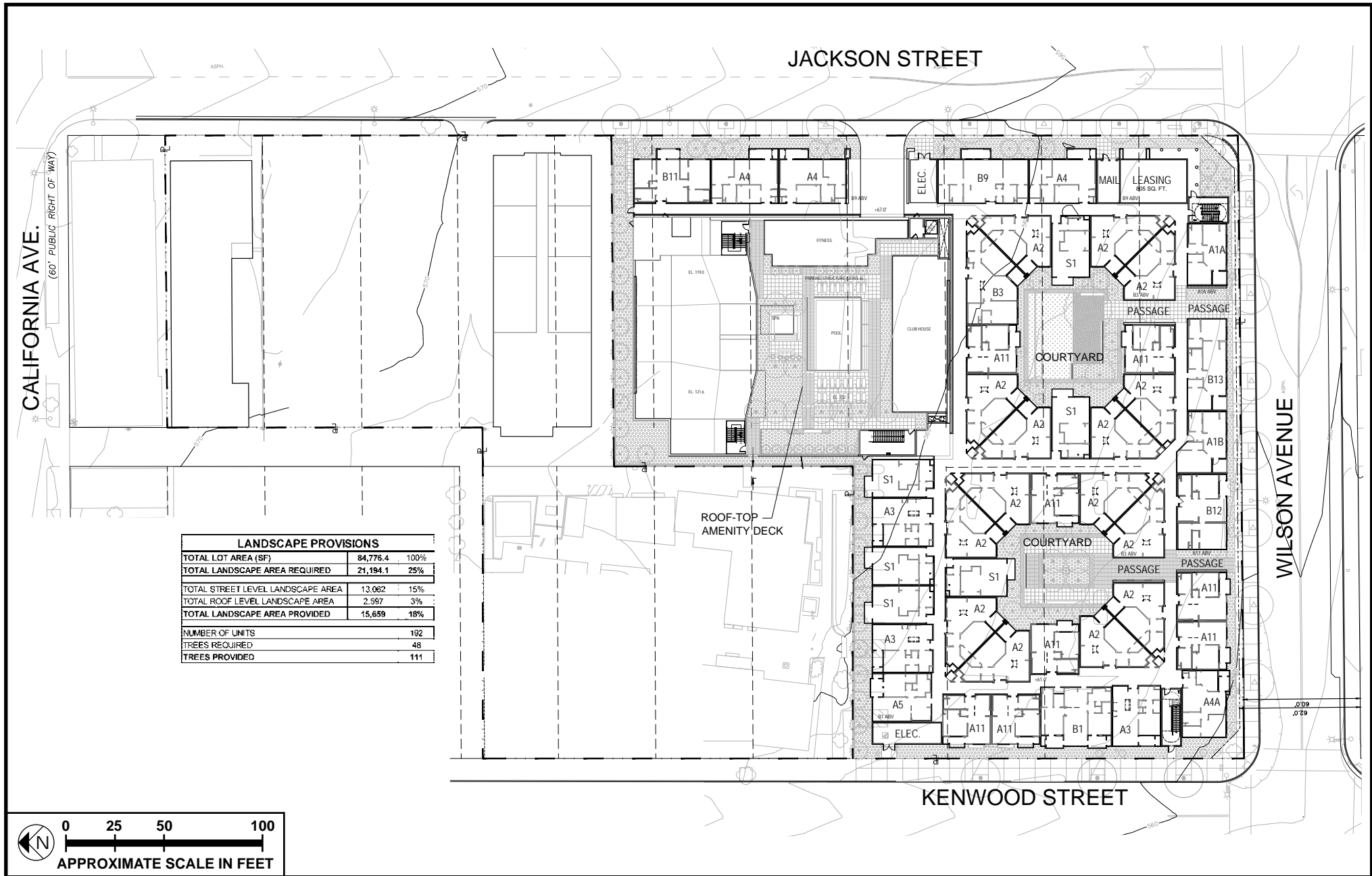


SOURCE: Architects Orange - July 2018

FIGURE 2.0-4

Open Space





SOURCE: Architects Orange - July 2018

FIGURE 2.0-5

Conceptual Landscape Plan

## 2.2 LAND USE AND ZONING

The land use designation for the Project site is High Density Residential and the zoning designation is R-1250. The R-1250 zone is intended primarily as a zone for high-density residential development with a minimum of twelve hundred fifty (1,250) square feet of lot area per dwelling unit or approved overlay zone uses, in conformance with the comprehensive general plan of the City.

## 2.3 DISCRETIONARY ACTIONS

The applicant is requesting that the City act under Section 30.36.160 – “Charts for calculating incentives”, which would allow projects that include at least 11 percent of the units for very-low income households two (2) incentives and projects that include at least 15 percent of the units for very-low income households three (3) incentives. The 17 income restricted units would contain a unit mix as follows: 5-studio units, 9 one-bedroom units, and 3 two-bedroom units. The income-restricted units in the existing apartment building would be substantially rehabilitated to be comparable to the income-restricted units in the new development. An easement for resident access would be provided to connect the existing building at 241 N. Jackson Street to the balance of the Project site. In addition, the Applicant is requesting the following:

- A discretionary density bonus pursuant to CA Government Code Section 69515 et seq. and Chapter 30.36 and incentives/concessions and waivers for: Height and number of stories, Floor Area Ratio (FAR), setbacks, lot coverage, permanently landscaped open space, additional open space requirements for the R-1250 zone and allowance of an existing legal non-conforming office use in the R-1250 zone. The incentives and waivers are more fully described below.
- The Applicant is requesting approval of 207 residential units on the 2.39-acre Project site. The 207-units would include the 9 units that are in the existing building located at 241 N. Jackson Street, 6 units that are in the existing 20,300 square foot office building at 231 N. Jackson Street, and 192-units in the new multi-family residential building. The Project site is zoned R-1250 High Density Residential, with lot width greater than 90 feet. Based on the residential density standard of 1 unit for each 1,000 square feet of lot area for lots with a width greater than 90 feet for the R-1250 Zone, 104 units would be allowed on the 2.39 acre Project site. The discretionary density bonus request is to allow 103 additional units, which represents a 99 percent density bonus. The Applicant is requesting that the City calculate the maximum allowable density based on a 3.42 acre (149,054 square feet) project site consisting of all of the property currently owned by GUSD (which includes, in addition to the 2.39 acres (103,971 square feet) the Applicant is purchasing from GUSD, the remaining 1.03 acres (45,083 square feet) of property GUSD will retain ownership of that contains Daily High School and the surface parking lot on North Jackson Street proposed for development of a mini-park by GUSD). If the City agrees to calculate the maximum allowable density based on this definition of the project site (149,054 square feet), 150 residential units would be allowed and the discretionary density bonus request would be to allow 57 additional units, which represents a 37.5 (38 rounded up) percent density bonus.

- The Applicant is requesting an incentive to increase the maximum height allowed by GMC section 30.11.030 from 41 feet to 60-feet.
- The Project includes converting a portion of the existing office building built in 1938 to 6 residential units, while retaining the office use. The Applicant is requesting an incentive to allow the existing office building built in 1938 to retain its existing office use, but permit the use to be maintained, replaced or restored without regard to the 50 percent requirement of GMC Section 30.060.040.
- The Applicant is requesting a waiver to increase the maximum FAR allowed by GMC Section 30.11.030 from 1.2 to 2.07 for the 2.39 acre (103,971 square foot) site. The Project proposed by the applicant includes a total of 214,808 square feet of building area, consisting of 27,298 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.

Under the 3.42 acre site, that includes Daily High School and the surface parking lot on North Jackson Street, the proposed FAR would be 1.56. This scenario includes a total of 232,940 square feet of building area, consisting of 45,430 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.

- The Applicant is requesting a waiver for setback requirements, as described in GMC section 30.11.030. **Table 1.0-1: Project Setbacks in Section 1.0 Introduction**, shows the required setbacks for the R-1250 zone compared to the Projects
- The Applicant is requesting a waiver for Lot Coverage, as described in GMC section 30.11.030, to increase from a code maximum of 50 percent to 76 percent for the 2.39 acre site (includes Daily High School and the surface parking lot on North Jackson Street).

Under the 3.42 acre site scenario (includes Daily High School and the surface parking lot on North Jackson Street) the proposed lot coverage would be 61 percent.

- The Applicant is requesting a waiver to reduce the required Permanently Landscaped Open Space equal to 25 percent of the lot area, as described in GMC section 30.11.020.
- The Applicant is requesting a waiver for Additional Open Space requirements for R-1250 zone, as stated in the GMC section 30.31.020 (7).
- Approval of other permits by the City, ministerial or discretionary, that may be necessary in order to execute and implement the Project. Such approvals may include, but are not limited to: design review, landscape approvals, exterior approvals, storm water discharge permits, grading permits, haul route permits, and installation and hookup approval for public utilities and related permits.

## 3.0 TRANSIT PRIORITY PROJECTS CONSISTENCY ANALYSIS

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### 3.1 SENATE BILL 375

The State of California adopted Senate Bill (SB) 375, the Sustainable Communities and Climate Protection Act of 2008, to outline growth strategies and better integrate regional land use and transportation planning which will help the State meet its greenhouse gas reduction mandates. SB 375 requires that State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" which the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project site.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016. For emissions from automobiles and light trucks in the SCAG region, CARB has set greenhouse gas reduction targets to eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016 RTP/SCS outlines strategies to meet or exceed those targets set by the ARB.<sup>1</sup>

### 3.2 TRANSIT PRIORITY PROJECT CRITERIA

SB 375 established CEQA streamlining benefits for transit priority projects (TPPs). A TPP is a project that meets the following four criteria (See Public Resources Code Section 21155 [a] and [b]):

1. Be consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the CARB has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas emission reduction targets established by CARB:
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent of the 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provide a minimum net density of at least 20 units per acre; and

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1 Southern California Association of Governments, 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy, Introduction, April 19, 2012.

4. Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

### 3.3 TRANSIT PRIORITY ANALYSIS

I. Sustainable Communities Strategy		
	Yes	No
The Project is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project areas in SCAG’s adopted Sustainable Communities Strategy.	X	
II. Transit Priority Project		
To be considered a Transit Priority Project (TPP) as defined by PRC Section 21155(b), the Project must meet all of the following criteria		
	Yes	No
Based on total building square footage, the Project contains at least 50 percent residential use.	X	
AND, if the Project contains between 26 percent and 50 percent non-residential uses, the Floor Area Ratio (FAR) is greater than 0.75.	n/a	
The Project includes a minimum net density of at least 20 dwelling units per acre.	X	
The Project site is located within one-half mile of either the following which have been included in the SCAG Regional Transportation Plan:	X	
a) A major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods; or		
b) A high-quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.		

#### 3.3-1 Consistency with Criterion #1

On April 2016, SCAG’s Regional Council adopted the 2016–2040 RTP/SCS: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The RTP/SCS is a culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016–2040 RTP/SCS balances the Southern California region’s future mobility and housing needs with economic, environmental, and public health goals. On June 28, 2016, ARB accepted SCAG’s quantification of GHG emission reduction from the 2016–2040 RTP/SCS and determined that the 2016 – 2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by ARB.<sup>2</sup>

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2 ARB Executive Order G-16-066



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

The Project Site area is located within an Urban Land Development Category. The 2016-2040 RTP/SCS describes the Urban Land Development Category as:

*These areas are often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.<sup>3</sup>*

The Proposed Project would be consistent with the Urban Land Use Development Category. The Proposed Project is located within a highly urbanized area within the City of Glendale. The Proposed Project is an infill multi-family residential project that would provide 198 net new housing units; it also includes rehabilitation of 9 existing residential units. The Project will contain a total of 207 residential units.

Senate Bill (SB) 743 states that a project's aesthetic impacts shall not be considered a significant impact on the environment if the project is a residential, mixed-use residential, or employment center project; and if the project is located on an infill site within a transit priority area (TPA). An infill site is defined as an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. A TPA is defined as an area within one-half mile of major transit stop that is existing or planned. The Proposed Project is located within a High-Quality Transit Area (HQTA) as defined by SCAG, and a TPA as defined by SB 743, which supports transit opportunities and promotes a walkable environment (refer to **Figure 3.0-1: Major Transit Stops and Transit Priority Areas in the City of Glendale**). As shown, the major transit stops are located at the intersection of Broadway and Glendale Avenue, located 0.21 miles to the southeast of the Project site, Broadway and Brand Boulevard located 0.21 miles to the west of the Project site, Brand Boulevard and Harvard Street located 0.33 miles to the southwest of the Project site, and Brand Boulevard and Colorado Street

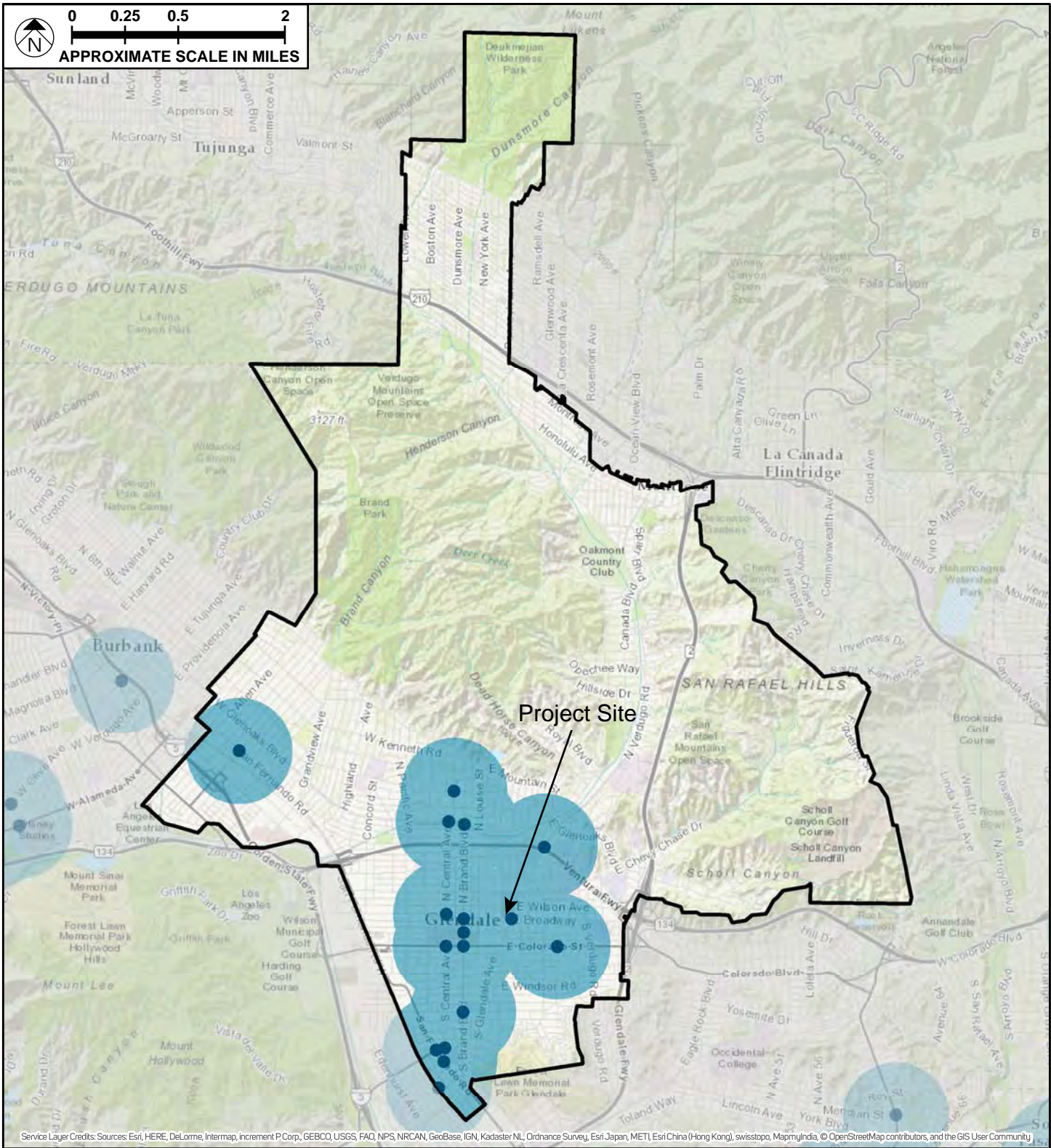
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3 Southern California Association of Governments, Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, adopted April 2016, Chapter 2, 'Where We Are Today', [http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS\\_02\\_WhereWeAreToday.pdf](http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_02_WhereWeAreToday.pdf), page 20, accessed August 2018.

located 0.43 miles to the southwest of the Project site. As defined by SCAG, all 4 major transit stops have a frequency service interval of 15 minutes or less during the morning and afternoon peak commute periods. In addition, transit services in the City include the Beeline local transit system and the services provided by the MTA. Transit service is offered at least every 10 minutes on Brand Boulevard, Central Avenue (south of Broadway), San Fernando Boulevard, Glendale Boulevard, and Broadway.<sup>4</sup> **Figure 3.0-2: Glendale Beeline and MTA Existing Transit Service**, shows the existing transit services within the City and the Project site. As shown, the Project site is located along the Glendale Beeline Route 3 and other associated MTA routes.

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<sup>4</sup> Glendale Downtown Mobility Study, *Transit Service, Figure 4-1 Glendale Beeline and MTA Existing Transit Service*.



- Major Transit Stops
- Transit Priority Areas (Areas within One-Half Mile from Major Transit Stops)

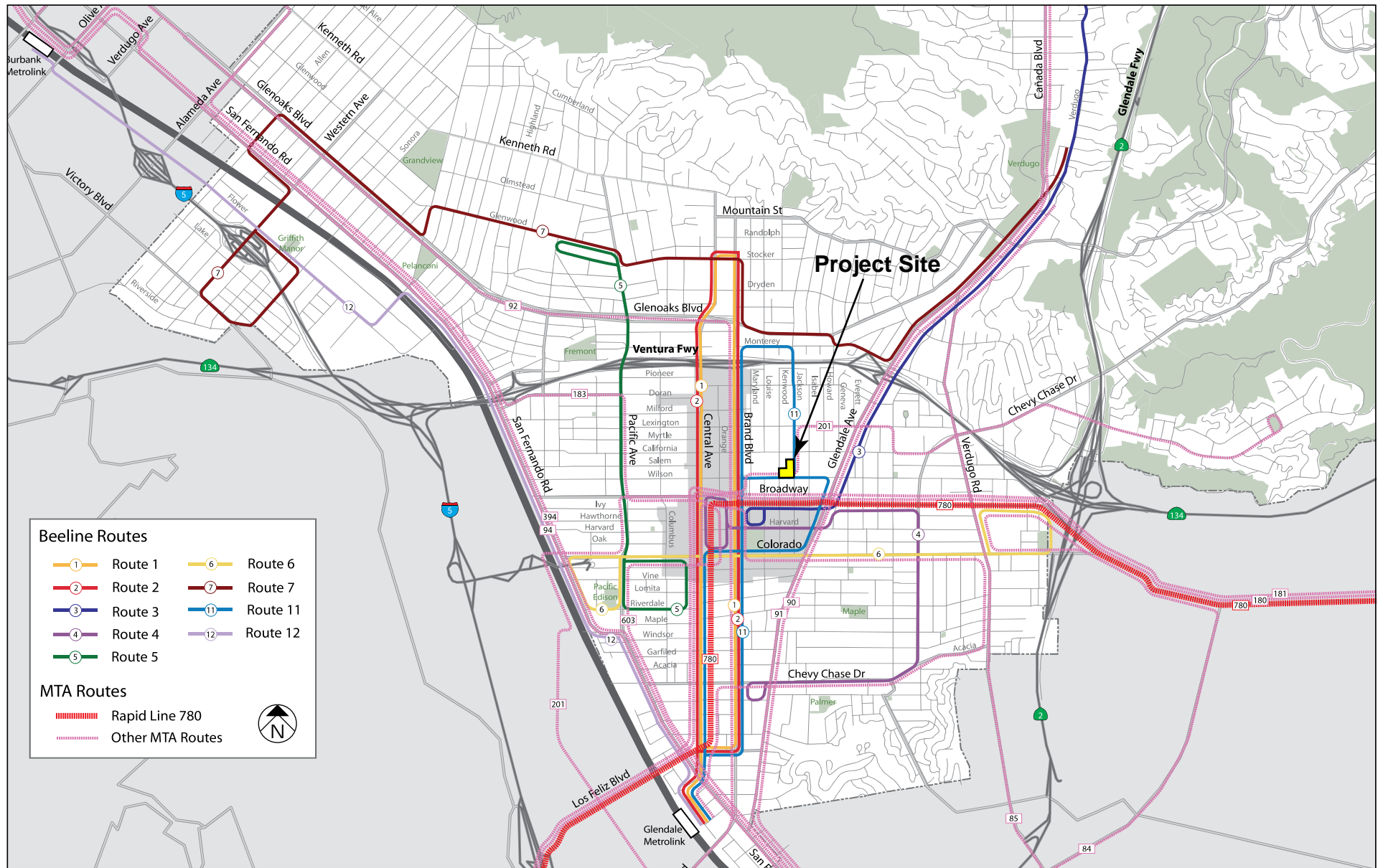
Note: As defined in SB 743, "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. Major transit stops are extracted from 2040 plan year data of the 2016-2040 RTP/SCS Amendment 2 and modified by inputs from transit operators and local jurisdictions. Please note that this map may undergo changes as SCAG continues to update its transportation network as part of the 2020 RTP/SCS development process and SCAG shall not be responsible for local jurisdiction's use of this map. Updates to this information will be forthcoming as information becomes available.

SOURCE: SCAG - 2017

FIGURE 3.0-1

## Major Transit Stops and Transit Priority Areas in the City of Glendale





SOURCE: Glendale Downtown Mobility Study - 2018

FIGURE 3.0-2

# Glendale Beeline and MTA Existing Transit Service

The RTP/SCS includes various urban footprint place types, including mixed use, residential commercial, office, research and development, industrial, civic and open space.<sup>5</sup> The Proposed Project is generally consistent with the ‘Town Residential’ place type within the urban land development category:

*“Containing a mix of townhomes, condominiums and apartments (and occasionally small-lot single family homes), Town Residential is characterized by dense residential neighborhoods interspersed with occasional retail areas. Typical buildings are 2 – 5 stories tall, with limited off-street parking; residents tend to use transit, walking and bicycling for many of their transportation needs.”*

The land use mix for this place type is typically 68 percent residential, 0 percent employment, 10 percent mixed use, and 22 percent open space/civic. The average total net Floor Area Ratio (FAR) is 1.2, the number of floors range from 2 – 8 , and the gross density ranges from 0 – 25 employees per acre and 12 – 35 households per acre.<sup>6</sup> The proposed Project is a 4-story multi-family residential building consisting of 78 percent multi-family units thus providing no new (0 percent) employment opportunities. The Project includes converting a portion of the existing office built to 6 residential units, while retaining the office use (approximately 4 percent). In addition, the Project proposes to increase the code maximum of 1.2 FAR (typical for Town Residential Land Use type) per GMC Section 30.11.030 to 2.07 FAR if FAR is calculated based on a 2.39 acre site, or 1.56 if FAR is calculated based on a 3.42 acre site. The Project would provide approximately 56 dwelling units per acre, above the 12 – 35 households per acre range typically found for this land use type. The Project would provide 34,540 square feet (approximately 18 percent) in open space amenities including a roof deck, two courtyards and common open space with landscaped areas, below the 22 percent range typically found for this land use type.

As shown in **Table 3.3-1: SCAG Population Projections for the City of Glendale, Los Angeles County, and the SCAG Region**, population within the City of Glendale in 2012 and 2040 was forecast to be 193,200 and 214,000 respectively. The Proposed Project would result in a potential increase of approximately 559 net new residences in the City of Glendale. The proposed increase would yield less than 1 percent of the anticipated increase in population within the City of Glendale and therefore would be consistent with SCAG’s forecast within the County and the SCAG region.

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5 Southern California Association of Governments, 2016–2040 RTP/SCS Background Documentation, ‘Place Types Categorized Into Land Development Categories (LDCs); SCAG 2016–2040 RTP/SCS, Urban Footprint Place Types, [http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCS\\_SCSBackgroundDocumentation.pdf](http://scagrtpscsc.net/Documents/2016/draft/d2016RTPSCS_SCSBackgroundDocumentation.pdf), accessed August 2018.

6 Southern California Association of Governments, 2016–2040 RTP/SCS Urban Footprint Place Types Summary, page1, [http://scagrtpscsc.net/documents/2016/supplemental/UrbanFootprint\\_PlaceTypesSummary.pdf](http://scagrtpscsc.net/documents/2016/supplemental/UrbanFootprint_PlaceTypesSummary.pdf), accessed August 2018.

**Table 3.3-1  
SCAG Population Projections for the  
City of Glendale, Los Angeles County, and the SCAG Region**

Population			
Region	2012	2040	% Growth (2012 – 2040)
Glendale City	193,200	214,000	11
Los Angeles County	10,158,776 <sup>a</sup>	11,513,435	13
SCAG Region	18,779,123 <sup>a</sup>	22,124,061	18
Household			
Region	2012	2040	% Growth (2012 – 2040)
Glendale City	72,400	81,100	12
Employment			
Region	2012	2040	% Growth (2012 – 2040)
Glendale City	111,300	127,000	14

<sup>a</sup> 2015 Projection.

Source: SCAG, adopted 2016–2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016

**Applicable Policies Specified for the Project Area**

The Proposed Project is consistent with SCAG’s growth projections for the City of Glendale, which supports the conclusion that the Proposed Project is consistent with SCAG policies. The Proposed Project would be consistent with applicable goals and policies presented within SCAG’s 2016–2040 RTP/SCS. Refer to **Table 3.3-2: Consistency Analysis with the 2016–2040 RTP/SCS** for the Proposed Project’s consistency analysis.

**Table 3.3-2**  
**Consistency Analysis with the**  
**2016–2040 RTP/SCS**

Goals and Policies	Consistency Assessment
<b>Goal 1:</b> Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not Applicable.</b> This Goal is directed towards SCAG and the City of Glendale and not does apply to the Proposed Project.
<b>Goal 2:</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent.</b> The Project Site is located in a highly urbanized area in the City of Glendale within a HQTAs and a TPA, as shown in <b>Figure 3.0-1</b> and <b>Figure 3.0-2</b> . The Proposed Project would develop 198 new units and the rehabilitation of 9 existing multi-family residential units. Transit service is offered at least every 10 minutes on Brand Boulevard, Central Avenue (south of Broadway), San Fernando Boulevard, Glendale Boulevard, and Broadway. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
<b>Goal 3:</b> Ensure travel safety and reliability for all people and goods in the region.	<b>Not Applicable.</b> This goal is directed towards SCAG and does not apply to the Proposed Project. Although this goal is not directly applicable to the Project, the Project would meet the general intent of this goal by providing on-site driveways that would be designed to adhere to the standard engineering practices and conditions imposed by the City of Glendale Public Works and Fire Departments to not introduce any new hazards or design features that would alter the logistical configuration of traffic entering and exiting the Project site.
<b>Goal 4:</b> Preserve and ensure a sustainable regional transportation system.	<b>Not Applicable.</b> This goal is directed towards SCAG and does not apply to the Proposed Project. However, the Project would meet the general intent of this goal, as discussed in <b>Section 5.0</b> , under <b>Threshold 5.2-16 Transportation and Traffic</b> , by not resulting in any significant impacts at the study intersections.
<b>Goal 5:</b> Maximize the productivity of our transportation system.	<b>Consistent.</b> The Proposed Project includes the construction of 198 new and the substantial rehabilitation of 9 existing multi-family residential units and is located close to a variety of transit options (refer to <b>Table 3.3-3</b> ) as a mode of transportation to and from the Project Site. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by providing housing near transit. Moreover, as discussed in <b>Section 5.0</b>

Goals and Policies	Consistency Assessment
	under <b>Threshold 5.2-16 Transportation and Traffic</b> , the Proposed Project would not result in any significant impacts at the study intersections.
<p><b>Goal 6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).</p>	<p><b>Consistent.</b> The Proposed Project would place new residential units in a HQTAs and a TPA (refer to <b>Figure 3.0-1</b> and <b>Figure 3.0-2</b>). The Project Site’s location near transit routes and proximity to services, retail stores, and employment opportunities less than 0.5 miles from Brand Boulevard promotes a pedestrian-friendly environment. As shown in <b>Figure 3.0-1</b>, the major transit stop is located at the intersection of Broadway and Glendale Avenue, located 0.21 miles to the southeast of the Project site. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking and the use of public transportation thereby improving air quality. The MTA operates within the Project area along Brand Boulevard and Glendale Avenue while the Beeline Shuttle operates along Brand Boulevard, Wilson Avenue, and Broadway (refer to <b>Figure 3.0-2</b>). The Proposed Project would provide residents and visitors with convenient access to public transit (refer to <b>Figure 3.0-2</b>) and opportunities for walking and biking.</p>
<p><b>Goal 9:</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><b>Not Applicable.</b> This goal is directed towards SCAG to ensure the safety and security of the regional transportation system and not does apply to the Proposed Project. No further discussion is required.</p>
<p><b>Guiding Policy 1:</b> Transportation investments shall be based on SCAG’s adopted regional Performance Indicators.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects and no further analysis is required.</p>
<p><b>Guiding Policy 2:</b> Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.</p>	<p><b>Not Applicable.</b> This policy is directed towards SCAG in allocating transportation system funding. However, as discussed in <b>Section 5.0</b> under <b>Threshold 5.2-16 Transportation and Traffic</b>, the Proposed Project would not result in any significant impacts at the study intersections. Additionally, the Proposed Project would not create a significant impact at any CMP monitoring location.</p>
<p><b>Guiding Policy 3:</b> RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.</p>	<p><b>Not Applicable.</b> This Goal is directed towards SCAG and the City of Glendale and does not apply to the Proposed Project. However, location of the Proposed Project promotes the use of a variety of transportation options, which includes walking and the use of public transportation. The Proposed Project would develop 198 net new multi-family residential units and substantially rehabilitate 9 existing units within a HQTAs as defined by SCAG</p>



Goals and Policies	Consistency Assessment
	and a TPA as defined by SB 743.
<b>Guiding Policy 4:</b> Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	<b>Not Applicable.</b> This policy is directed towards transportation investment by SCAG. Although this policy is not directly applicable to the Project, the Project would meet the general intent because it is located within a HQTAs and a TPA (refer to <b>Figure 3.0-1</b> and <b>3.0-2</b> ).
<b>Guiding Policy 5:</b> HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	<b>Not Applicable.</b> The policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare.
<b>Guiding Policy 6:</b> The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	<b>Not Applicable.</b> This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles.
<b>Guiding Policy 7:</b> The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	<b>Not Applicable.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.
<b>Guiding Policy 8:</b> Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	<b>Not Applicable.</b> This policy is directed towards SCAG and the City of Glendale and does not apply to the Proposed Project.
<b>Land Use Policy 1:</b> Identify regional strategies areas for infill and investment.	<b>Not Applicable.</b> This policy is directed towards SCAG to identify regional strategic areas.
<b>Land Use Policy 2:</b> Structure the plan on a three-tiered system of centers development. <sup>2</sup>	<b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project.
<b>Land Use Policy 3:</b> Develop “Complete Communities”	<b>Consistent.</b> SCAG describes the development of “complete communities” to provide areas that encourages households to be developed with a range of mobility options to complete short trips. The 2016–2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile. <sup>3</sup> The Project Site’s location near mass transit (refer to <b>Figure 3.0-2</b> ) and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which include walking, cycling, and the use of public transportation. The Proposed Project is generally consistent with the ‘Town Residential’ place type within the urban

Goals and Policies	Consistency Assessment
	land development category, which is characterized by dense residential neighborhoods interspersed with occasional retail areas. Therefore, the Proposed Project would be consistent with SCAG’s goals of increasing residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per-miles traveled (VMT).
<b>Land Use Policy 4:</b> Develop nodes on a corridor.	<b>Not Applicable.</b> The 2016–2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents’ daily needs and that support livable corridors. This policy is directed towards SCAG and the City goals to identify and develop locations that promote nodes. Although this policy is not directly applicable to the Project, the Project would meet its general intent because the Proposed Project is located within a HQTa and a transit-priority area (refer to <b>Figure 3.0-1</b> and <b>Figure 3.0-2</b> ).
<b>Land Use Policy 5:</b> Plan for additional housing and jobs near transit.	<b>Consistent.</b> As stated above, the Proposed Project would construct 198 net new units (192 units located in new construction and 6 units located in the existing office building on the site) and substantially rehabilitate 9 existing units in a HQTa and a TPA (refer to <b>Figure 3.0-1</b> and <b>Figure 3.0-2</b> ), for a total of 207 units. As shown in <b>Figure 3.0-1</b> , the major transit stop is located at the intersection of Broadway and Glendale Avenue, located 0.21 miles to the southeast of the Project site. The MTA operates along Brand Boulevard and Glendale Avenue while the Glendale Beeline Shuttle operates along Brand Boulevard, Wilson Avenue, and Broadway (refer to <b>Figure 3.0-2</b> and <b>Table 3.3-3</b> ). The Proposed Project location gives residents the option to a variety of alternative transportation options including bus services or walking to the nearby retail/grocery centers (Fashion Center one block to the east), a variety of restaurants with a one block radius, and services on Broadway one block to the south.
<b>Land Use Policy 6:</b> Plan for changing demand in types of housing.	<b>Consistent.</b> The Proposed Project would construct 198 net new units (192 units located in new construction and 6 units located in the existing office building on the site) and substantially rehabilitate 9 existing units, for a total of 207 units, in the City of Glendale. The Proposed Project’s units would be contributing to a range of housing choices and available to all persons, including existing employees and residents in the City.
<b>Land Use Policy 7:</b> Continue to protect stable, existing single-family areas.	<b>Not Applicable.</b> This Land Use Policy is not applicable to the Proposed Project because the Project is located in a high-density residential zone and is not adjacent to single family residential areas; no existing single-family homes

Goals and Policies	Consistency Assessment
	would be demolished. Additionally, the Project site is in an area designated for High Density Residential uses and surrounded by other medium- and high-density residential development.
<p><b>Land Use Policy 8:</b> Ensure adequate access to open space and preservation of habitat.</p>	<p><b>Consistent.</b> The Proposed Project is located within an urbanized area within the City of Glendale and is not located near any existing open space areas. Development of the Proposed Project would not remove any areas that have significant value as wildlife habitat since the Project Site is fully developed. The Proposed Project would provide 25,629 square feet of common open space, exceeding the required space of 24,450 square feet. In addition, the Proposed Project would include 15,659 square feet of total landscaped area.</p>
<p><b>Land Use Policy 9:</b> Incorporate local input and feedback on future growth.</p>	<p><b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and does not apply to the Proposed Project.</p>
<p><b>Benefit 1:</b> The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvement, and efficient transportation infrastructure.</p>	<p><b>Consistent.</b> The Proposed Project will provide multi-family residential units in a TPA proving a variety of dwelling unit sizes, with differing amounts of bedrooms that accommodate a range of households. In addition, the Proposed Project will provide bicycle parking and various pedestrian-oriented improvements, including improved sidewalks and active ground floor uses which includes public landscaping.</p>
<p><b>Benefit 2:</b> The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.</p>	<p><b>Not Applicable.</b> Benefit 2 is directed towards SCAG and not does apply to the Proposed Project. Although this benefit is not directly applicable to the Project, the Project would meet its general intent because it is an infill, residential project located within a HQTa and a TPA, thereby decreasing time and cost of traveling between places.</p>
<p><b>Benefit 3:</b> The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.</p>	<p><b>Consistent.</b> The Proposed Project would comply with California Green Building Code, which includes compliance with Title 24 energy requirements and the City’s Greener Glendale Plan (refer to <b>Section 5.0</b> under <b>Threshold 5.2-7</b>). The Project’s location near various bus lines (refer to <b>Figure 3.0-2</b> and <b>Table 3.3-3</b>) will provide future residents with various affordable transportation options.</p>
<p><b>Benefit 4:</b> Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and</p>	<p><b>Not Applicable.</b> This goal is directed towards SCAG and does not apply to the Proposed Project. Although this goal is not directly applicable to the Project, the Project would meet the general intent of this goal because the Project is located near major transit and within a block radius of shopping and service</p>

Goals and Policies	Consistency Assessment
suburban areas.	areas such that walking or other alternatives to driving are more likely to be used (refer to <b>Table 3.3-3</b> and <b>Figure 3.0-2</b> ) and which will allow for the use of existing and proposed mass transit.

<sup>1</sup> SCAG, 2016–2040 RTP/SCS, April 2016 (p. 164).

<sup>2</sup> The 2016–2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012 – 2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90 – 92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

<sup>3</sup> SCAG, 2016–2040 RTP/SCS, April 2016 (p. 79).

Source: Southern California Association of Governments, 2016–2040 RTP/SCS, April 2016.

### 3.3-2 Consistency with Criterion #2

The Proposed Project includes the construction of a total floor area of approximately 157,740 square feet. The Proposed Project includes 198 new multi-family residential units (192 units located in new construction and 6 units located in the existing office building on the site) and the substantial rehabilitation of 9 existing units, for a total of 207 units, which would include 25,629 square feet of common open space and 15,659 square feet of landscaped areas. In addition, the Proposed Project would include a 4-level parking garage which would include 2 subterranean levels for a total of 244 spaces. These residential uses would comprise 78 percent of the building uses. As such, the Proposed Project would be consistent with this Criterion since more than 50 percent of the Project's floor area is devoted to residential uses.

### 3.3-3 Consistency with Criterion #3

The Property to be developed is approximately 103,971 (2.39 acres). The Applicant is proposing the project site be considered 149,054 square feet (3.42 acres) (this includes the existing high school and the existing surface parking lot). The Proposed Project includes the construction of 198 new multi-family residential units, conversion of the portion of the existing office building to 6 residential units, and rehabilitation of the existing 9-unit apartment building; as such, under either definition of the project site (either the 2.39 acres or the 3.42 acres), the Proposed Project provides approximately 60 or 87 dwelling units per acre. Therefore, the Proposed Project would be consistent with this Criterion since the density is well above 20 units per acre.

### 3.3-4 Consistency with Criterion #4

PRC section 21155 (b) requires that a TPP be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155 (b) adds that a "major transit stop also includes major transit stops that are included in the applicable regional transportation plan. PRC Section 21155 (b) defines "high-quality transit corridor" to mean "a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours." A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

As discussed above, the major transit stop are located at the intersection of Broadway and Glendale Avenue, located 0.21 miles to the southeast of the Project site, Broadway and Brand Boulevard located 0.21 miles to the west of the Project site, Brand Boulevard and Harvard Street located 0.33 miles to the southwest of the Project site, and Brand Boulevard and Colorado Street located 0.43 miles to the southwest of the Project site. As defined by SCAG, all 4 major transit stops have a frequency service interval of 15 minutes or less during the morning and afternoon peak commute periods.

### ***Incorporation of Applicable Mitigation Measures from Prior EIRs***

PRC Section 21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs and adopted in findings, because the Proposed Project is a land use project located within a TPA. A TPP that has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior EIRs and adopted findings made pursuant to Section 21081, shall be eligible for either the provisions of subdivision (b) (a SCEA) or (c) an EIR).

The prior applicable EIRs are the 2016–2040 RTP/SCS Final Program Environmental Impact Report for Southern California Association of Governments on April 2016 (RTP/SCS PEIR), and the South Glendale Community Plan PEIR (SCGP PEIR).

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required of the Proposed Project. The SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as feasible, where the agency has identified that a project has the potential for significant effects. Consistent with the SCAG MMRP, no mitigation measures were imposed if the Project did not have a potential for significant environmental effects. Where there was a potentially significant impact, mitigation was imposed that either avoided or mitigated to a level of insignificance all such potentially significant effects on the environment. None of the SCAG MMRP mitigation measures were imposed if the existing regulatory requirements were found to be in substantial compliance with the SCAG MMRP mitigation measures. If the existing regulatory requirements were not found to be in substantial compliance or the SCAG MMRP mitigation measure was otherwise determined necessary, the City considered whether to use the SCAG MMRP mitigation measure or an equally effective City mitigation measure. An analysis of the mitigation measures listed in the SCAG MMRP is found in **Table 3.3-3, Consistency Analysis with the 2016–2040 RTP/SCS Project Level Mitigation Measures.**

The MMRP for the SGCP PEIR provides a list of mitigation measures that Projects should consider, as applicable and feasible, where the SGCP PEIR has identified that a project has the potential for

significant effects. An analysis of the applicable measures listed in the South Glendale Community Plan is found in **Table 3.3-4, Consistency Analysis with the South Glendale Community Plan PEIR MMRP.**

**Table 3.3-3  
Consistency Analysis with the  
2016 – 2040 RTP/SCS Project Level Mitigation Measures**

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
<b>Aesthetics</b>		
Scenic Vistas	<p><b>MM AES-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>• Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>• Use alternating facades to “break up” large facades and provide visual interest.</li> <li>• Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>• Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>• Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>• Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and</li> </ul>	Measures not applicable. The proposed project is in a Transit Priority Area (TPA). Public Resources Code Section 21099(d)(1) provides that aesthetic impacts for infill sites in TPAs shall not be considered significant.



Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>is complementary to the dominant landscaping or native habitats of surrounding areas.</p> <ul style="list-style-type: none"> <li>Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.</li> </ul>	
Visual Character	<p><b>MM-AES-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> <li>Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.</li> <li>Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> <li>Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture,</li> </ul>	<p>Measures not applicable. The proposed project is in a Transit Priority Area (TPA). Public Resources Code Section 21099 provides that aesthetic impacts for infill sites in TPAs shall not be considered significant. However, the Project is not exempt from application of local agency’s design review guidelines that address visual character and conditions may be placed on the Project.</p>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>signage, and lighting criteria.</p> <ul style="list-style-type: none"> <li>• Design projects consistent with design guidelines of applicable general plans.</li> <li>• Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.</li> <li>• Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.</li> </ul>	
<p>Light, glare, shade</p>	<p><b>MM-AES-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li>• Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.</li> <li>• Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>• Use unidirectional lighting to avoid light trespass onto adjacent</li> </ul>	<p>Measures not applicable. The proposed project is in a Transit Priority Area (TPA). Public Resources Code Section 21099 provides that aesthetic impacts for infill sites in TPAs shall not be considered significant. However, the Project is not exempt from application of local agency’s design review guidelines that address light and glare and conditions may be placed on the Project.</p>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>properties.</p> <ul style="list-style-type: none"> <li>• Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> <li>• Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>• Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li>• Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> <li>• Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	
<b>Agricultural and Forest Resources</b>		
<p>Conversion of farmland to non-ag uses. Conversion of forest land.</p>	<p><b>MM-AF-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into Measure not relevant because agricultural and forest land do not exist in the urban infill area where the proposed project is located. Applicability to Proposed Project account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>• For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966.</li> </ul>	<p>Measure not applicable because agricultural and forest land do not exist in the urban infill area where the proposed project is located.</p>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>• Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> <li>• Maintain and expand agricultural land protections such as urban growth boundaries.</li> <li>• Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see <a href="https://www.wildlife.ca.gov/Conservation/Planning/Banking">https://www.wildlife.ca.gov/Conservation/Planning/Banking</a>) “A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects. A privately owned conservation or mitigation bank is a free-market enterprise that:               <ul style="list-style-type: none"> <li>• Offers landowners economic incentives to protect natural resources;</li> <li>• Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;</li> <li>• Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;</li> <li>• Provides for long-term protection and management of habitat;</li> <li>• A publicly owned conservation or mitigation bank;</li> <li>• Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.”</li> </ul> </li> <li>• In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.</li> </ul>	

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>• Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>• Include underpasses and overpasses at reasonable intervals to maintain property access.</li> <li>• Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</li> <li>• Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.</li> <li>• Contact the California Department of Conservation and each county’s Agricultural Commissioner’s office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts</li> </ul>	
<p>Zoning for Ag use, Williamson Act Contract</p>	<p><b>MM-AF-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into</p>	<p>Measure not applicable because agricultural land does not exist in urban infill area where the proposed Project is located</p>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>• Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> <li>• Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.) or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</li> <li>• Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.</li> </ul>	
<b>Air Quality</b>		
<p>Violation of air quality standards.</p>	<p><b>MM-AIR-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.</p> <p>CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:</p> <ul style="list-style-type: none"> <li>• Minimize land disturbance</li> <li>• Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.</li> <li>• Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> <li>• Cover trucks when hauling dirt.</li> </ul>	<p>Since the Proposed Project has the potential to impact air quality standards, regulatory measures were imposed consistent with SCAQMD to ensure impacts are reduced to a less than significant level. Specifically, all demolition, grading and construction activities must comply with provisions of the SCAQMD District Rule 403, including the following:</p> <ul style="list-style-type: none"> <li>• Apply water to disturbed areas of the site three times a day</li> <li>• Require the use of a gravel apron or other equivalent methods to reduce mud and dirt track-out onto truck exit routes</li> <li>• Appoint a construction relations officer to act as a community liaison concerning on-site</li> </ul>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>• Stabilize the surface of dirt piles if not removed immediately.</li> <li>• Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>• Minimize unnecessary vehicular and machinery activities.</li> <li>• Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>• On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>• Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.</li> <li>• Ensure that all construction equipment is properly tuned and maintained.</li> <li>• Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>• Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.</li> <li>• Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off- peak hours. Minimize obstruction of through traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.</li> </ul>	<p>construction activity including resolution of issues related to PM generation.</p> <ul style="list-style-type: none"> <li>• Limit soil disturbance to the amounts analyzed in this air quality analysis.</li> <li>• All materials transported off-site shall be securely covered.</li> <li>• Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Traffic speeds on all unpaved roads to be reduced to 15 mph or less.</li> <li>• Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.</li> </ul>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>• As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</li> <li>• Implement EPA’s National Clean Diesel Program.</li> <li>• Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.</li> <li>• On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.</li> <li>• If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.</li> <li>• Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines.</li> <li>• Convert part of the construction truck fleet to natural gas.</li> <li>• Include “clean construction equipment fleet”, defined as a fleet mix cleaner than the state average, in all construction contracts.</li> <li>• Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).</li> <li>• Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas.</li> <li>• Use diesel construction equipment meeting ARB’s Tier 4 certified engines or cleaner off-road heavy-duty diesel engines and comply with State off-road regulation.</li> <li>• Use on-road, heavy-duty trucks that meet the ARB’s 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation.</li> <li>• Use idle reduction technology, defined as a device that is installed on</li> </ul>	



Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary.</p> <ul style="list-style-type: none"> <li>• Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.</li> <li>• Prohibit diesel idling within 1,000 feet of sensitive receptors.</li> <li>• Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.</li> <li>• The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</li> <li>• The engine size of construction equipment shall be the minimum practical size.</li> <li>• Catalytic converters shall be installed on gasoline-powered equipment.</li> <li>• Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.</li> <li>• Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.</li> <li>• Use new or rebuilt equipment.</li> <li>• Maintain all construction equipment in proper working order, according to manufacturer’s specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated.</li> <li>• Use low rolling resistance tires on long haul class 8 tractor-trailers.</li> <li>• Suspend all construction activities that generate air pollutant emissions during air alerts.</li> </ul>	

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
Sensitive Receptors	<ul style="list-style-type: none"> <li>• Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.</li> </ul> <p><b>MM-AIR-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements:</p> <ul style="list-style-type: none"> <li>• Set technology forcing new engine standards</li> <li>• Reduce emissions from the in-use fleet</li> <li>• Require clean fuels, and reduce petroleum dependency</li> <li>• Work with US EPA to reduce emissions from federal and state sources</li> <li>• Pursue long-term advanced technology measures.</li> </ul>	<p>The Proposed Project complies with this measure. As previously discussed and listed above, regulatory control measures would address this measure; no additional measures required. Furthermore, implementation of <b>Mitigation Measure MM AQ-1</b> requires the Lead Agency at the minimum use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction to further reduce criteria pollutants emissions.</p>
<b>Biological Resources</b>		
Candidate, sensitive, or special status species. Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans	<p><b>MM-BIO-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant</p>	<p>This Mitigation Measure is not relevant as the Proposed Project site is an infill site in an urban area in close proximity to transit and therefore, is not anticipated to contain any critical habitat or support any species identified or designated 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.</p>

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	<p>Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible</li> <li>• Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species</li> <li>• Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies</li> <li>• Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources</li> <li>• Appoint an Environmental Inspector to monitor implementation of mitigation measures</li> <li>• Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased</li> <li>• Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance</li> <li>• Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or</li> </ul>	<p>Fish and Wildlife Service. Additionally, adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to nesting birds if present.</p> <p>Currently one (1) oak tree exists on the northeast portion of the Project site. Project implementation would not result in removal or replacement of the oak tree.</p>

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	<p>guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</p>	
<p>Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances protection biological resources.</p>	<p><b>MM-BIO-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.</li> <li>• Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino</li> <li>• Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection</li> </ul>	<p>The Proposed Project site is an infill site in an urban area in close proximity to transit and does not contain riparian areas or wetlands and is not expected to affect species movement or conservation plans.</p>

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	<p>pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code</p> <ul style="list-style-type: none"> <li>• Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.</li> <li>• Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.</li> <li>• Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</li> <li>• Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the Manual of California Vegetation, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.</li> <li>• Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</li> <li>• Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.</li> <li>• Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> <li>• Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.</li> <li>• Revegetate with appropriate native vegetation following the</li> </ul>	

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	<p>completion of construction activities.</p> <ul style="list-style-type: none"> <li>• Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</li> <li>• Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</li> </ul>	
<p>Wetlands Species movement. Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</p>	<p><b>MM-BIO-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.</li> <li>• Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB).</li> <li>• Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide</li> </ul>	<p>The Proposed Project as Proposed Project site is an infill site in an urban area that is not located on or near any wetlands and therefore would not impact wetlands and would not affect species movement or, policies, or regulations protecting biological resources, biological resources and does not require preparation of a HCP, NCCP or other conservation plan.</p>

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	<p>Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE’s Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information.</p> <ul style="list-style-type: none"> <li>Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affect and, if necessary, perform a formal wetland delineation.</li> </ul>	
<p>Species movement. Local policies or ordinances protecting biological resources. HCP, NCCP or other conservation plans.</p>	<p><b>MM-BIO-4(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible.</p> <ul style="list-style-type: none"> <li>Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.</li> <li>Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four</li> </ul>	<p>The mitigation is not applicable to the project because the site is located in an urban area and does not provide habitat for sensitive biological resources. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Proposed Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States’ commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession,</p>

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	<p>national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <ul style="list-style-type: none"> <li>• Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.</li> <li>• Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</li> <li>• Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.</li> <li>• Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.</li> <li>• Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.</li> <li>• Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</li> <li>• Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects</li> </ul>	<p>transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. Implementation of <b>MM-BIO-4(B)</b> would require that the Proposed Project comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. The Proposed Project will be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. While no potentially significant impacts were identified, the Proposed Project substantially complies with this measure through existing regulatory requirements, and does not require preparation of a HCP, NCCP or other conservation plan.</p>



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	<p>that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDDB by a qualified biologist to determine the risk of habitat fragmentation.</p> <ul style="list-style-type: none"> <li>• Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</li> <li>• Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.</li> <li>• Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA’s Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.</li> <li>• Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</li> <li>• Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.</li> <li>• Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites.</li> <li>• Where the Lead Agency has identified that a RTP/SCS project, or</li> </ul>	

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	<p>other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <ul style="list-style-type: none"> <li>• Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.</li> <li>• Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.</li> </ul>	
<p>Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</p>	<p><b>MM-BIO-5(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible.</p> <ul style="list-style-type: none"> <li>• Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</li> <li>• Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified</li> </ul>	<p>The mitigation is not applicable to the project because the site is located in a developed urbanized area and does not provide habitat for sensitive Biological resource. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Proposed Project. Currently one (1) oak tree exists on the mid-east portion of the site along N. Jackson Street. However, implementation of the Project would not result in removal or replacement of the oak tree. While no potentially significant impacts were identified, the Proposed Project substantially complies with this measure through</p>

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	<p>arborist.</p> <ul style="list-style-type: none"> <li>• If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.</li> <li>• Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.</li> <li>• Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</li> <li>• Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</li> <li>• Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other</li> </ul>	<p>existing regulatory requirements and does not require preparation of a HCP, NCCP or other conservation plan.</p>

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	<p style="padding-left: 40px;">pollution that would inhibit leaf transpiration.</p> <ul style="list-style-type: none"> <li>• If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.</li> <li>• Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.</li> <li>• Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</li> <li>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit</li> </ul>	
<p>Local policies or ordinances protection biological resources. HCP, NCCP or other conservation plans.</p>	<p><b>MM-BIO-6(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible.</p> <ul style="list-style-type: none"> <li>• Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.</li> <li>• Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.</li> <li>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or</li> </ul>	<p>The Proposed Project site is an infill site in an urban area in close proximity to transit and therefore would not affect species movement or biological resources and does not require preparation of a HCP, NCCP or other conservation plan.</p>

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	<p>NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries.</p>	
<b>Cultural Resources</b>		
<p>Paleontological resources, unique geological features</p>	<p><b>MM-CUL-1(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible.</p> <ul style="list-style-type: none"> <li>• Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.</li> <li>• Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.</li> <li>• Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.</li> <li>• Salvage and document adversely affected resources sufficient to</li> </ul>	<p>The Proposed Project complies with this measure. The Proposed Project is on a previously developed site in an urban area. No unique geological features exist on the site and the potential for the discovery of any unique paleontological resources is considered remote. If paleontological resources are unearthed during Project subsurface activities, all earth-disturbing work would be suspended or redirected until a qualified paleontologist has evaluated the nature and significance of the resources, in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. After the resources have been addressed appropriate, work in the area may resume. In addition, a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) was completed with negative results (refer to</p>

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	<p>support ongoing scientific research and education.</p>	<p><b>Appendix C).</b> In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. The City received a letter from one tribe, the Fernandeño Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. The THCP department reviewed the information provided and has no further comments. No further consultation is required; however, the Fernandeño Tataviam Band of Mission Indians would like to be notified if advertent cultural resources are encountered during any grading or excavation.</p>
<p>Historical resources, archaeological resources</p>	<p><b>MM-CUL-2(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified</p>	<p>A historic resource assessment of the Project site was completed in November 2017 (refer to <b>Appendix B</b>). Neither the 1938 warehouse building, the 1971 office building, nor the 1960 apartment building are eligible for</p>

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	<p>that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures include:</p> <ul style="list-style-type: none"> <li>• Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.</li> <li>• Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project</li> <li>• Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</li> <li>• Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</li> <li>• Where feasible, noise buffers/walls and/or visual buffers/landscaping</li> </ul>	<p>listing in the National Register of Historic Places, the California Register of Historical Resources, or for designation as a Glendale Historic Resource. In addition, a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) was completed with negative results (refer to <b>Appendix C</b>). As such, this Mitigation Measure is not applicable to the Proposed Project. In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The City received a letter from one tribe, the Fernandeano Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. The THCP department reviewed the information provided and have no further comments. No further consultation is required, however, the Fernandeano Tataviam Band of Mission Indians would like to be notified if advertent cultural resources are encountered during any grading or</p>

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	<p>should be constructed to preserve the contextual setting of significant built resources.</p> <ul style="list-style-type: none"> <li>• Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.</li> <li>• Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the Project site.</li> <li>• Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.</li> <li>• Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</li> <li>• If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</li> <li>• Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important</li> </ul>	<p>excavation.</p>



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	<p>under state or federal guidelines, impacts on the cultural resource will need to be mitigated.</p> <ul style="list-style-type: none"> <li>• Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.</li> </ul>	
Human remains	<p><b>MM-CUL-4(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</li> <li>• If any discovered remains are of Native American origin: Contact the County Coroner to contact the Native American Heritage Commission (NAHC) to ascertain the proper descendants from the deceased individual. The coroner should make recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.</li> </ul>	<p>The Proposed Project complies with this measure. In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. The City received a letter from one tribe, the Fernandefio Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. The THCP department reviewed the information provided and have no further comments. No further consultation is required; however, the Fernandefio Tataviam Band of Mission Indians would like to be notified if advertent cultural resources are encountered during any grading or excavation.</p>

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		<p>The following regulatory control measure would address this measure: If human remains are encountered unexpectedly during construction demolition and/or 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 California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none"> <li>• Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)</li> <li>• If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</li> <li>• The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.</li> <li>• The most likely descendent may make recommendations to the landowner or person responsible for the excavation work, for means</li> </ul>

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		<p>of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods.</p> <ul style="list-style-type: none"> <li>If the owner does not accept the descendant’s recommendations, the owner or the descendent may request mediation by the NAHC.</li> </ul>
<b>Energy</b>		
Residential and commercial energy use	<p><b>MM-EN-2(B):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Integrate green building measures consistent with CALGreen into project design.</li> <li>Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.</li> <li>Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> <li>Use high-efficiency lighting and cooking devices.</li> <li>Incorporate passive solar design.</li> <li>Use high-reflectivity building materials and multiple glazing.</li> </ul>	<p>The Proposed Project complies with this measure through Regulatory Compliance Measures. The Proposed Project will be constructed to meet all CALGreen and the City’s Green Building Code standards, including compliance with Title 24 energy requirements.</p>

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	<ul style="list-style-type: none"> <li>• Prohibit gas-powered landscape maintenance equipment.</li> <li>• Install electric vehicle charging stations.</li> <li>• Reduce wood burning stoves or fireplaces.</li> <li>• Provide bike lanes accessibility and parking at residential developments.</li> </ul>	
<b>Geology and Soils</b>		
<p>Earthquake or other seismic activity. Unstable geologic unit or soil, expansive soils.</p>	<p><b>MM-GEO-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.</li> <li>• Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design,</li> </ul>	<p>The Proposed Project complies with this measure and would not exacerbate geologic impacts related to earthquake or other seismic activity because no known active faults cross the site, nor is the site located in a currently established Alquist-Priolo (AP) Special Studies Zone. Further, the Proposed Project already substantially conforms with this Mitigation Measure as it is subject to regulatory compliance measures, which are capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground- failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Regulatory compliance measures include submitting a geology/soils report (refer to <b>Appendix E</b>) prior to any issuance of permit, which provides design recommendations for the proposed grading/construction along with an</p>

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	<p>consistent with the CBC and UBC.</p> <ul style="list-style-type: none"> <li>• Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site- specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</li> <li>• Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.</li> </ul>	<p>evaluation by the project geologist to confirm that the proposed habitable structures are located within the shadow zone of the fault study exploration. In addition, during construction, the Project engineering geologist shall observe all excavations that expose the natural alluvial soils and bedrock to verify the conclusions of the fault investigation.</p>

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Soil erosion, loss of top soil	<p><b>MM-GEO-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site- specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</li> <li>• Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:</li> <li>• File a Notice of Intent (NOI) with the SWRCB.</li> <li>• Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</li> </ul>	<p>The Proposed Project conforms with this Mitigation Measure because the applicant would be required to adhere to conditions under the GMC Section 13.42.060 and prepare and administer a plan that provides for minimum stormwater quality protection throughout project construction. The plan would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to less than significant. In addition, the applicant would be required to adhere to SCAQMD Rule 403 – Fugitive Dust, which would further reduce the impact related to soil erosion. Long-term operation of the proposed project would not result in substantial soil erosion or loss of topsoil, as the majority of the Project site would be covered by the proposed development. Soil erosion after construction would be controlled by implementation of an approved landscape and irrigation plan. With the required compliance with SCAQMD rules, NPDES, and the GMC, potential impacts associated with erosion during project construction and operation would not be significant.</p>

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	<ul style="list-style-type: none"> <li>• Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.</li> <li>• After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.</li> <li>• Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</li> </ul>	
<b>Greenhouse Gases</b>		
GHG Emissions, plan consistency.	<p><b>MM-GHG-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been</p>	<p>The Proposed Project conforms with this Mitigation Measure because it is consistent with State, regional, and the City’s Greener Glendale Plan goals and objectives (refer to discussion in <b>Section 5.0 Sustainable Communities Environmental Analysis Threshold 5.2-7</b>). Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. For example, the building will be sustainably designed to meet CALGreen Mandatory Residential Requirements. These requirements include water use reductions (i.e. showerheads, low-flow</p>

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	<p>used for projects in the SCAG region set forth below:</p> <ul style="list-style-type: none"> <li>• Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency’s decision.</li> <li>• Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> <li>• Off-site measures to mitigate a project’s emissions.</li> <li>• Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions.</li> <li>• Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.</li> <li>• Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.</li> <li>• Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations.</li> <li>• Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.</li> <li>• Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.</li> <li>• Land use siting and design measures that reduce GHG emissions.</li> </ul>	<p>faucets and irrigation control) and a construction waste management plan which includes 65 percent diversion of construction and demolition debris.</p> <p>Proposed Project would incorporate specific measures including three percent (3%) of total parking spaces provided (244 spaces) to be electric vehicle (EV) charging station (7 spaces) in the parking structure; four (4) spaces would be designated for accessible van parking; and 15 percent (15%) of the roof area set aside to support installation of future solar panels.</p>
<b>Hazards</b>		
<p>Routine transport, use or disposal of hazardous materials, reasonably</p>	<p><b>MM-HAZ-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable</p>	<p>This Mitigation Measure is not applicable to the Project as the</p>



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<p>foreseeable upset, accident. Hazardous emissions near a school</p>	<p>of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</li> <li>• Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</li> <li>• Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.</li> <li>• Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.</li> <li>• Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should</li> </ul>	<p>Proposed Project will not result in the routine transport, use, or disposal of hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes, and the use of such substances would comply with State Health Codes and Regulations. The Allan F. Daily High School is located immediately west of and adjacent to the Project site. The Project would not include a use that would handle hazardous or acutely hazardous materials, substances, or waste.</p> <p>Demolition and construction of the project would release small quantities of toxic air contaminants for a short period of time, if any building materials containing asbestos or lead paint is present in the existing buildings and will be removed or otherwise disturbed during the renovation of these buildings as part of the Project. These materials will be removed and disposed of in accordance with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities.</p>

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	<p>emergency response be required.</p> <ul style="list-style-type: none"> <li>• Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.</li> <li>• Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</li> <li>• Avoid overtopping construction equipment fuel gas tanks.</li> <li>• During routine maintenance of construction equipment, properly contain and remove grease and oils.</li> <li>• Properly dispose of discarded containers of fuels and other chemicals.</li> </ul>	
<p>Hazardous materials sites, Government Code section 65962.5.</p>	<p><b>MM-HAZ-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines; SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</li> <li>• Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for</li> </ul>	<p>This Mitigation Measure is not applicable because a Phase I ESA (refer to <b>Appendix D</b>) completed for the Proposed Project site indicates that based on review of the regulatory database report, and by cross-referencing name, address, and zip code that the Project is not 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 not create a significant hazard to the public or the environment.</p>

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	<p>hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <ul style="list-style-type: none"> <li>• Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</li> <li>• Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</li> <li>• Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</li> <li>• Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</li> <li>• Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</li> <li>• Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other</li> </ul>	

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	<p>hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <ul style="list-style-type: none"> <li>• Use best management practices (BMPs) regarding potential soil and groundwater hazards.</li> <li>• Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</li> <li>• Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</li> <li>• Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</li> <li>• Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.</li> <li>• Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</li> <li>• Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s (Cal OSHA’s) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</li> <li>• Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</li> </ul>	
Wildland fire risk	<b>MM-HAZ-8(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure	The Project Site is located in an urbanized area that does not contain any wildlands or urbanized areas

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	<p>of 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; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.</li> <li>• Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.</li> <li>• Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.</li> <li>• Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.</li> <li>• Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan</li> </ul>	<p>intermixed with wildlands.</p>

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	<p>shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.</p> <ul style="list-style-type: none"> <li>• Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</li> <li>• Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.</li> <li>• Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.</li> </ul>	
<b>Hydrology and Water Quality</b>		
<p>Violation of water quality standards or waste discharge requirements. Alteration of site drainage, runoff exceeding stormwater drainage system capacity, other degrading water quality.</p>	<p><b>MM-HYD-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>• Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>• Comply with the Caltrans storm water discharge permit as applicable;</li> </ul>	<p>The Proposed Project conforms with this Mitigation Measure as it is required to satisfy all applicable requirements of Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan (SUSMP), of the GMC, at the time of the construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a Stormwater Pollution Prevention Plan (SWPPP) containing structural treatment and source control measures appropriate and applicable to the proposed Project. The SWPPP will incorporate best management practices (BMPs) by requiring controls of pollutant discharges that utilize best available technology (BAT) economically</p>

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	<p>and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.</p> <ul style="list-style-type: none"> <li>• Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> <li>• Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.</li> <li>• Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse.</li> <li>• Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</li> <li>• Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</li> <li>• Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.</li> <li>• Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</li> <li>• Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.</li> <li>• Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the</li> </ul>	<p>achievable and best conventional pollutant control technology (BCT) to reduce pollutants. Examples of BAT/BCT that may be implemented during site grading and construction of the proposed Project could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences. Preparation of the SWPPP would be incorporated as a condition of approval. Implementation of BMPs such as fences, sand bag barriers, and/or stabilization of the construction entrance/exit would ensure that Regional Water Quality Control Board (RWQCB) water quality standards are met during construction activities of the proposed Project.</p>



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	<p>design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</p> <ul style="list-style-type: none"> <li>• Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water’s beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.</li> <li>• Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.</li> <li>• Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs.</li> </ul>	
<p>Depletion of groundwater supply, interfere with groundwater supply</p>	<p><b>MM-HYD-2(b):</b> Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state,</p>	<p>The Project Site does not serve as a primary area of groundwater recharge within the San Fernando or Verdugo Basin, which are both located within the City of Glendale. However, because the Project site is more than 1 acre in size, it would be subject to the requirements under Section 13.42.060 of the GMC to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) that would be administered throughout proposed Project construction. The SWPPP would</p>

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	<p>regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</li> <li>• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in- lieu fees and off-site mitigation.</li> <li>• Avoid designs that require continual dewatering where feasible.</li> <li>• Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface</li> <li>• Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</li> </ul>	<p>incorporate BMPs to ensure that potential water quality impacts from water driven erosion during construction. Construction of the Project would result in a minimal change to the amount of impervious surface and drainage characteristics of the site by adherence to the SWPPP.</p>

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Structures within 100- year floodplain hazard area, risk due to levee or dam failure, seiche, tsunami, or mud flow.	<p><b>MM-HYD-8(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.</li> <li>• Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated, and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</li> </ul>	This Mitigation Measure is not applicable to the Project because the Project Site is not within 100-year floodplain hazard area, or at risk due to levee or dam failure, seiche, tsunami, or mud flow.
<b>Land Use</b>		
Land use plans, policies and regulations.	<p><b>MM-LU-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the</p>	Though this project is consistent with the adopted general plan, the Applicant is requesting a discretionary density bonus and a number of waivers and incentives from the City’s Zoning Code (Title

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	<p>applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.</li> </ul>	<p>30 of the GMC) under the State Density Bonus Law and the City’s Density Bonus Incentives (GMC Chapter 30.36). In exchange for these requests, the project proposes providing 17 units for very-low income households. The City is required to grant certain incentives and waivers for a project with the required affordability if specified findings can be made under GMC Section 30.36.080. Furthermore, per State Density Bonus Law and GMC Chapter 30.36, the City may grant a discretionary density bonus (GMC Sections 30.36.060(D)). The provision of affordable housing is an important social and economic benefit and is consistent with the goals and policies of the general plan. This, along with the requirements under the State Density Bonus Law, make this project is consistent with this measure. The Applicant is</p>

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		<p>requesting that the City act under Section 30.36.160 – “Charts for calculating incentives”, which would allow projects that include a minimum of 11 percent of the units for very-low income households two (2) incentives and projects that include a minimum of 15 percent of the units for very-low income households three (3) incentives. The 17 income restricted units would contain a unit mix as follows: 5-studio units, 9 one-bedroom units, and 3 two-bedroom units. The majority of the income-restricted (affordable) units would be located in the new construction and the remainder would be located in the existing 9-unit apartment building. The income-restricted units in the existing apartment building would be substantially rehabilitated to be comparable to the income-restricted units in the new</p>

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		<p>development. An easement for resident access would be provided to connect the existing building at 241 N. Jackson Street to the balance of the Project site. In addition, the Applicant is requesting the following:</p> <ul style="list-style-type: none"> <li>• A discretionary density bonus pursuant to CA Government Code Section 69515 et seq. and Chapter 30.36 and incentives/concessions and waivers for: Height and number of stories, Floor Area Ratio (FAR), setbacks, lot coverage, permanently landscaped open space, additional open space requirements for the R-1250 zone and allowance of an existing legal non-conforming office use in the R-1250 zone. The incentives and waivers are more fully described below.</li> <li>• The Applicant is requesting approval of 207 residential units on the 2.39-acre Project</li> </ul>

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		<p>site. The 207-units would include the 9 units that are in the existing building located at 241 N. Jackson Street, 6 units that are in the existing 20,300 square foot office building at 231 N. Jackson Street, and 192-units in the new proposed multi-family residential building. The Project site is zoned R-1250 High Density Residential, with lot width greater than 90 feet. Based on the residential density standard of 1 unit for each 1,000 square feet of lot area for lots with a width greater than 90 feet for the R-1250 Zone, 104 units would be allowed on the 2.39 acre Project site. The discretionary density bonus request is to allow 103 additional units, which represents a 99 percent density bonus. The Applicant is requesting that the City calculate the maximum allowable density (base density) based on a 3.42 acre</p>

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		<p>(149,054 square feet) project site consisting of all of the property currently owned by GUSD (which includes, in addition to the 2.39 acres (103,971 square feet) the Applicant is purchasing from GUSD, the remaining 1.03 acres (45,083 square feet) of property GUSD will retain ownership of that contains Daily High School and the surface parking lot on North Jackson Street proposed for development of a mini-park by GUSD). If the City agrees to calculate the maximum allowable density based on this definition of the project site (149,054 square feet), 150 residential units would be allowed and the discretionary density bonus request would be to allow 57 additional units, which represents a 37.5 (38 rounded up) percent density bonus.</p> <ul style="list-style-type: none"> <li data-bbox="1472 1365 1921 1401">• The Applicant is requesting an</li> </ul>



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		<p>incentive to increase the maximum height allowed by GMC section 30.11.030 from 41 feet to 60-feet.</p> <ul style="list-style-type: none"> <li>• The Project includes converting a portion of the existing office building built in 1938 to 6 residential units, while retaining the office use. The Applicant is requesting an incentive to allow the existing office building built in 1938 to retain its existing office use, but permit the use to be maintained, replaced or restored without regard to the 50 percent requirement of GMC Section 30.060.040.</li> <li>• The Applicant is requesting a waiver to increase the maximum FAR allowed by GMC Section 30.11.030 from 1.2 to 2.07 for the 2.39 acre (103,971 square foot) site. The Project proposed by the applicant includes a total of 214,808 square feet of building area, consisting of 27,298 square</li> </ul>

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		<p>feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.</p> <p>Under the Applicant’s request to calculate the project site at 3.42 acres, that includes Daily High School and the surface parking lot on North Jackson Street, the proposed FAR would be 1.56. This scenario includes a total of 232,940 square feet of building area, consisting of 45,430 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.</p> <ul style="list-style-type: none"> <li>• The Applicant is requesting a waiver for setback requirements, as described in GMC section 30.11.030. <b>Table 1.0-1: Project Setbacks in Section 1.0 Introduction</b>, shows the required setbacks for the R-1250 zone compared to the Project.</li> </ul>

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		<ul style="list-style-type: none"> <li data-bbox="1482 240 1913 597">• The Applicant is requesting a waiver for Lot Coverage, as described in GMC section 30.11.030, to increase from a code maximum of 50 percent to 76 percent for the 2.39 acre site (includes Daily High School and the surface parking lot on North Jackson Street).</li> <li data-bbox="1528 626 1913 899">Under the Applicant’s requested 3.42 acre site scenario (includes Daily High School and the surface parking lot on North Jackson Street) the proposed lot coverage would be 61 percent.</li> <li data-bbox="1482 928 1913 1159">• The Applicant is requesting a waiver to reduce the required Permanently Landscaped Open Space equal to 25 percent of the lot area, as described in GMC section 30.11.020.</li> <li data-bbox="1482 1188 1913 1386">• The Applicant is requesting a waiver for Additional Open Space requirements for the R-1250 zone, as stated in GMC section 30.31.020(7).</li> </ul>

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		<ul style="list-style-type: none"> <li>Approval of other permits by the City, ministerial or discretionary, that may be necessary in order to execute and implement the Project. Such approvals may include, but are not limited to: design review, landscape approvals, exterior approvals, storm water discharge permits, grading permits, haul route permits, and installation and hookup approval for public utilities and related permits.</li> </ul>
<p>Physically divide a community.</p>	<p><b>MM-LU-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Consider alignments within or adjacent to existing public rights-of-way.</li> <li>Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections</li> </ul>	<p>The Proposed Project site currently consists of the GUSD Headquarters building. The District’s Headquarters consist of two connected office buildings; a two-story former storage warehouse, and a four-story office building. In addition, the Headquarters includes two single-story modular buildings used for classrooms. The Project site also includes a 9-unit apartment building. The Project would not divide a community because the Project involves removing the existing GUSD Headquarters building and constructing a residential use which is more similar to surrounding uses than the existing school. The Project will</p>

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	<p>between portions of communities where existing connections are disrupted by the transportation project.</p> <ul style="list-style-type: none"> <li>• Wherever feasible incorporate direct crossings, overcrossings, or under-crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> <li>• Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.</li> <li>• Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:               <ul style="list-style-type: none"> <li>• Alignment shifts to minimize the area affected</li> <li>• Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.</li> <li>• Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.</li> </ul> </li> </ul>	<p>include a new 4-story multi-family residential building containing 198 net new units and the substantial rehabilitation of 9 existing units.</p>
<b>Mineral Resources</b>		
<p>Loss of availability of a known mineral resource.</p>	<p><b>MM-MIN-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and</p>	<p>The Proposed Project is located on an infill site in an urban area where no mineral resources exist. The Project site is located within Mineral Resource Zone-3, which is defined as an area where adequate information is not available to determine whether valuable mineral resources are deposited.</p>

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	<p>feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</li> <li>• Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:</li> <li>• Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>• Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.</li> <li>• Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.</li> <li>• Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</li> </ul>	
<b>Noise</b>		
<p>Expose people to noise in excess of local standards. Excessive groundborne vibration or noise levels. Substantial permanent increase in noise</p>	<p><b>MM-NOISE-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead</p>	<p>The Proposed Project complies with this measure. Noise exposure for multifamily uses is “normally acceptable” when the CNEL at exterior</p>

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<p>level. Substantial temporary increase in noise levels.</p>	<p>Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor’s Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Install temporary noise barriers during construction.</li> <li>• Include permanent noise barriers and sound-attenuating features as part of the project design.</li> <li>• Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.</li> <li>• Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.</li> <li>• Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</li> <li>• Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the</li> </ul>	<p>residential locations is equal to or below 65 dBA, “conditionally acceptable” when the CNEL is between 60 to 70 dBA, and “normally unacceptable” when the CNEL exceeds 70 dBA. These guidelines apply to noise sources such as vehicular traffic, aircraft, and rail movements. The Noise Element established an interior noise level standard for multifamily uses of 45 dBA CNEL or less. Under Section 8.36.050 of the Noise Ordinance, where noise levels are below the presumed noise standards, the actual ambient noise level controls, and any noise more than 5 dBA above the actual ambient noise level is considered a violation. When the actual ambient noise level exceeds the presumed noise standard, the actual ambient noise level is used, and any noise more than 5 dBA above the actual ambient noise level is considered a violation of the Noise Ordinance. However, under the Noise Ordinance, the actual ambient noise levels are not allowed to exceed the presumed noise level by more than 5 dBA. The Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day; any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. As discussed</p>

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	<p>noise element of the general plan or noise ordinance.</p> <ul style="list-style-type: none"> <li>• Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</li> <li>• Designate an on-site construction complaint and enforcement manager for the project.</li> <li>• Ensure that construction equipment are properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> <li>• Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</li> <li>• Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.</li> <li>• Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.</li> <li>• Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.</li> <li>• Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.</li> <li>• Use noise barriers to protect sensitive receptors from excessive noise</li> </ul>	<p>in <b>Section 5.0</b> under <b>Threshold 5.2-12 Noise</b>, construction noise levels would have a potentially significant short-term and temporary construction noise impacts on the surrounding multi-family residential uses, the First United Methodist Church of Glendale, and on the adjacent Allan F. Daily High School. Implementation of Mitigation Measure <b>MM NOISE-1</b> through <b>3</b> would reduce impacts to a less than significant level.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-1:</b> The Project contractor(s) shall equip all construction equipment, fixed or mobile with properly operating and maintained noise mufflers, consistent with manufacturers’ standards and specifications. Optimal muffler systems for all equipment and the break in light of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dBA.</li> <li>• <b>MM NOISE-2:</b> The Project shall provide a temporary 15-foot tall construction noise barrier (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses along the area of work, with a performance standard (STC values ranging from 29 to 36, NRV values ranging from 0.65 to 0.75) of achieving 29 to 36 dBA noise level reduction. The temporary noise barriers shall be used during Project construction</li> </ul>



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	<p>levels during construction.</p> <ul style="list-style-type: none"> <li>• Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.</li> <li>• Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</li> <li>• Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</li> <li>• Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</li> </ul>	<p>phases when the use of heavy equipment is prevalent. The Project shall avoid locating or using stationary construction equipment near off-site noise sensitive uses.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-3:</b> The Project shall limit the number of noise generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors adjacent to the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.</li> </ul> <p>Potential building damage occurs when construction activities cause ground-borne vibration levels to exceed 0.5 inches-per second peak particle velocity (PPV) at the nearest off-site sensitive receptors. The Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day; any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12</b>, large bulldozers and loaded truck activities would exceed the human annoyance</p>

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		<p>threshold at 25 feet. Implementation of Mitigation Measure <b>MM NOISE-4</b> would limit construction vibration equipment to be within a minimum of 50 feet from off-site vibration sensitive receptors.</p> <p><b>MM NOISE-4:</b> The Project shall limit the distance of vibration generating equipment to be at a minimum 50 feet from off-site vibration sensitive receptors.</p>
<p>Expose people to excessive groundborne vibration or noise.</p>	<p><b>MM-NOISE-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</li> <li>• For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</li> <li>• For projects where pile driving would be necessary for construction</li> </ul>	<p>The Proposed Project complies with this measure. Noise exposure for multifamily uses is “normally acceptable” when the CNEL at exterior residential locations is equal to or below 65 dBA, “conditionally acceptable” when the CNEL is between 60 to 70 dBA, and “normally unacceptable” when the CNEL exceeds 70 dBA. These guidelines apply to noise sources such as vehicular traffic, aircraft, and rail movements.</p> <p>The Noise Element established an interior noise level standard for multifamily uses of 45 dBA CNEL or less. Under Section 8.36.050 of the Noise Ordinance, where noise levels are below the presumed noise standards, the actual ambient noise level controls, and any noise more than 5 dBA above the actual ambient noise level is considered a violation. When the actual ambient noise level exceeds the presumed noise standard, the actual ambient noise level is uses, and</p>

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	<p>due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</p> <ul style="list-style-type: none"> <li>For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.</li> </ul>	<p>any noise more than 5 dBA above the actual ambient noise level is considered a violation of the Noise Ordinance. However, under the Noise Ordinance, the actual ambient noise levels are not allowed to exceed the presumed noise level by more than 5 dBA. The Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day; any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12 Noise</b>, construction noise levels would have a potentially significant short-term and temporary construction noise impacts on the surrounding multi-family residential uses, the First United Methodist Church of Glendale, and on the adjacent Allan F. Daily High School. Implementation of Mitigation Measure <b>MM NOISE-1</b> through <b>3</b> would reduce impacts to a less than significant level.</p> <ul style="list-style-type: none"> <li><b>MM NOISE-1:</b> The Project contractor(s) shall equip all construction equipment, fixed or mobile with properly operating and maintained noise mufflers, consistent with manufacturers’ standards and specifications. Optimal muffler systems for all equipment and the break in light of sight to a sensitive receptor</li> </ul>

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		<p>would reduce construction noise levels by approximately 10 dBA.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-2:</b> The Project shall provide a temporary 15-foot tall construction noise barrier (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses along the area of work, with a performance standard (STC values ranging from 29 to 36, NRV values ranging from 0.65 to 0.75) of achieving 29 to 36 dBA noise level reduction. The temporary noise barriers shall be used during Project construction phases when the use of heavy equipment is prevalent. The Project shall avoid locating or using stationary construction equipment near off-site noise sensitive uses.</li> <li>• <b>MM NOISE-3:</b> The Project shall limit the number of noise generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors adjacent to the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.</li> </ul> <p>Potential building damage occurs when construction activities cause ground-</p>

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		<p>borne vibration levels to exceed 0.5 inches-per second peak particle velocity (PPV) at the nearest off-site sensitive receptors. The Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day; any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12</b>, large bulldozers and loaded truck activities would exceed the human annoyance threshold at 25 feet. Implementation of Mitigation Measure <b>MM NOISE-4</b> would limit construction vibration equipment to be within a minimum of 50 feet from off-site vibration sensitive receptors.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-4:</b> The Project shall limit the distance of vibration generating equipment to be at a minimum 50 feet from off-site vibration sensitive receptors.</li> </ul>
<p><b>Population, Housing and Employment</b></p> <p>Displacement of housing requiring replacement housing elsewhere.</p>	<p><b>MM-PHE-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction’s housing elements of their general</p>	<p>This Mitigation Measure is applicable to transportation projects and would not apply to the Proposed Project. Although this mitigation is not directly applicable to the Project, the Project would meet the general intent because it would involve the construction of new housing and would not involve</p>

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	<p>plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</li> <li>• Prioritize the use existing ROWs, wherever feasible.</li> <li>• Develop a construction schedule that minimizes potential neighborhood detonation from protracted waiting periods between right-of-way acquisition and construction.</li> </ul>	<p>any displacement of housing.</p>
<b>Public Services</b>		
<p>Adverse effects associated with new or physically altered government facilities for fire protection and emergency response.</p>	<p><b>MM-PS-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>• Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.</li> <li>• During project-level review of government facilities projects, require</li> </ul>	<p>This Mitigation Measure is not applicable to the Proposed Project because it would not significantly impact the need for fire protection or emergency services that would result in the need for new or physically altered fire and or emergency facilities. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-14 Public Services</b>, The Project would increase the ratio of firefighters to residences from 1:846 residents to 1:848 residents. This increase would not substantially affect provision of fire protection given that the Project is located in a highly urbanized area and close to existing fires stations and would not necessitate the expansion of fire stations.</p>

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	<p>implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL- 3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	
<p>Adverse effects associated with new or physically altered government facilities for police protection.</p>	<p><b>MM-PS-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:</p> <ul style="list-style-type: none"> <li>• Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.</li> <li>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure</li> </ul>	<p>This Mitigation Measure is not applicable to the Proposed Project because it would not significantly impact the need for police protection services. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-14 Public Services</b>, the officer-to-population ratio in the City is approximately 1.2 sworn officers per 1,000 residents. The increase in 559 new residents would result in the same ratio (1.2 sworn officers per 1,000 residents) of police staff to residents. The Project would not result in a need for new or expanded police protection facilities and the need for police protection services would not increase.</p>

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	<p>improvements and/or personnel.</p> <ul style="list-style-type: none"> <li>During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</li> </ul>	
<p>Adverse effects associated with new or physically altered government facilities for schools.</p>	<p><b>MM-PS-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</li> <li>During project-level review of government facilities projects, require</li> </ul>	<p>The Applicant will be required to pay school impact fees to the GUSD based on the current fee schedule for residential developments prior to the issuance of building permits to provide funds to ensure adequate school facilities are available. Section 65995 of the Government Code provides that school districts can collect a fee on a per-square-foot basis for new residential units or additions to existing units to assist in the construction of or additions to schools. The Developer Fees for GUSD are \$3.48 per square foot for residential developments. The proposed Project would be required to pay approximately \$518,707 based on the square footage of 149,054 square feet.</p>



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	<p>implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL- 3(b), MM-CUL-4(b), MM-GEO-1(b), MMGEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	
<b>Recreation</b>		
<p>Increase use and physical deterioration of recreational facilities.</p>	<p><b>MM-REC-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</li> <li>• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of</li> </ul>	<p>In accordance with requirements of the GMC (Ordinance No. 5820 and Resolution No. 14-1029), the Project applicant will be required to pay the City’s Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. For fiscal year (FY) 2018-2019, this fee, for parks and libraries combined, is \$18,751 per unit. The Project would also provide open space amenities on site, with 25,629 total square feet of private or common open space and 15,669 total square-foot of landscaped areas.</p>

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	<p>equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: Increasing the accessibility to natural areas for outdoor recreation, Promoting infill development and redevelopment to revitalize existing communities, Utilizing “green” development techniques, Promoting water- efficient land use and development, Encouraging multiple uses, Including trail systems and trail segments in General Plan recreation standards.</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQT.</li> </ul>	
<b>Traffic and Transportation</b>		
<p>Conflict with measures of effectiveness for performance of the circulation system.</p>	<p><b>MM-TRA-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.</li> <li>• Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.</li> </ul>	<p>This Mitigation Measure is not applicable to the Proposed Project because the Project would not generate enough traffic to significantly impact the performance of the circulation system. To ensure all construction traffic impacts (including construction worker trips and truck traffic for material delivery and material import/export) are less that significant during construction, a Construction Traffic Management Plan will be prepared and submitted to the City’s Public Works Department for approval. Implementation of mitigation measure <b>MM TR-1</b> will require the Applicant to prepare the Construction Traffic Management Plan, which will include a Construction Traffic Control Plan, a Construction Parking Plan, a</p>

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	<ul style="list-style-type: none"> <li>• Provide a vanpool for employees.</li> <li>• Fund capital improvement projects to accommodate future traffic demand in the area.</li> <li>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including: Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement, Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document), Signage and striping onsite to encourage bike safety, Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials, Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan, Direct transit sales or subsidized transit passes, Guaranteed ride home program o Pre-tax commuter benefits (checks), On-site car-sharing program (such as City Car Share, Zip Car, etc.), On-site carpooling program, Distribution of information concerning alternative transportation options o Parking spaces sold/leased separately, Parking management strategies; including attendant/valet parking and shared parking spaces.</li> <li>• Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride- sharing, and designating adequate passenger loading and unloading and waiting areas.</li> <li>• Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.</li> <li>• Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.</li> </ul>	<p>Haul Routes Plan, and would include construction hours. In addition, as discussed in <b>Section 5.0</b> under <b>Threshold 5.2-16 Transportation and Traffic</b>, the intersection of California Avenue and Jackson Street currently operates at LOS F with an intersection delay of 53.0 seconds during the PM peak hour without the Project. This intersection is expected to remain at LOS F when the Project is completed, exceeding the change in intersection delay of 3.0 seconds. Implementation of mitigation measure <b>MM-TR-2</b> would signalize the intersection of California Avenue and Jackson Street to reduce the intersection delay below the City’s threshold of significance and mitigation the impact of the Project. The intersection would operate at LOS A during the AM peak hour and LOS B during the PM peak hour with implementation of <b>MM TR-2</b>. Also, the net change in total trips due to the Project is a decrease in morning peak hour by 5 trips and an increase in the afternoon peak hour by 21 trips.</p>

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	<ul style="list-style-type: none"> <li>• Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.</li> <li>• Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.</li> <li>• Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.</li> <li>• Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.</li> <li>• Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.</li> <li>• Purchase, or create incentives for purchasing, low or zero-emission vehicles.</li> <li>• Create local “light vehicle” networks, such as neighborhood electric vehicle systems.</li> <li>• Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.</li> <li>• Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.</li> <li>• Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.</li> <li>• Project Selection: Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while</li> </ul>	

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p data-bbox="703 240 1459 365">maintaining economic vitality and sustainability. Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.</p> <ul data-bbox="655 376 1459 1416" style="list-style-type: none"> <li data-bbox="655 376 1459 532">• Public Involvement: Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.</li> <li data-bbox="655 544 1459 734">• Transit and Multimodal Impact Fees: Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.</li> <li data-bbox="655 745 1459 836">• System Monitoring: Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.</li> <li data-bbox="655 847 1459 938">• Arterial Traffic Management: Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.</li> <li data-bbox="655 950 1459 1105">• Signal Synchronization: Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.</li> <li data-bbox="655 1117 1459 1208">• HOV Lanes: Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.</li> <li data-bbox="655 1219 1459 1416">• Delivery Schedules: Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas, Implement and supporting trip reduction programs, Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.</li> <li>• Bicycle and Pedestrian Trails: Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.</li> <li>• Bicycle Safety Program: Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.</li> <li>• Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.</li> <li>• Bicycle Parking: Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).</li> <li>• Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; Eliminate or reduce minimum parking requirements for new buildings; “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); Use parking pricing to discourage private vehicle use, especially at peak times; Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; Encourage shared parking programs in mixed-use and transit-oriented development areas.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including: Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; Encourage special event center operators to advertise and offer discounted transit passes with event tickets; Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking; Promote the use of bicycles by providing space for the operation of valet bicycle parking service.</li> <li>• Parking “Cash-out” Program: Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.</li> <li>• Pedestrian and Bicycle Promotion: Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.</li> <li>• Fleet Replacement: Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel-efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.</li> </ul>	
<p>Conflict with applicable Congestion Management Plan.</p>	<p><b>MM-TRA-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set</p>	<p>This Mitigation Measure is not applicable to the Proposed Project because the Project would not generate enough traffic to significantly impact the adopted Congestion Management Plan. The existing use generates 76 total weekday morning peak hour trips and 66 total weekday afternoon peak hour trips. The Project generates a total decrease of 5 morning peak hour trips and an increase of 21 afternoon peak hour trips compared to the trip generation associated with the existing</p>

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	<p>forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:</p> <ul style="list-style-type: none"> <li>• Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation: Advocate for a regional, market-based system to price or charge for auto trips during peak hours. Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology. Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.</li> <li>• Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.</li> </ul>	<p>development located on the Project Site. The net new trips generated by the Project is less than the 150 trips threshold required for a CMP analysis.</p>



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	<p>Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. Location of construction staging areas for materials, equipment, and vehicles at an approved location. A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit Provision for accommodation of pedestrian flow. As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor’s expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor’s expense, before the issuance of a Certificate of Occupancy. Any heavy equipment brought to the construction site shall be transported by truck, where feasible. No materials or equipment shall be stored on the traveled roadway at any time. Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. All equipment shall be equipped with mufflers. Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. Promote “least polluting” ways to connect people and goods to their destinations.</p> <ul style="list-style-type: none"> <li>• Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including</li> </ul>	

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency: Ensure transportation centers are multi-modal to allow transportation modes to intersect. Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail. To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges. Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations. Coordinate schedules and routes across service lines with neighboring transit authorities. Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles). Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so. Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit- preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles. Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.</p> <ul style="list-style-type: none"> <li>• Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: Ensure transit stops and bus lanes are safe, convenient, clean and efficient. Ensure transit stops have clearly marked street-level designation, and are accessible. Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate. Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one half mile.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). Investigate the feasibility of an on-line trip-planning program.</li> <li>• Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including: Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.</li> <li>• Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including: Designate a certain percentage of parking spaces for ride-sharing vehicles. Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles. Provide a web site or message board for coordinating shared rides. Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit. Hire or designate a rideshare coordinator to develop and implement ridesharing programs.</li> <li>• Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including: Provide assistance to regional and local ridesharing organizations. Advocate for legislation to maintain and expand incentives for employer ridesharing programs. Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes. Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.</li> </ul>	

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>• Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.</li> <li>• Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.</li> <li>• Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.</li> <li>• Work with existing shuttle service providers to coordinate their services.</li> <li>• Facilitate employment opportunities that minimize the need for private vehicle trips, including:               <ul style="list-style-type: none"> <li>o Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.</li> </ul> </li> <li>• Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.</li> <li>• Organize events and workshops to promote GHG-reducing activities.</li> <li>• Implement a Parking Management Program to discourage private vehicle use, including: Encouraging carpools and vanpools with preferential parking and a reduced parking fee. Institute a parking cash-out program. Renegotiate employee contracts, where possible, to eliminate parking subsidies. Install on-street parking meters with fee structures designed to discourage private vehicle use. Establish a parking fee for all single-occupant vehicles.</li> <li>• Work with school districts to improve pedestrian and bicycle to schools and restore school bus service.</li> <li>• Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.</li> <li>• Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.</li> <li>• Develop and implement a bicycle and pedestrian safety educational</li> </ul>	

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	<p>program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.</p> <ul style="list-style-type: none"> <li>• Synchronize traffic signals to reduce congestion and air quality.</li> <li>• Work with community groups and business associations to organize and publicize walking tours and bicycle events.</li> <li>• Support legislative efforts to increase funding for local street repair.</li> </ul>	
<p>Inadequate emergency access. Impair or interfere with Emergency Response Plan or Evacuation Plan.</p>	<p><b>MM-TRA-5(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. Scheduling of truck trips outside of peak morning and evening commute hours. Limiting of lane closures during peak</li> </ul>	<p>The Proposed Project already substantially complies with this Mitigation Measure because the design of the Proposed Project would not cause any interference or impairment to the local vehicular circulations routes and patterns or impede public access or travel on any public rights-of-way. The City’s Disaster Response Routes includes Brand Boulevard, located 0.2 miles to the west of the Project site and Glendale Avenue, located 0.2 miles to the east of the Project site. In addition, the County’s Evacuation Route includes E. Colorado Street, located 0.4 miles to the south of the Project. No changes to the City’s and County’s Disaster Response Routes would occur. In the event of an emergency, all lanes would be opened to allow for traffic flow to move in one direction. Furthermore, the Project site is located between two fire stations, Fire Station No. 21, is located at 421 Oak Street, approximately 0.65 miles southwest of the Project site, and Fire Station No. 25, located at 353 N. Chevy Chase Drive, approximately 0.75 miles</p>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>hours to the extent possible. Usage of haul routes minimizing truck traffic on local roadways to the extent possible. Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. Storage of construction materials only in designated areas. Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.</p> <ul style="list-style-type: none"> <li>• Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</li> <li>• Enhance emergency preparedness awareness among public agencies and with the public at large.</li> <li>• Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities, Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format, Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction’s ability to function.</li> </ul>	<p>northeast of the Project site. The parking structure access system would be designed for residents to automatically open to allow vehicles to enter the residential parking levels.</p>

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<b>Utilities and Service Systems</b>		
Require new or expanded entitlements for wastewater treatment	<p><b>MM-USS-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan. Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities</p>	<p>This Mitigation Measure is not applicable to the Proposed Project because analysis has demonstrated that the net increase of wastewater from the Proposed Project would not significantly impact the Los Angeles Glendale Water Reclamation Plant. The LAGWRP has a total capacity of approximately 40 mgd (City of Glendale’s portion is 20 mgd) and handles a current Glendale demand of approximately 16 mgd on a dry weather day. The Project would increase wastewater generation by approximately 12,662 gpd over existing uses. Given that the LAGWRP is currently operating 4 mgd below capacity, the addition of approximately 12,662 gpd of sewage generated by the proposed Project would not result in the plant’s exceeding capacity.</p>
Require new or expanded entitlements for water supply.	<p><b>MM-USS-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This Mitigation Measure is not applicable to the Proposed Project because analysis has demonstrated that the net increase of water demand from the Proposed Project would be within the projections of the City of Glendale’s 2015 Urban Water Management Plan and no new or expanded entitlements for water supply would be required. As discussed in <b>Section 5.0 Sustainable Communities Environmental Analysis</b></p>

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	<ul style="list-style-type: none"> <li>• Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</li> <li>• Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> <li>• Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>• Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.</li> <li>• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.</li> <li>• Avoid designs that require continual dewatering where feasible.</li> <li>• Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> </ul>	<p><b>Threshold 5.2-18</b>, the additional demand of 36 afy of water generated by the proposed Project would meet the remaining City demand. In addition, landscaping for the Project will require the use of drought tolerant plantings. The current building code requires the use of low flow plumbing fixtures and fittings that will be much more efficient than that of the existing GUSD Headquarters building.</p>
Landfill capacity.	<p><b>MM-USS-6(b)</b>: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies</p>	<p>The Proposed Project conforms with this Mitigation Measure because the Project is subject to regulatory compliance measures that avoid or reduce the significant effects to serve landfills with sufficient permitted</p>



Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities, Inclusion of a waste management plan that promotes maximum C&amp;D diversion, Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.), Reuse of existing structure and shell in renovation projects, Design for deconstruction without compromising safety, Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components, Development of indoor recycling program and space, Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities, locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required, Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. o Encourage</li> </ul>	<p>capacity to accommodate solid waste disposal needs. Solid waste generated on the Project site would be deposited either at the Scholl Canyon Landfill, which is owned by the City of Glendale, or at one of the landfills located within the County of Los Angeles. Combined with the increase in solid waste generated by the proposed Project, the Scholl Canyon facility would accommodate the annual disposal amount, as discussed in <b>Section 5.0</b> under <b>Threshold 5.2-18</b>. Also, the city has implemented a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill. Examples of waste diversion efforts would include recycling programs for cardboard boxes, paper, aluminum cans, and bottles through the provision of recycling containers. The Scholl Canyon facility would have sufficient capacity to continue to accommodate the demand for Class III disposal facilities generated by the Project site.</p>

Topic	2016 RTP/SCS PEIR Project Level Mitigation Measure	Applicability to Proposed Project
	<p>the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices, Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities, Develop alternative waste management strategies such as composting, recycling, and conversion technologies, Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts, Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard), Integrate reuse and recycling into residential industrial, institutional and commercial projects, Provide recycling opportunities for residents, the public, and tenant businesses, Provide education and publicity about reducing waste and available recycling services, Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates, Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>	
<p>Source: 2016 SCAG/RTP SCS FEIR</p>		

**Table 3.3-4  
Consistency Analysis with the  
South Glendale Community Plan PEIR MMRP**

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
<i>Air Quality</i>		
<p>Conflict or obstruct implementation of the applicable air quality plan</p>	<p><b>MM 4.2-1</b> The following policies shall be incorporated into the SGCP to reduce construction related emissions associated with future development projects implemented under the proposed SGCP.</p> <p><b>Policy AQ-1:</b> Require conditions of approval for construction projects near sensitive receptors and/or that would generate substantial levels of mass emission to implement emissions reduction strategies such as:</p> <ul style="list-style-type: none"> <li>• Install PM or other exhaust reducing filters on generators;</li> <li>• Require construction contractors to use off-road equipment that meets CARB’s most recent certification for off-road diesel engines or Best Available Control Technology (BACT);</li> <li>• Use of electric powered construction equipment;</li> <li>• Phase construction activities;</li> <li>• Provide grid or renewable electricity in place of generators;</li> <li>• Use alternative fuel such as high performance renewable diesel for construction equipment and vehicles;</li> <li>• Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or</li> </ul>	<p>Since the Proposed Project has the potential to impact air quality standards, regulatory measures were imposed consistent with SCAQMD to ensure impacts are less than significant. Demolition, grading and construction activities must comply with provisions of the SCAQMD District Rule 403, including the following:</p> <ul style="list-style-type: none"> <li>• Apply water to disturbed areas of the site three times a day</li> <li>• Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes</li> <li>• Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.</li> <li>• Limit soil disturbance to the amounts analyzed in this air quality analysis.</li> <li>• All materials transported off-site shall be securely covered.</li> <li>• Apply non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Traffic speeds on all unpaved roads to be reduced to 15 mph or less.</li> </ul> <p>Architectural coatings and solvents applied during</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>Require construction contractors to provide clear signage that posts the California Code of Regulations, Title 13, section 2449 (d) (3) and 2485 requirement to reduce idling time to 5 minutes or less at construction sites</li> </ul> <p><b>Policy AQ-2:</b> Require area businesses, residents, and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to TACs, which encourage voluntary reduction of construction exhaust emissions, as well as exposure to these emissions;</p> <p><b>Policy AQ-3:</b> The City shall continue to work with CARB and SCAQMD in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution; and</p> <p><b>Policy AQ-4:</b> The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction emissions for VOC, NO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design.</p> <p><b>MM 4.2-2</b> The following policies shall be incorporated into the SGCP to reduce operational emissions associated with future development projects implemented under the proposed SGCP.</p> <p><b>Policy AQ-5:</b> Create a more multi-modal transportation network of comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel, which would lead to reduced VMT, thereby reducing operational emissions;</p>	<p>construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.</p> <p>Furthermore, implementation of <b>Mitigation Measure MM AQ-1</b> recommends the Lead Agency at the minimum use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction to further reduce criteria pollutants emissions.</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p><b>Policy AQ-6:</b> Provide a complete streets design that balances the diverse needs of users of the public right-of-way, which would reduce VMT, thereby reducing operational emissions;</p> <p><b>Policy AQ-7:</b> Provide and manage a balanced approach to parking that meets economic development and sustainability goals by reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking;</p> <p><b>Policy AQ-8:</b> Implement traffic calming features such as sidewalks, protected bike lanes, reduced speed limits, narrow lane widths, lane reconfiguration, and roundabouts;</p> <p><b>Policy AQ-9:</b> Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership;</p> <p><b>Policy AQ-10:</b> Support high-density transit-oriented and compact development within the City to improve transit ridership and to reduce automobile use and traffic congestion;</p> <p><b>Policy AQ-11:</b> The City shall review discretionary proposed development projects to ensure projects incorporate feasible measures that reduce operational emissions for VOC, NO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design; and</p> <p><b>Policy AQ-12:</b> Encourage the use of low or no VOC-emitting materials</p>	

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
Violate air quality standards	<b>MM 4.2-1</b> and <b>MM 4.2-2</b> would apply	Since the Proposed Project has the potential to impact air quality standards, regulatory measures (refer to discussion above) were imposed consistent with SCAQMD to ensure impacts are less than significant. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-3</b> , construction and operational emissions would not exceed the applicable maximum daily SCAQMD thresholds. Therefore, no additional measures required.
Cumulative considerable	<b>MM 4.2-1</b> and <b>MM 4.2-2</b> would apply	Since the Proposed Project has the potential to impact air quality standards, regulatory measures (refer to discussion above) were imposed consistent with SCAQMD to ensure impacts are less than significant. SCAQMD states if a project generates less than significant construction or operational emissions, then the project would not generate a cumulative considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-3</b> , construction and operational emissions would not exceed the applicable maximum daily SCAQMD thresholds. The Proposed Project substantially complies with this measure. As such, no additional measures required.
Sensitive receptors	<b>MM 4.2-3</b> The following policies shall be incorporated into the SGCP to reduce exposure of new sensitive receptors to pollution sources associated with future development projects implemented under the proposed SGCP.	Since the Proposed Project has the potential to impact air quality standards, regulatory measures (refer to discussion above) were imposed consistent with SCAQMD to ensure impacts are less than significant. As discussed in <b>Section 5.0</b>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<ul style="list-style-type: none"> <li>• <b>Policy HRA-1:</b> The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TACs) and fine particulate matter (PM<sub>2.5</sub>), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM<sub>2.5</sub>-emitting sources in order to minimize exposure to health risk; and;</li> <li>• <b>Policy HRA-2:</b> At the time of discretionary approval of new sensitive land uses proposed in close proximity to existing TAC sources, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs and PM<sub>2.5</sub>. Available measures include, but are not limited to, barriers (e.g., vegetation, concrete walls) between the source and the receptor, high efficiency filtration with mechanical ventilation, and portable air filters. Specific reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.</li> </ul>	<p>under <b>Threshold 5.2-3</b>, localized diesel particulate matter emissions would be minimal and would be substantially below localized thresholds. Furthermore, implementation of <b>Mitigation Measure MM AQ-1</b> recommends the Lead Agency at the minimum use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction to further reduce criteria pollutants emissions. Also, based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TAC's would be minimal and would not be expected to exceed the SCAQMD thresholds of significance. As such, no additional measures required.</p>
Objectionable odors	<p><b>MM 4.2-4</b> The following policies shall be incorporated into the SGCP to reduce impacts associated with objectionable odors associated with future development projects implemented under the proposed SGCP.</p> <ul style="list-style-type: none"> <li>• <b>Policy Odor-1:</b> Land uses that have the potential to emit objectionable odorous emissions and conflict with SCAQMD Rule 402 (e.g., dry cleaning establishments, restaurants, and gasoline stations) shall be</li> </ul>	<p>This mitigation is not applicable to the Project because the site is a multi-family residential use. However, good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors; and</p> <ul style="list-style-type: none"> <li> <b>Policy Odor-2:</b> If an odor-emitting facility is to occupy space in commercial or retail areas, odor control devices shall be installed to mitigate the exposure of receptors to objectionable odorous emissions. The use of setbacks, site design considerations, and emission controls are typically sufficient to ensure that receptors located near commercial or retail uses would not be exposed to odorous emissions on a frequent basis.                 </li> </ul>	<p>typical of most construction site. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate, the odors, associated with these emissions would also decrease, dilute and become unnoticeable.</p>
<b>Biological Resources</b>		
<p>Nesting opportunities</p>	<p><b>MM 4.3-1</b> If future projects implemented under the SGCP are constructed during the bird-nesting season (June 1 – July 31) a Biological Monitor shall survey the construction area and establish a buffer area for nesting activity or juvenile birds. Surveys shall be conducted 5 days prior to any construction activity. If protected bird species are observed nesting within 100 feet for non-raptors and 300 feet for raptor species of the nearest work site, the biological monitor shall establish a buffer around the tree, and no construction activities shall be permitted within the restricted area, unless directly related to the management or protection of the protected species. If the tree is designated for removal, the removal shall be deferred until after August 30<sup>th</sup>, or until the adults and young have fledged or left the nest.</p>	<p>The mitigation is not applicable to the project because the site is located in a developed urbanized area and does not provide habitat for sensitive Biological resources. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States’ commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. Implementation of <b>MM 4.3-1</b> would require conducting a site survey for nesting birds prior to commencing any construction activities. The Proposed Project will be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if</p>



Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p>construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. While no potentially significant impacts were identified, the Proposed Project substantially complies with this measure through existing regulatory requirements.</p>
<b>Cultural Resources</b>		
<p>Historical resources</p>	<p><b>MM 4.4-1</b> To encourage restoration, renovation, and adaptive reuse of historic resources, information on properties potentially eligible for listing on the Glendale Register of Historic Resources shall be publicly available. Providing information about potentially eligible historical resources in the preliminary stages of a project will allow agencies, property owners, developers, neighbors, and other interested parties to better assess the historical value the resource has on the City. Additionally, any project proposal to demolish or substantially alter a 5S3 property will require separate CEQA review; proposed alterations to 6L properties will invoke the “special consideration in planning” clause and involve heightened design review (e.g. siding types and window muntins patterns can be protected even as new materials are allowed), but demolition of 6L properties will be allowed without further environmental review.</p> <p><b>MM 4.4-2</b> The City shall require a current historical survey by a qualified historian or architectural historian meeting the secretary of the Interior’s Professional Qualification Standards for Architectural History for future projects under review after the year 2022 that could impact</p>	<p>A historic resource assessment of the Project site was completed in November 2017 (refer to <b>Appendix B</b>). Neither the 1938 warehouse building, the 1971 office building, nor the 1960 apartment building are eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or for designation as a Glendale Historic Resource. In addition, a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) was completed with negative results (refer to <b>Appendix C</b>). In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. The City received a letter from one tribe, the Fernandefio Tataviam Band of Mission Indians. The letter states the Project area is located within</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>buildings or structures 45 years old or older. Potential resources shall be evaluated for their eligibility for listing in the national, state, or local registers prior to the City’s approval of project plans. The historic survey shall be submitted to the City for review and approval.</p>	<p>the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. The THCP department reviewed the information provided and have no further comments. No further consultation is required; however, the Fernandeano Tataviam Band of Mission Indians would like to be notified if advertent cultural resources are encountered during any grading or excavation.</p>
<p>Archaeological resources</p>	<p><b>MM 4.4-3</b> The City shall require that archaeological and tribal monitors be retained during ground disturbing activities that can disturb previously undisturbed soils that may have the potential to impact archaeological and tribal cultural resources qualifying as historical resources or unique archaeological resources, as determined by a qualified archaeologist (following Standard of Interior Qualifications) and local Native American tribal monitors in consultation with the City. Historically built environments have not been subject to CEQA guidelines and could possess unknown cultural resources previously undiscovered. Additionally, current construction practices often require foundations to be set at a depth below that historically used for seismic stability. This new practice can result in previously undisturbed soils that contain archaeological deposits. Native American monitors shall be retained for projects that have a high potential to impact unknown and sensitive tribal cultural resources, as determined by the City in coordination with the qualified archaeologist.</p> <p><b>MM 4.4-4</b> To prevent impacts to cultural resources, the City shall evaluate the likelihood of</p>	<p>As mentioned above, a cultural resource literature review and records search of the CHRIS and a review of the SLF by the NAHC (refer to <b>Appendix C</b>). In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. The City received a letter from one tribe, the Fernandeano Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. For these reasons, the Project is of interest to the Tribe and is interested in participating in consultation.</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>the project site to contain archaeologist resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.</p> <ul style="list-style-type: none"> <li>• The City shall consult with the local Native American representatives for future development projects. Any cultural resources inventory shall include a cultural resources records search to be conducted at the South Central Coastal Information Center; scoping with the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey by the qualified archaeologist, (when appropriate); and formal recordation of all identified archaeological resources and significance evaluation of such resources presented in a technical report. The report shall also include full documentation of outreach to the Native American community. The Phase I survey shall be conducted prior to any CEQA review of development projects.</li> <li>• If potentially significant archaeological resources are encountered during the survey, the City shall require the resources to be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with</li> </ul>	

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>the implementing agency and the appropriate Native American groups for prehistoric resources. Preservation shall be the preferred manner of mitigation to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery in consultation with the implementing agency, and any local Native American representatives expressing interest in cultural resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provision of Section 21083.2 of CEQA.</p>	
<p>Paleontological resource</p>	<p><b>MM 4.4-5</b> For future individual projects that require ground disturbance, the City shall evaluate the sensitivity of the project site for paleontological resources. If deemed necessary, at the applicant’s expense the City shall retain a qualified paleontologist (following Secretary of Interior standards) to evaluate the project and provide recommendations regarding additional work, potentially including testing or construction monitoring throughout the length of ground disturbance in paleontologically sensitive areas.</p> <p><b>MM 4.4-6</b> Prior to any grading a City-certified paleontologist shall be retained, at the applicant’s expense, to observe grading activities over</p>	<p>The Proposed Project complies with this measure. The Proposed Project is on a previously developed site in an urban area. A cultural resource inventory was conducted (refer to <b>Appendix C</b>) and concluded that no prehistoric resources were identified. No unique geological features exist on the site and the potential for the discovery of any unique paleontological resources is considered extremely remote. However, implementation of <b>Mitigation Measure MM-CUL-1</b> states if paleontological/archaeological resources are unearthed during Project subsurface activities, all earth-disturbing work would be suspended or redirected until a qualified paleontologist has</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>formations where paleontological resources have greater possibility of being discovered. The paleontologist shall be present at the pre-grade conference, establish procedures for paleontologist resource surveillance, and establish, in cooperation with the applicant, procedures for temporarily halting and/or redirecting work to permit identification and evaluation of paleontological resources.</p> <p>If unanticipated discoveries are found, the paleontologist shall evaluate the resources in cooperation with the project applicant, for significance evaluation and proper management of the paleontological resources. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, and other special studies; submit materials to its designee, and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.</p>	<p>evaluated the nature and significance of the resources, in accordance with federal, state, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. After the resources have been addressed appropriately, work in the area may resume. <b>MM CUL-1</b> is compliant with SGCP’s <b>MM 4.4-5</b> and <b>4.4-6</b> as it requires a qualified paleontologist to survey the area and be present during construction activities.</p>
Human remains	<p><b>MM 4.4-7</b> Regulations and procedures of the discovery of human remains must be included in all archaeological-related programs and ground disturbance information for future projects. All references to the inadvertent discovery of human remains shall promote preservation and proper coordination with applicable Native American tribes in a timely manner.</p> <p><b>MM 4.4-8</b> Should subsurface archaeological and tribal cultural resources be discovered during construction of future projects under the SGCP, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. If</p>	<p>The following regulatory control measure would address this measure: If human remains are encountered unexpectedly during construction demolition and/or 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 California Public Resources Code (PRC) Section 5097.98. Similar to the SGCP’s <b>MM 4.4-7</b> and <b>4.4-8</b>, in the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none"> <li>• Stop immediately and contact the County</li> </ul>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC, who will then contact the most likely descendant of the deceased Native American. If tribal cultural resources are determined to be significant, the tribal monitor and archaeologist shall determine, in consultation with the City, appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to tribal cultural resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, with CEQA Guidelines Section 15126.4(b)(3)(C), the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of CEQA Section 21083.2.</p>	<p>Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)</p> <ul style="list-style-type: none"> <li>• If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</li> <li>• The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.</li> <li>• The most likely descendent may make recommendations to the landowner or person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods.</li> <li>• If the owner does not accept the descendant’s recommendations, the owner or the descendent may request mediation by the NAHC.</li> <li>• To avoid impacts during preservation, methods shall not be limited to, project redesign, or identification of protection measures such as capping or fencing.</li> <li>• If resources cannot be avoided, the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency.</li> </ul>
<p>Tribal cultural resources listed in the CRHR or local register of historical resources</p>	<p><b>MM 4.4-2, MM 4.4-3, MM 4.4-4, and MM-4.4-8</b> would apply.</p>	<p>A cultural resource literature review and records search of the CHRIS and a review of the SLF by the NAHC was completed with negative results (refer</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p>to <b>Appendix C</b>). In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources. The City received a letter from one tribe, the Fernandefio Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. The THCP department reviewed the information provided and have no further comments. No further consultation is required; however, the Fernandefio Tataviam Band of Mission Indians would like to be notified if advertent cultural resources are encountered during any grading or excavation.</p>
<p>Tribal cultural resources as determined by the lead agency pursuant to PRC 5024.1(c).</p>	<p><b>MM 4.4-2, MM 4.4-3, MM 4.4-4, and MM-4.4-8</b> would apply.</p>	<p>A cultural resource literature review and records search of the CHRIS and a review of the SLF by the NAHC was completed (refer to <b>Appendix C</b>). In compliance with AB 52, the NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The primary intent of AB 52 is to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p>under CEQA, known as tribal cultural resources. The City received a letter from one tribe, the Fernandeano Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. The THCP department reviewed the information provided and have no further comments. No further consultation is required; however, the Fernandeano Tataviam Band of Mission Indians would like to be notified if advertent cultural resources are encountered during any grading or excavation.</p>
<b>Greenhouse Gas Emissions</b>		
<p>GHG Emissions, plan consistency.</p>	<p><b>MM 4.6-1</b> The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:</p> <ul style="list-style-type: none"> <li>• <b>Policy GHG-1:</b> The City shall update the Greener Glendale Plan for community and municipal operations and establish GHG reduction goals that are consistent with California’s established goals of 40 percent below baseline emissions by 2030 and 80 percent below baseline emissions by 2050; this update shall be evaluated against potential environmental impacts and qualified under CEQA as a Climate Action Plan. The updated plan shall include quantifiable and feasible measures that the City can implement to achieve established GHG reduction targets;</li> <li>• <b>Policy GHG-2:</b> The City shall require any new</li> </ul>	<p>The Proposed Project conforms with this Mitigation Measure because it is consistent with State, regional, and the City’s Greener Glendale Plan goals and objectives (refer to discussion in <b>Section 5.0 Sustainable Communities Environmental Analysis Threshold 5.2-7</b>). Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. For example, the building will be sustainably designed to meet CALGreen Mandatory Residential Requirements. These requirements include water use reductions (i.e. showerheads, low-flow faucets and irrigation control) and a construction waste management plan which includes 65 percent diversion of construction and demolition debris.</p> <p>Proposed Project would incorporate specific measures including three percent (3%) of total</p>



Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>development proposals within the SGCP to demonstrate consistency with an applicable adopted Climate Action Plan, or other applicable thresholds that demonstrate how the development would not conflict with the City of Glendale’s GHG reduction targets. Specific GHG reduction requirements for individual development applications shall be determined at the time of discretionary approval and in accordance with all applicable local (e.g., City, SCAQMD) and State GHG emissions targets;</p> <ul style="list-style-type: none"> <li>• <b>Policy GHG-3:</b> The City shall reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions; and</li> <li>• <b>Policy GHG-4:</b> The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City’s long-term GHG emissions reduction goals.</li> </ul>	<p>parking spaces provided (244 spaces) to be electric vehicle (EV) charging station (7 spaces) in the parking structure; four (4) spaces would be designated for accessible Van parking; and 15 percent (15%) of the roof area set aside to support installation of future solar panels.</p>
<b>Noise</b>		
<p>Expose people to noise in excess of local standards.</p>	<p><b>MM 4.11-1</b> Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan, Noise Ordinance, or other applicable standards shall be required to</p>	<p>As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12</b>, the Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day;</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>implement measures, such as but not limited to; increase setbacks of dwelling units from area roadways or rail lines, use of developer-installed noise walls to protect exterior use area, and/or use of upgraded acoustical doors and windows in dwelling units to reduce interior noise.</p> <p><b>MM 4.11-2</b> Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan Noise Ordinance, or other applicable standards, shall implement measures, such as but not limited to, the use of parking areas or garage structures to act as acoustical buffers or barriers against highway or rail noise shall be implemented.</p> <p><b>MM4.11-3</b> Future projects implemented under the SGCP that result in substantial increase in operational noise levels shall implement measures, such as but not limited to, specification of quieter equipment, implementation of acoustical panels or enclosures around exposed noise producing equipment, relocate noise producing equipment into an acoustically-isolated space, relocate noise producing equipment further from noise-sensitive property boundary, and/or apply appropriate silencers (i.e. mufflers, baffles, or other noise reducing modifications) to noisy equipment.</p>	<p>any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays.</p> <p>As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12 Noise</b>, construction noise levels would have a potentially significant short-term and temporary construction noise impacts on the surrounding multi-family residential uses, the First United Methodist Church of Glendale, and on the adjacent Allan F. Daily High School. Implementation of Mitigation Measure <b>MM NOISE-1</b> through <b>3</b> would reduce impacts to a less than significant level.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-1:</b> The Project contractor(s) shall equip all construction equipment, fixed or mobile with properly operating and maintained noise mufflers, consistent with manufacturers’ standards and specifications. Optimal muffler systems for all equipment and the break in light of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dBA.</li> <li>• <b>MM NOISE-2:</b> The Project shall provide a temporary 15-foot tall construction noise barrier (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses along the area of work, with a performance standard (STC values ranging from 29 to 36, NRV values ranging from 0.65 to 0.75) of achieving 29 to 36 dBA noise level reduction. The temporary noise barriers shall be used during Project construction phases when the use of heavy equipment is prevalent. The Project shall avoid locating or using stationary construction equipment near off-site noise</li> </ul>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p>sensitive uses.</p> <p><b>MM NOISE-3:</b> The Project shall limit the number of noise generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors adjacent to the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.</p>
<p>Expose people to excessive groundborne vibration or noise levels.</p>	<p><b>MM 4.11-4</b> Future projects implemented under the SGCP that exceed groundborne thresholds outlined in Code Section 8.36.210 shall be required to use alternative methods to pile driving, such vibratory or pre-augured pile. When located near sensitive receptors, vibration sensitive land uses, or older fragile buildings, vibration monitoring shall be implemented.</p>	<p>As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12</b>, the Project would comply with Section 8.36.210 with prohibits operation of any device that create a vibration above the vibration perception threshold of an individual at or beyond the property of the source if on private property or at 150 feet from the source, if on a public space or public right of way.</p> <p>Potential building damage occurs when construction activities cause ground-borne vibration levels to exceed 0.5 inches-per second peak particle velocity (PPV) at the nearest off-site sensitive receptors. Large bulldozer and loaded truck activities would exceed the human annoyance threshold at 25 feet. As discussed above, implementation of Mitigation Measure <b>MM-NOISE-4</b>, would limit the construction vibration equipment to be within a minimum 50 feet of off-site vibration sensitive receptors and would not exceed the human annoyance threshold of 0.035 ppv.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-4:</b> The Project shall limit the distance of vibration generating equipment to be at a minimum 50 feet from off-site vibration sensitive receptors.</li> </ul>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p>The Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day; any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. In addition, implementation of Mitigation Measure <b>MM NOISE-1</b> through <b>3</b> would further reduce impacts to a less than significant level.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-1:</b> The Project contractor(s) shall equip all construction equipment, fixed or mobile with properly operating and maintained noise mufflers, consistent with manufacturers’ standards and specifications. Optimal muffler systems for all equipment and the break in light of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dBA.</li> <li>• <b>MM NOISE-2:</b> The Project shall provide a temporary 15-foot tall construction noise barrier (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses along the area of work, with a performance standard (STC values ranging from 29 to 36, NRV values ranging from 0.65 to 0.75) of achieving 29 to 36 dBA noise level reduction. The temporary noise barriers shall be used during Project construction phases when the use of heavy equipment is prevalent. The Project shall avoid locating or using stationary construction equipment near off-site noise sensitive uses.</li> <li>• <b>MM NOISE-3:</b> The Project shall limit the number of noise generating heavy-duty off-</li> </ul>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p>road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors adjacent to the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.</p>
<p>Expose people to substantial temporary increase in noise levels.</p>	<p><b>MM 4.11-5</b> Future projects implemented under the SGCP that result in a substantial temporary or periodic increase in ambient noise levels shall be required to implement measures, such as but not limited to, the installation of temporary noise wall or curtains, use of quieter equipment and/or construction procedures, and restrictions on nighttime construction.</p>	<p>The Proposed Project substantially complies with this measure. The Project would comply with GMC Section 8.36.080 which prohibits construction activities from occurring during the “prohibited hours” of any time after the hour of 7:00 PM of any day; any time before the hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2-12 Noise</b>, construction noise levels would have a potentially significant short-term and temporary construction noise impacts on the surrounding multi-family residential uses, the First United Methodist Church of Glendale, and on the adjacent Allan F. Daily High School. Implementation of Mitigation Measure <b>MM NOISE-1</b> through <b>3</b> would reduce impacts to a less than significant level.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-1:</b> The Project contractor(s) shall equip all construction equipment, fixed or mobile with properly operating and maintained noise mufflers, consistent with manufacturers’ standards and specifications. Optimal muffler systems for all equipment and the break in light of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dBA.</li> <li>• <b>MM NOISE-2:</b> The Project shall provide a temporary 15-foot tall construction noise</li> </ul>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
		<p><b>MM NOISE-2:</b> The Project shall provide a temporary 15-foot tall construction noise barrier (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses along the area of work, with a performance standard (STC values ranging from 29 to 36, NRV values ranging from 0.65 to 0.75) of achieving 29 to 36 dBA noise level reduction. The temporary noise barriers shall be used during Project construction phases when the use of heavy equipment is prevalent. The Project shall avoid locating or using stationary construction equipment near off-site noise sensitive uses.</p> <ul style="list-style-type: none"> <li>• <b>MM NOISE-3:</b> The Project shall limit the number of noise generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors adjacent to the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.</li> </ul>
<b>Transportation and Traffic</b>		
Conflict with applicable Congestion Management Plan	<p><b>MM 4.15-1 Brand Boulevard &amp; Glenoaks Boulevard:</b> The addition of a second northbound left-turn lane is proposed in order to fully mitigate the impact at this intersection. The proposed turn lane would replace an existing concrete, landscaped median that measures roughly 11 feet wide and 160 feet long.</p> <p><b>MM 4.15-2 Glendale Avenue &amp; Monterey Road:</b></p>	This Mitigation Measure is not applicable to the Proposed Project because the Project would not generate enough traffic to significantly impact the adopted CMP. As discussed in <b>Section 5.0</b> under <b>Threshold 5.2.16</b> the Proposed Project would not generate enough traffic to significantly impact the adopted CMP. The Project generates a total decrease of 5 morning peak hour trips and an

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>The eastbound approach of this intersection along Monterey Road consists of a left-turn lane, through lane, and right-turn lane. The proposed mitigation would restripe the through lane as a through/right-turn lane to accommodate high right-turn volumes at this location. This mitigation can be implemented within the existing ROW.</p> <p><b>MM 4.15-3 Harvey Drive &amp; Wilson Avenue:</b> A full mitigation of this impact would require widening the westbound approach along Wilson Avenue to add a second right-turn lane to accommodate high right-turn volumes at this location, specifically in the AM peak hour. This mitigation can be implemented within the existing ROW.</p> <p><b>MM 4.15-4 Central Avenue &amp; Colorado Street:</b> The northbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the northbound approach within the existing ROW to two left-turn lanes, one through lane, and one through/right-turn lane. The existing receiving lanes on the west leg of this intersection can accommodate this modification.</p> <p><b>MM 4.15-5 Central Avenue &amp; Los Feliz Road:</b> The southbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the southbound approach within the existing ROW to two left-turn lanes, one through lane, and one right-turn lane. There are currently two receiving lanes on the east leg of the intersection to accommodate this modification.</p> <p><b>MM 4.15-6 Pacific Avenue &amp; SR-134 WB Ramps:</b></p>	<p>increase of 21 afternoon peak hour trips compared to the trip generation associated with the existing development located on the Project Site. The net new trips generated by the Project are less than the 150 trips threshold required for a CMP analysis. As a result, the Project will not conflict with the applicable CMP, including LOS standards, travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.</p>

Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>The westbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a through/left-turn lane and a right-turn lane) at the intersection. There is currently a raised concrete pad on the north side of the westbound approach that is assumed to be within Caltrans ROW. The proposed mitigation at this location would widen the westbound approach in the Caltrans ROW to add a second westbound right-turn lane. While this mitigation would widen the existing 50-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.</p> <p><b>MM 4.15-7 Pacific Avenue &amp; SR-134 EB Ramps:</b>                  There are two modifications that can be made at this intersection within the existing right-of-way to fully mitigate this impact. On the northbound approach, an existing through lane would be restriped as a through/right-turn lane. The eastbound approach (the SR-134 off-ramp) would be widened within the existing Caltrans ROW to add a right-turn lane. While this mitigation would widen the existing 35-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.</p> <p><b>MM 4.15-8 SR-134 WB Ramps &amp; Monterey Road:</b>                  The northbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a left-</p>	



Topic	South Glendale Community Plan PEIR Mitigation Measure	Applicability to Proposed Project
	<p>turn lane and a right-turn lane) at the intersection. The mitigation proposed at this location would widen the off-ramp at the intersection in incorporate a second left-turn lane. There is currently additional Caltrans ROW adjacent to the ramp to make this modification. This configuration would require space for two receiving lanes on the west leg of the intersection, which could be accommodated by removing existing median paint and restricting on-street parking along Monterey Road for approximately 225 feet.</p> <p><b>MM 4.15-9 Central Avenue &amp; Goode Avenue:</b> The westbound approach of this intersection includes a through/right-turn lane that is approximately 20 feet wide. In order to partially mitigate this intersection, this through/right-turn lane would be restriped as a 10-foot through lane and a 10-foot right-turn lane. In order to fully mitigate the impact, the southbound approach would also need to be widened to add a new through lane. The full mitigation is considered infeasible due to physical constraints.</p> <p><b>MM 4.15-10 Verdugo Road &amp; Broadway:</b> The impact at this intersection would be partially mitigated if the existing northbound through/right-turn lane was restriped as a right-turn only lane. In order to fully mitigate the impact at this location, the southbound approach and the westbound approach would also both need to be widened to add a new left-turn lane on both legs. The full mitigation is not feasible due to physical constraints.</p>	

## 4.0 INITIAL STUDY CHECKLIST

### 4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### Determination

On the basis of this initial evaluation:

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



Prepared by:

10/11/18

Date:

Reviewed by:

Date:

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



Director of Community Development:

10/11/18

Date:

## 4.2 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. the significance criteria or threshold, if any, used to evaluate each question; and
  - b. the mitigation measure identified, if any, to reduce the impact to less than significant.

### **4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	
<b>1. AESTHETICS – Would the project:</b>					
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>2. AGRICULTURE AND FORESTRY RESOURCES – Would the project:</b>					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Would the project result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. AIR QUALITY – 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:</b>					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Violate any air quality standard or contribute	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
substantially to an existing or projected air quality violation?				
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4. BIOLOGICAL RESOURCES – Would the project:</b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				
<b>5. CULTURAL RESOURCES – Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6. GEOLOGY AND SOILS – Would the project:</b>				
a. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
property?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such 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 area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. 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 area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>9. HYDROLOGY AND WATER QUALITY – Would the project:</b>					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. LAND USE AND PLANNING – Would the project:</b>					
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. MINERAL RESOURCES – Would the project:</b>					
a.	Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. NOISE – Would the project result in:</b>					
a.	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
above levels existing without the project?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. POPULATION AND HOUSING – Would the project:</b>				
a. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14. PUBLIC SERVICES</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>15. RECREATION – Would the project:</b>				
a. Would the project increase the use of existing	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>16. TRANSPORTATION/TRAFFIC – Would the project:</b>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>17. TRIBAL CULTURAL RESOURCES – Would the project:</b>				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>18. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>19. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 5.0 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS

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### 5.1 INTRODUCTION

This section of the SCEA contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, C.C.R. Title 14, Chapter 3, 15000 – 15387).

Pursuant to PRC Section 21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impacts reports. The following analysis discusses the following topics:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

### 5.2 IMPACT ANALYSIS

#### 5.2-1 Aesthetics

Senate Bill (SB) 743 states that a project's aesthetic impacts shall not be considered a significant impact on the environment if the project is a residential, mixed-use residential, or employment center project; and if the project is located on an infill site within a transit priority area (TPA). An infill site is defined as an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. A TPA is defined as an area within one-half mile of major transit stop that is existing or planned.

The Proposed Project is located within a High-Quality Transit Area (HQTA) as defined by SCAG, and a TPA as defined by SB 743, which supports transit opportunities and promotes a walkable environment (refer to **Figure 3.0-1**.) As shown, the major transit stop is located at the intersection of Broadway and

Glendale Avenue located 0.21 miles to the southeast of the Project site, Broadway and Brand Boulevard located 0.21 miles to the west of the Project site, Brand Boulevard and Harvard Street located 0.33 miles to the southwest of the Project site, and Brand Boulevard and Colorado Street located 0.43 miles to the southwest of the Project site. As defined by SCAG, all 4 major transit stops have a frequency service interval of 15 minutes or less during the morning and afternoon peak commute periods. In addition, transit services in the City include the Beeline local transit system and the services provided by the MTA. Transit service is offered at least every 10 minutes on Brand Boulevard, Central Avenue (south of Broadway), San Fernando Boulevard, Glendale Boulevard, and Broadway.<sup>1</sup> **Figure 3.0-2** shows the existing transit services within the City and the Project site. As shown, the Project site is located along the Glendale Beeline Route 3 and other associated MTA routes.

Because the proposed Project is a residential project proposed on an infill site located within a TPA (refer to **Figure 3.0-1**), any aesthetic impacts, including but not limited to (1) adverse effects on scenic vistas, (2) damage to scenic resources, (3) degradation of existing visual character, including shade and shadow impacts, and (4) light and/or glare, are not considered significant impacts on the environment. Notwithstanding the mandate imposed by SB 743, the following analysis of the aesthetic effects of the project is provided for informational purposes only.

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

**Less than Significant Impact.** The Open Space and Conservation Element of the General Plan identifies the San Gabriel Mountains and the Verdugo Mountains as visual and scenic resources.<sup>2,3</sup> Views of the Verdugo and San Gabriel Mountains are available along Brand Boulevard and Central Avenue, but these views are currently confined to looking down the streets themselves by existing buildings. The Project site is located within a highly developed urban area in the City, as shown in **Figure 2.0-1**. The Project site is currently developed with the GUSD Headquarters building and a 9-unit apartment complex.

The existing 4-story GUSD administrative building on the northern section of the Project site currently obscures views of San Gabriel Mountains to the north and east, and Verdugo Mountains to the west. Looking across the surface parking lot on the southern portion of the Project site, development along Jackson Street fully obstructs views from the east, while distant high-rise buildings and adjacent development severely limit views from the west and south.

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1 Glendale Downtown Mobility Study, *Transit Service, Figure 4-1 Glendale Beeline and MTA Existing Transit Service.*  
2 City of Glendale, General Plan, as amended.  
3 City of Glendale, General Plan, Open Space and Conservation Element, January 1993.



While existing views from the west and south of the Project site would be modified with development of the proposed Project, the changes would not substantially impact views of the San Gabriel Mountains and the Verdugo Mountains because views are generally confined to looking down the streets bordering the Project site. As such, development of the proposed project would not significantly impede any existing views of the San Gabriel Mountains and the Verdugo Mountains.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Currently one oak tree exists on the mid-east portion of the site along N. Jackson Street. However, this oak tree would neither be removed nor relocated due to implementation of the Project. The Project site is not located within the view corridor of any State scenic highway because there are no state scenic highways within the City of Glendale.<sup>4</sup> Therefore, the proposed Project would not substantially damage any existing scenic resources, and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Project site is currently surrounded by commercial buildings and multi-family residential buildings to the east, a school and multi-family residential developments to the north and west, and a church and commercial uses to the south. The Project site currently contains the four-story (66' 8" tall) Glendale Unified School District headquarters building at 223 N. Jackson St. connected to a two-story office building to the north, and a two-story apartment building at 241 N. Jackson St.

The proposed Project would retain the two-story office building and apartment buildings and replace the four-story GUSD administrative building with a new 4-story (60-feet) multi-family residential building with a height of 60 feet. While the new building will be shorter than the existing building, the proposed height exceeds the height allowed by GMC section 30.11.030 from 41 feet to 60-feet and the applicant is requesting an increase in height for this reason. The 6-level parking garage would include 2

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4 California Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed October 2017.

subterranean levels and 4 above ground levels. Overall, the proposed new residential building would be similar in height to the existing GUSD office building and surrounding buildings.

The proposed four-story building would alter the existing pattern of shading on the site and surrounding properties. The City of Glendale considers shade impacts to be significant if a proposed project would shade currently unshaded uses located off the site that are sensitive to shadow during the summer solstice (June 21) between 9:00 AM to 5:00 PM and winter solstice (December 21) between 9:00 AM to 3:00 PM. Properties located north, and east of the site that would be shaded are already developed with multi-story multi-family residential buildings that are not sensitive to the creation of new shade patterns. The Allen F. Daily High School, located immediately west of the Project site, contains an outdoor recreation area for students in an interior courtyard surrounding by the existing buildings on the high school campus. These existing school buildings currently shade the existing interior courtyard. The new proposed residential building will replace the existing Glendale Unified School District Administrative Building at 223 N. Jackson Street and will be of a similar height. The existing building is 66' 8" and the new building will be 60' in height. Accordingly, the Project will not result in any substantial change in shading of the interior courtyard at Daily High School because of the location, orientation, and height of this building.

The new four-story building would not change the existing pattern of shading on the property south of 241 N. Jackson St. that may be developed as a mini park because the height of the new four-story building would be less than the existing four-story GUSD building and the two-story office and apartment buildings located immediately north and south of this property would remain.

The design of the Proposed Project, which is a contemporary interpretation of the Spanish Colonial style, is consistent with City's goals, policies, and design guidelines. This design is appropriate in the context of the older buildings surrounding the site, as well as for Glendale in general. The style is employed in a manner that gives the new proposed building a strong sense of character, with the facades containing appropriate details including thick walls and deeply recessed windows at the buildings base, wrought-iron railings at both projecting and recessed balconies, and roofs with red tile and a variety of forms that give the building an interesting and appropriate profile.

Other specific characteristics of the Project that are consistent with the City's design guidelines include:

- The Project is sited and configured to provide an appropriate response to the surrounding context in arrangement of the site, existing topography, existing trees, relationship to the street, and vehicular and pedestrian access.
- The building frontage is inviting to the street through multiple fenestrations and patios at street level, and minimal curb cuts and blank walls, reinforcing the City of Glendale's strong tradition of buildings that are open and active as viewed from the street. This sense of openness is

reinforced by open and inviting entries and street facing facades. The main entry of the building is visible from the street and integrated will into the overall design.

- The landscaping design employs drought tolerant plants, and water conserving irrigation.
- Garage access and parking are secondary and subordinate to the units it serves. Driveways and curb cuts are minimized. The project includes comfortable, usable outdoor space easily accessible from all units.

The project would not substantially degrade the existing visual character or quality of the project site and impacts to the visual character of the site and the surrounding area would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Project area contains a mix of residential and commercial uses. Nearby uses include the Allan F. Daily Continuation High School immediately to the west of the Project site, multifamily residential uses to the north of the site, multifamily residential uses to the east of the Site and commercial and the First United Methodist Church of Glendale to the south of the Site.

Development of the proposed Project would establish new permanent sources of lighting that would increase the intensity level of light on the site. The lighting proposed would be limited to the amount required to safely light the driveway, the open space, and the courtyard areas within the Project site. As required by GMC Section 30.30.040, the Project will be designed with external lighting that will be directed onto the Project site and buildings, and which will be shielded to prevent light from spilling over onto neighboring properties. The building will be clad with non-reflective, textured surfaces and non-reflective glazed glass on the building exterior, and these materials would not create daytime glare. Based on the required compliance with the GMC and the Project architectural materials, fenestration and lighting plan, Project would not create a new source of substantial light and glare impacts. As such, impacts associated with an increase ambient lighting affecting nighttime views in the project area are considered less than significant; the new light sources associated with the Project will not adversely affect day or night the existing ambient lighting in the area.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**Less than Significant Impact.** Development of the Project in conjunction with the related projects (refer to **Appendix F** for the related project list) would result in an intensification of existing prevailing land uses in an already urbanized area of the City. However, the related projects are not located within the

Project vicinity such that the Project would not contribute to a cumulative change in visual character. As such, and given that the Project is within a TPA, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

## 5.2-2 Agriculture and Forest Resources

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

**No Impact.** There is no prime farmland, unique farmland, or farmland of Statewide importance within or adjacent to the proposed Project site, and no agricultural activities take place on the Project site.<sup>5</sup> No agricultural use zones currently exist within the City, nor are there any agricultural zones proposed within the City. No impacts would occur with the implementation of the Project.

**Mitigation Measures:** No mitigation measures are required.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The Project site is in an urbanized area and neither the Project site nor any of the surrounding area are currently zoned for agricultural use. No Williamson Act contracts are in effect for the Project site or surrounding vicinity. No conflicts with existing zoning for agricultural use or Williamson Act contracts would result. No impacts would occur with the implementation of the Project.

**Mitigation Measures:** No mitigation measures are required.

- c) 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 forestland or timberland in the City of Glendale. No impacts would occur with the implementation of the Project.

**Mitigation Measures:** No mitigation measures are required.

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5 California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, January 2015.

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

**No Impact.** No forestland exists within the City of Glendale; therefore, no forestland would be converted to non-forest use under the Project. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** No farmland or forestland exists near or on the proposed Project site. No farmland would be converted to nonagricultural use, and no forestland would be converted to non-forest use under the proposed Project. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**No Impact.** The Project Site is located in an urbanized area in the City and does not include any State-designated agricultural lands or agricultural or forest uses. As such, the Project and the related projects would not contribute to a cumulative impact. No impacts would occur.

**Mitigation Measures:** No mitigation measures are necessary.

## 5.2-3 Air Quality

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

**Less than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) adopted an updated air quality management plan (AQMP) in March 2017.<sup>6</sup> The Final 2016 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments; accommodate growth; reduce of pollutants in the South Coast Air Basin (“Basin”); meet federal and State air quality standards; and minimize the fiscal impact of pollution control measures on the local economy. It builds on approaches in the previous AQMP to achieve attainment of the federal ozone air quality standard. These planning efforts have substantially decreased exposure to unhealthy levels of pollutants, even while substantial

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<sup>6</sup> South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017.

population growth has occurred within the Basin. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumption used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

The City's Air Quality Element identifies ways in which the City can reduce its emissions of air pollutants through various policies and programs and to comply with the regions' AQMP. The Air Quality Element is a means to comprehensively address local air quality programs required by the AQMP, the SCAQMD, and by SCAG. As shown in the **Table 5.2-1** through **5.2-3** below, emissions would not exceed the SCAQMD's recommended daily emissions thresholds. SCAQMD staff recommends at the minimum use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emission standards. Furthermore, the Project would be designed to exceed Title 24 requirements by 15 percent. These features would be consistent with the goals and policy objectives to reduce air pollution.

The Southern California Association of Governments (SCAG) adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The growth projections form the basis for the strategies identified in the AQMP. Population within the City of Glendale in 2012 and 2040 was forecasted to be 193,200 and 214,000, respectively. Based on the City's census information projections, population within the City in 2010 and 2030 was forecast to be 207,200 and 221,800 respectively.<sup>7</sup> The current population within the City is estimated to be 203,054. The Project would generate approximately 559 (based on 2.7 residents per household), yielding less than 1 percent and less than 3 percent of the anticipated increase in population based on the SCAG projection and the City's census projection, respectively. This increase would not result in population and housing growth that would cause growth within the City to exceed the SCAG population forecast. Because the AQMP forms the basis for strategies by growth projections, the future development would be consistent with the planned land uses and would not conflict or obstruct implementation with the AQMP. Consequently, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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7 City of Glendale Census Information – Projections, <https://www.glendaleca.gov/government/departments/community-development/planning-division/services/census-information-projections>, accessed August 2018.

**b) 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 demolition of the existing GUSD Headquarters building for construction of a new 4-story plus mezzanine multi-family residential building containing 198 units with a multi-level parking garage; the project also includes the rehabilitation of 9 existing units. Construction emissions were estimated according to the SCAQMD CEQA Air Quality Handbook and construction emission factors contained in the California Emissions Estimator Model (CalEEMod). The emission calculations assume the use of standard construction practices, such as compliance with SCAQMD Rule 403—Fugitive Dust, which requires all unpaved demolition and construction areas to be wetted at least three times a day during excavation and construction to minimize the generation of fugitive dust. In addition, SCAQMD Rule 1403 – Asbestos emissions from demolition/renovation activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities.

The estimated maximum daily emissions during Project demolition and construction are presented in **Table 5.2-1: Maximum Construction Emissions**. The analysis assumes that operation of all construction equipment for a given activity would occur simultaneously and continuously over the day. This would not actually occur, given that most equipment would operate only a fraction of each workday; moreover, many of the activities would not overlap on a daily basis. Therefore, **Table 5.2-1** represents a conservative scenario for construction activities. As shown in **Table 5.2-1**, emissions associated with construction would not exceed the applicable maximum daily SCAQMD thresholds for criteria pollutants. Furthermore, as discussed in **Threshold 5.2-8**, any asbestos or lead-based paint found would be properly removed and abated as required by State law, specifically Title 22 of the California Code of Regulations (CCR), the California Health and Safety Code, including the Hazardous Waste Control Law. Thus, the proposed Project would result in less than significant construction emission impacts.

**Table 5.2-1  
Maximum Construction Emissions**

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Maximum	28	25	37	<1	4	2
SCAQMD Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality and Greenhouse Gas output sheets are provided in **Appendix A**.



**Local Significance Threshold (LST) Emissions**

The SCAQMD devised the Localized Significance Threshold (LST) methodology<sup>8</sup> to assess the potential air quality impacts that would result in the near vicinity of the Project. This methodology considers emissions generated from on-site sources and excludes emissions from off-site vehicular traffic. The SCAQMD provides mass rate lookup tables as a screening tool to determine the likelihood of localized impacts from Project construction and operation. The lookup tables provide values for 1-, 2-, and 5-acre sites based on the geographic location of the Project and the proximity of sensitive receptors (i.e., schools, residences, hospitals, etc.). The Project is in the western San Gabriel Valley, Source Receptor Area (SRA) 8. The Allan F. Daily High School is located adjacent to the Project site along N. Kenwood Street and the First United Methodist Church of Glendale is located to the south along on the corner of E. Wilson Avenue and N. Kenwood Street. The result of the LST analysis is provided in **Table 5.2-2: LST Analysis**. As shown in **Table 5.2-2**, maximum daily on-site emissions during Project construction and operation would not exceed LSTs within SRA 8 for NOx, CO, PM10, and PM2.5. Localized air quality impacts from the Project would be less than significant.

**Table 5.2-2  
LST Analysis**

Source	NOx	CO	PM10	PM2.5
	pounds/day			
<b>Construction &amp; Demolition</b>				
Maximum On-Site Emissions	12	15	3	2
SCAQMD LST (SRA 8)	105	907	7	4
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Operational</b>				
Area/Energy emissions	1	16	<1	<1
Existing	<1	<1	<1	<1
Net Total	1	16	<1	<1
SCAQMD LST (SRA 8)	105	907	2	1
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality and Greenhouse Gas output sheets are provided in **Appendix A**.

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

## Operational Emissions

Operational emissions would be generated by both stationary and mobile sources from normal day-to-day activities associated with the Project. Stationary emissions would be generated by the consumption of natural gas for space- and water-heating equipment. Mobile emissions would be generated by motor vehicles traveling to and from the Project site. The analysis of daily operational emissions has been prepared using the data and methodologies identified in the SCAQMD CEQA Air Quality Handbook and current motor vehicle emission factors in the CalEEMod model. The estimated emissions are based on development of all the proposed land uses on the Project site. The results presented in **Table 5.2-3: Maximum Operational Emissions**, are compared to the SCAQMD established operational significance thresholds. As shown in **Table 5.2-3**, the emissions associated with the proposed Project would not exceed the SCAQMD recommended operational emission thresholds. The majority of emissions associated with Project operation (NO<sub>x</sub> and CO) are attributed to anticipated vehicular traffic traveling to and from the Project. As a result, the overall operational impacts associated with the Project would be less than significant based on the applicable SCAQMD thresholds.

***Mitigation Measures:*** No mitigation measures are required.

**Table 5.2-3  
Maximum Operational Emissions**

Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	pounds/day					
Area	4	<1	16	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	2	8	21	<1	6	2
Total	6	9	38	<1	6	2
Existing	2	5	16	<1	3	1
Net Total	4	4	21	<1	3	1
SCAQMD Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Air Quality and Greenhouse Gas output sheets are provided in **Appendix A**.

**c) 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.** A significant impact could occur if the Project would add a considerable cumulative contribution to Federal or State nonattainment pollutants. The Basin is currently in State nonattainment for ozone, PM10, and PM2.5.<sup>9</sup> In regard to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."<sup>10</sup> Therefore, if a project generates less than significant construction or operational emissions, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As shown in **Tables 5.2-1 through 5.2-3**, the construction and operational emissions associated with the proposed Project would not exceed the SCAQMD's emission thresholds and would therefore not result in a cumulatively considerable net increase of any criteria pollutant. No significant impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant with Mitigation Incorporated.** As shown in **Tables 5.2-1 through 5.2-3**, no construction or operational impacts are anticipated. It should be noted that LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling along the roadways. With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggest conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection operating at LOS

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9 California Air Resources Board (CARB), "Area Designation Maps/State and National," <http://www.arb.ca.gov/desig/adm/adm.htm>.

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

D or worse where the project would increase the volume-to-capacity (V/C) ratio by two percent or more. As shown in Traffic Study (refer to **Appendix G**), the Project would not worsen the LOS of any intersection below C, nor increase the V/C ratio by two percent or more for an intersection rated D or worse. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California 1-hour or 8-hour CO standards of 20 parts per million (ppm) or 9.0 ppm, respectively.

Project construction would result in short-term emissions of diesel particulate matter, which is a toxic air contaminant (TAC). Diesel particulate matter poses a carcinogenic health risk that is generally measured using an exposure period of 30 years for sensitive residential receptors. Off-road heavy-duty diesel equipment would emit diesel particulate matter over the course of the construction period. Sensitive receptors are located adjacent to the Project site. However, localized diesel particulate matter emissions (strongly correlated with PM<sub>2.5</sub> emissions) would be minimal and would be substantially below localized thresholds as presented in **Table 5.2-2** above. SCAQMD staff recommends **Mitigation Measure MM AQ-1**, that the Lead Agency at the minimum use off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during Project construction to further reduce criteria pollutants emissions. Such equipment will be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 particulate matter emission.<sup>11</sup> Therefore, construction impacts would be less than significant with mitigation.

Project operations would generate only minor amounts of diesel emission from residential delivery trucks and incidental maintenance activities. Trucks would comply with the applicable provisions of the CARB Truck and Bus regulation to minimize and reduce emissions from existing diesel trucks. Therefore, project operations would not be considered a substantial source of diesel particulate. In addition, Project operations would only result in minimal emissions of air toxics from maintenance or other ongoing activities, such as use of architectural coatings and other household cleaning products. As a result, toxic or carcinogenic air pollutants are not expected to occur in any meaningful amounts in conjunction with operation of the proposed residential and commercial use within the Project site. Based on the uses expected on the Project site, potential long-term operational impacts associated with the release of TACs would be minimal and would not be expected to exceed the SCAQMD thresholds of significance. Therefore, operational impacts would be less than significant.

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11 California Air Resources Board, *Diesel Off-Road Equipment Measure—Workshop*, p. 17,

**Mitigation Measures:** With incorporation of the mitigation measure described below, impacts would be reduced to a less than significant level.

**MM AQ-1 Construction Equipment**

- Off-road diesel-fueled heavy-duty construction equipment greater than 50 horsepower (hp) used for this Project and located on the Project site for a total of five (5) days or more shall meet at a minimum the USEPA Tier 3 emissions standards and the equipment shall be outfitted with Best Available Control Technology (BACT) devices including a CARB certified Level 3 Diesel Particulate Filter or equivalent control device.

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

**Less than Significant Impact.** According to the SCAQMD, “while almost any source may emit objectionable odors, some land uses will be more likely to produce odors...because of their operation.”<sup>12</sup> Land uses that are more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The proposed Project includes a residential development and would not contain any active manufacturing activities. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors.

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

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**Less than Significant Impact.** The *CEQA Air Quality Handbook* identifies possible methods to determine the cumulative significance of land use projects. All of SCAQMD’s methods are based on performance

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

standards and emission reduction targets necessary to attain the federal and State air quality standards identified in the AQMP. The analysis presented above evaluates whether the project is consistent with the AQMP and thus, would not jeopardize attainment of State and federal ambient air quality standards in the Basin. In addition to the cumulative significance methodologies contained in *CEQA Air Quality Handbook*, SCAQMD staff has suggested that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. Individual projects that exceed SCAQMD-recommended daily thresholds for project-specific impacts would be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As presented above in **Tables 5.2-1** through **5.2-3**, construction and operation of the Project would result in daily emissions that fall below thresholds of significance recommended by SCAQMD. Therefore, the contribution of these emissions to the air quality within the South Coast Air Basin is not considered to be cumulatively considerable, and thus a less than significant impact.

**Mitigation Measures:** No mitigation measures are necessary.

#### **5.2-4 Biological Resources**

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

**No Impact.** The Project site and the surrounding area are completely developed and disturbed. The Project site is currently developed with the GUSD Headquarters building and contains one oak tree on the northeast portion of the site. The oak will not be removed or replaced due to Project implementation. The majority of the surrounding area has also been developed and landscaped with largely non-native plants. Only a limited number of plant species common in urban environments are found near the Project site and none of these which are considered rare or endangered. Suitable habitats for candidate, sensitive or special status species identified in local, regional plans, policies or regulations by the California Department of Fish and Wildlife do not exist on the Project site or within the surrounding area. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The Project site is currently developed with the GUSD Headquarters building, which consists of a large asphalt parking lot, two connected office buildings; a two-story former storage warehouse, and a four-story office building. In addition, the Project site is developed with a 9-unit apartment building. The surrounding area has long been completely developed and disturbed with commercial and residential uses. No riparian habitat or sensitive natural community is located in the surrounding area or on the Project site. Therefore, no impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**c) 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 and surrounding area are neither near nor do they contain wetland habitat or a blue-line stream. Therefore, 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.<sup>13</sup> No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The Project site and the surrounding area are currently developed with urban uses including high-density residential. The northeast portion site contains one oak tree which will not be removed or replaced due to Project implementation. The Project area is surrounded by urban and commercial uses on all sides, including the Ventura Freeway (SR 134) to the north and the Golden State Freeway (I-5) to

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13 United States Environmental Protection Agency. Section 404 of the Clean Water Act: How Wetlands are Defined and Identified. <https://www.epa.gov/cwa-404/section-404-clean-water-act-how-wetlands-are-defined-and-identified>. Accessed October 2017.

the west, which act as a barrier 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.

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

**Less than Significant 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 6 inches or more in diameter breast height (DBH). Furthermore, the Glendale Municipal Code, Chapter 12.40 City Street Trees, contains guidelines for the preservation and protection of city street trees.

Currently one oak tree exists on the northeast portion of the Project site and it is being preserved. No other protected trees exist on-site. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

**Less than Significant Impact.** Development of the Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special-status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS. No such habitat occurs near the Project site or related projects due to existing urban development. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

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

**No Impact.** No adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or similar plan applies to this portion of the City of Glendale. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project site or in the surrounding area. Currently one (1) oak tree exists on the mid-east portion of the site along N. Jackson Street however implementation of the Project would not result in removal or replacement of the oak tree. While no potentially significantly impacts are identified, the Project does not require preparation of the HCP, NCCP or other conservation plans. Therefore, no impact would occur.



**Mitigation Measures:** No mitigation measures are required.

## 5.2-5 Cultural Resources

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

**No Impact.** CEQA Guidelines Section 15064.5(b)(1) states that “substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” The GUSD Headquarters building is housed in a 2-story, former storage warehouse constructed in 1938 and a four-story office building constructed in 1971. A narrow, 2-story communicating passage connects the two buildings. The 9-unit apartment building located north of the GUSD Headquarters was built in 1960.

A historic resources assessment of the existing buildings on the Project site was completed by Historic Resources Group in November 2017<sup>14</sup> (refer to **Appendix B**). Neither the 1938 warehouse building, the 1971 office building, nor the 1960 apartment building are eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or for designation as a Glendale Historic Resource. None of the buildings are excellent examples of architectural style or property type and none was found to have important historic associations. As such, the buildings are not considered historic resources under the California Environmental Quality Act (CEQA).

The block containing the Project site was previously the site of the Wilson Avenue Public School. A 1925 Sanborn Map shows the main school building and several free-standing classroom buildings clustered at the southern portion of the block facing Wilson Avenue. The Wilson Avenue School building was eventually converted to administrative offices for the school district. Based on available records, the school building was most likely converted to administrative offices in the 1930s. The two-story concrete warehouse building appears to have been constructed in 1938 at the northeast corner of the block. No building permits for the original construction of this building were located for this investigation. A 1938 building permit for truck storage at the same location, however, includes the notation “These truck stalls are an addition to concrete school warehouse now nearing completion.” The 1938 permit for truck stalls also states the architect as Erwood Eiden. Because Eiden was the architect for the truck stalls, it is very likely he was also the architect for the warehouse. This suggests that the concrete warehouse was under construction in 1938.

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14 Historic Resources Group, *Historic Resources Impact Assessment 223 and 241 N. Jackson Street*, November 2017.

The former school building was further remodeled in 1952 when the parapet and bell tower were removed, and the walls were re-surfaced. Plans for a new Administration Building were prepared by architects Jones and Walton and approved in November 1970. The plans included the demolition of the existing administration building (former Wilson Avenue School building), and construction of a new four-story office building with a two-story passage way connecting the new office building to the 1938 warehouse building. The 1938 warehouse building was converted to a two-story media center with rooms for a TV studio, sound studio, art room, and library. Windows were replaced as part of the warehouse remodel and select window openings were filled with gunite.

The 1938 warehouse building is set back slightly from the sidewalk with narrow planted areas and a low brick screen wall. It was designed in a stripped-down Moderne style. The 1971 office building is set further back from the sidewalk with a wide planted area and trees. It was designed in a late iteration of the Mid-century Modern style. It is four stories in height and has a rectangular plan with a flat roof and mechanical penthouse. The primary (south) and secondary (north) façades are symmetrically composed and are articulated into six bays each by exposed columns and floor slabs. Between the columns are bands of aluminum-framed windows above brick-veneered spandrel panels. The windows are shaded by continuous projecting canopies at each floor level. On the south façade the canopies are fitted with continuous, louvered metal brise-soleils. The building's east and west façades are windowless and are articulated with the exposed edges of the floor slabs and brick infill.

The 1938 warehouse exhibits the basic massing, decorative cornice and pilasters characteristic of an architectural style often referred to as PWA Moderne, but this very modest building would not be considered a distinctive or exemplary example of the style or type. All the original windows and doors have been replaced and many window openings have been filled, compromising the building's historic integrity.

The 1971 administration building is a typical example of a public agency building constructed in the 1960s and early 70s. The building's simple rectangular mass is given visual interest through the exposed columns and floor slabs, and applied details such as the brick-veneered spandrel panels, projecting canopies, and louvered metal brise-soleils. Though well executed, the 1971 administration building is not a distinctive or exemplary example of an architectural style or building type.

Research conducted indicates the architect of the 1938 building was a local working architect not considered a master or noted for exemplary accomplishment. The architects of the 1971 building, Jones & Walton, were prolific local architects both independently and in partnership, but the 1971 administration building is not an excellent example of their work and several other buildings they

designed exist throughout the region. The architecture of the apartment building was also not determined to be notable.

The apartment building at 241 N. Jackson Street is designed in a Mid-Century Modern style and is set back from the sidewalk behind a narrow strip of lawn. It is of wood-frame construction and is two stories in height, with a rectangular plan and a sloping shed roof. The parcel originally contained a one-story, wood-frame, single-family home and detached garage. Both were demolished in 1959 to allow development of the existing apartment building. Permits indicate the owner and contractor and engineer, but did not identify an architect for the building.

241 Jackson is an example of a “Stucco Box” apartment building, a building type that proliferated throughout Southern California during the 1950s and 60s in response to the booming population growth and changing zoning requirements characteristic of Southern California in the years after World War II. The Stucco Box was wholly utilitarian and functional, manufactured from inexpensive materials using the simplest construction methods possible. The more expressive examples display low-cost design elements – such as color, texture, and applied ornamentation, such as geometric decorative metal fixtures in the form of a disc, starburst or diamond, were often affixed asymmetrically to the building’s primary façade. This element gave rise to the term “dingbat” to describe buildings of this style.

The apartment building at 241 N. Jackson does not represent a specific development pattern or trend important to the history of Glendale or the larger region. Research and evaluation of the building did not discover any associations of this apartment building with the lives of persons or groups important to local, state or national history. This building also does not exhibit the expressive decorative features that would distinguish the building as an excellent example of property type or style. Apart from some vertical board siding and a “dingbat” decorative light feature, design expression at 241 N. Jackson Street is minimal and perfunctory. The building is not an excellent example of design, type or style and is not associated with any important architects or designers.

A cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) was completed with negative results on October 23, 2017 (refer to **Appendix C**).<sup>15</sup> Furthermore, no other historical buildings within proximity to the Project site meet eligibility criteria for listing in the

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15 PaleoWest Archeology. Cultural Resource Inventory for the Glendale Unified School District Site Apartment Project in Glendale, Los Angeles County, California. October 26, 2017.

National Register of Historic Places, California Register of Historic Resources, and Glendale Register of Historic Resources. Therefore, no impacts to a historic resource would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant with Mitigation Incorporated.** Prehistoric and historic archaeological sites are not known to exist within the local area. In addition, the Project site has already been subject to development and on-site improvements. Any archaeological resources that may have existed at one time on or beneath the site have likely been previously disturbed. Furthermore, a Sacred Lands File Search did not reveal any known tribal cultural resources on the Project site.<sup>16</sup> Nonetheless, construction of the Project would have the potential to unearth undocumented resources in portions of the site that have not been previously disturbed.

In compliance with AB 52, the Native American Heritage Commission (NAHC) recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The City received a letter from one tribe, the Fernandño Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. However, at this point in time, the Tribe would not require further consultation. By the request, the Fernandño Tataviam Band of Mission Indians would like to be notified if inadvertent cultural resources are encountered during any grading or excavation.

If archaeological resources are unearthed during grading and excavation activities, mitigation measure **MM-CUL-1** would suspend and redirect all earth-disturbing work until a qualified archaeologist has evaluated the nature and significance of the resources, in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. The designated archaeologist would consult with the Fernandño Tataviam Band of Mission Indians with regard to the identification of any cultural resources present on the Project site. After the resources have been addressed appropriately, work in the area may resume. As such, impacts would be less than significant with mitigation incorporated.

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16 PaleoWest Archeology. Cultural Resource Inventory for the Glendale Unified School District Site Apartment Project in Glendale, Los Angeles County, California. October 26, 2017.

**Mitigation Measures:** With incorporation of the mitigation measure described below, impacts would be reduced to a less than significant level.

**MM CUL-1 Paleontological/Archaeological Finds**

- In the event that paleontological/archaeological resources are unearthed during grading and excavation activities, all work within 50 feet of the resources shall be halted and shall consult with a qualified paleontologist/archaeologist to assess the significance of the find. The designated paleontologist/archaeologist would consult with the Fernandeano Tataviam Band of Mission Indians with regard to the identification of any cultural resources present. After the resources have been addressed appropriately, work in the area may resume.

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

**Less than Significant with Mitigation Incorporated.** 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 that may have existed at one time on the Project site have likely been previously unearthed by past development activities. Nonetheless, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the proposed Project. If paleontological resources are unearthed during grading and excavation activities, mitigation measure **MM-CUL-1** would suspend and redirect all earth-disturbing work until a qualified paleontologist has evaluated the nature and significance of the resources, in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. After the resources have been addressed appropriately, work in the area may resume. With implementation of **MM-CUL-1**, impacts would be less than significant.

**Mitigation Measures:** With incorporation of the mitigation measure MM CUL-1 described above, impacts would be reduced to a less than significant level.

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

**Less than Significant Impact.** No known burial sites exist within the vicinity of the Project site or surrounding area. A Sacred Lands File Search did not reveal any known tribal cultural resources on the Project site.<sup>17</sup> 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 Native American descendants, who will then serve as consultants on how to proceed with the remains (i.e., avoid removal or reburial). With implementation of this standard requirement, no significant impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**Cumulative Impacts**

**Less than Significant Impact.** Implementation of the Project, in combination with related projects, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site specific and are assessed on a site-by-site basis. The analysis concluded that the Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance. It is expected that related projects would also comply with appropriate regulatory measures and therefore impacts are not expected to be cumulatively considerable. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

**5.2-6 Geology and Soils**

**a) *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**

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<sup>17</sup> PaleoWest Archeology. Cultural Resource Inventory for the Glendale Unified School District Site Apartment Project in Glendale, Los Angeles County, California. October 26, 2017.

**based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less than Significant Impact.** According to the geotechnical review (refer to **Appendix E**), the Project site is not located within an established Alquist-Priolo Earthquake Fault Zone or designated Fault-Rupture Hazard Zone for surface fault rupture hazards.<sup>18</sup> Therefore, the potential for surface rupture because of fault plane displacement is less than significant.

**Mitigation Measures:** No mitigation measures are required.

**ii) Strong seismic ground shaking?**

**Less than Significant Impact.** The Project site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. This hazard exists throughout Southern California and could pose a risk to public safety and property by exposing people, property, or infrastructure to potentially adverse effects, including strong seismic ground shaking. According to the geotechnical review (refer to **Appendix E**), no known active faults cross the site, nor is the site located in a currently established Alquist-Priolo (AP) Special Studies Zone based on a review of the Burbank Quadrangle Zones of Required Investigation Map dated March 25, 1999. In addition, construction of the partial subterranean basement may remove some but not all of the loose material within the upper layers of the subsurface. Loose sandy solids that are not excavated as part of the future development may be susceptible to seismically-induced settlement. Compliance with applicable building codes, including seismic standards, would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. Therefore, existing regulatory requirements will ensure that impacts related to strong seismic ground shaking would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs as a result of three general conditions: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high-intensity ground motion. Studies indicate that saturated, loose and

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<sup>18</sup> GeoPentech. Geotechnical Review, Proposed Development at 223-241 N. Jackson St. July 26, 2017.

medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. Liquefaction tends to occur within the upper 50 feet of the ground surface. As identified in the City of Glendale General Plan Safety Element, the Project site is not located within a mapped liquefaction hazard zone. Also, according to the geotechnical study (refer to **Appendix E**), the CGS Earthquake Zones of Required Investigation of the Burbank Quadrangle confirms that the Project site is not located within a mapped liquefaction hazard zone. Thus, potential impacts related to liquefaction are considered unlikely. Nonetheless, compliance with applicable building codes would further minimize hazards from liquefaction and other seismically related ground failures. Impacts related to liquefaction would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**iv) Landslides?**

**Less than Significant Impact.** The topography of the Project site and the surrounding area is relatively flat and, thus, devoid of any distinctive landforms. No known landslides have occurred near the Project site, nor is the Project site in the path of any known or potential landslides.<sup>19</sup> Therefore, impacts related to landslides would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Construction activities associated with the proposed project development may result in wind- and water-driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. However, this impact is considered short-term in nature because the site would expose small amounts of soil only during construction activities and would then be covered with pavement and landscaping upon completion of construction. The applicant would be required to adhere to conditions under the National Pollutant Discharge Elimination System (NPDES) Permit set forth by the Regional Water Quality Control Board (RWQCB). Because the Project site is more than 1 acre in size, it would be subject to the requirements under Section 13.42.060 of the Glendale Municipal Code to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) that would be administered throughout proposed project construction. The SWPPP would incorporate Best Management Practices

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19 GeoPentech. Geotechnical Review, Proposed Development at 223-241 N. Jackson St. July 26, 2017.



(BMPs) to ensure that potential water quality impacts from water driven erosion during construction would be reduced to less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Project site is not located within a liquefaction zone (refer to **Appendix E**).<sup>20</sup> The relatively flat topography of the Project site precludes both stability problems and the potential for lurching, which is earth movement at right angles to a cliff or steep slope during ground shaking. As previously discussed, the potential for hazards such as landslides and liquefaction are considered low. Liquefaction may also cause lateral spreading. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. However, if lateral containment is present for those zones, then no significant risk of lateral spreading will be present. Given that the liquefaction potential at the Project site is low, earthquake-induced lateral spreading is not considered to be a significant seismic hazard at the site.

Ground surface subsidence generally results from the extraction of fluids or gas from the subsurface, which can result in a gradual lowering of the ground level. No regional subsidence because of groundwater pumping has been reported in the Glendale area. Therefore, the potential for ground collapse and other adverse effects due to subsidence to occur on the project site is considered low.

To minimize damage due to geologic hazards, design, and construction, the proposed Project would be required to comply with applicable building codes. Compliance with these standards would minimize impacts related to exposure to hazards including landslides, lateral spreading, subsidence, liquefaction, and collapse. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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<sup>20</sup> GeoPentech. Geotechnical Review, Proposed Development at 223-241 N. Jackson St. July 26, 2017.

**d) 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?**

**Less than Significant Impact.** According to the geotechnical study (refer to **Appendix E**), the Project site contains Quaternary-aged old alluvial fan sediments. Such soils are typically in the low to moderately low range for shrink-swell (e.g., expansion).<sup>21</sup> To minimize damage due to geologic hazards, design and construction of the proposed project would comply with applicable building codes. Therefore, impacts related to expansive soil would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e) 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.** Septic tanks would not be used in the proposed project. The proposed project would connect to and use the existing sewage conveyance system. Therefore, no impact would occur.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

**Less than Significant Impact.** Geotechnical hazards are site specific and there is little, if any, cumulative geological relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. The analysis of the Project's geology and soils impacts concluded that Project impacts would be less than significant, and related projects would implement their own site-specific mitigation measures. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

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21 City of Glendale, *General Plan, "Safety Element"* (2003).

## 5.2-7 Greenhouse Gas Emissions

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

***Less than Significant Impact.*** In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as Assembly Bill (AB) 32, which set the greenhouse gas (GHG) emissions reduction goal for the State of California into law. As defined under AB 32, GHGs include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires the California Air Resources Board (CARB)—the State agency charged with regulating Statewide air quality—to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill (SB) 375, passed in 2008, links transportation and land use planning with global warming. It requires CARB to set regional targets for the purpose of reducing GHG emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing, and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA.

Executive Order S-3-05, issued in June 2005, proclaimed that California is vulnerable to the impacts of climate change. It declared that increased temperatures could reduce the Sierra snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established the following total GHG emission targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

In April 2015, Governor Brown signed Executive Order B-30-15, which established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030. This Executive Order also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 target, as well as the pre-existing, long-term 2050 target identified in Executive Order S-3-05. Additionally, the Executive Order directed CARB to update its Scoping Plan to address the 2030 target. These reductions are to come from a variety of sectors, including energy, transportation, high-global warming potential sources, waste, and the state's cap-and-trade emissions program. Nearly all reductions are to come from sources that are controlled at the statewide level by state agencies, including the CARB, Public Utilities Commission, High Speed Rail

Authority, and California Energy Commission. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target.

CEQA Guidelines section 15064.4 states that lead agencies shall have discretion to determine, in the context of a particular project, whether: (1) to use a model or methodology to quantify a project's greenhouse gas emissions; and/or (2) to rely on a qualitative analysis or performance-based standards. Section 15064.4 further states that a lead agency should consider specific factors, among others, when assessing the significance of GHG emission on the environment, including: (a) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting; (b) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (c) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHGs. CEQA Guidelines section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, no basis exists for concluding that the proposed Project's very small and essentially temporary (primarily from construction) increase in emissions could cause a measurable increase in global GHG emissions necessary to force global climate change. CEQA Guidelines Section 15130(f) clarifies that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project will comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project. Examples of such programs include "plans or regulations for the reduction of greenhouse gas emissions."

In the absence of any adopted, numeric threshold, the City evaluated the significance of the Project's potential GHG emissions consistent with CEQA Guidelines section 15064.4(b)(2) by considering whether the Project complies with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

### **Greener Glendale Plan**

In March 2012, the City completed the Greener Glendale Plan, consisting of the Greener Glendale 2010 Report (Glendale 2010), the Greener Glendale Plan for Municipal Operations (Glendale 2011), and the Greener Glendale Plan for Community Activities (Glendale 2012). The Greener Glendale Plan analyzes City activities related to sustainability and GHG emissions to show how implementing sustainability measures will result in reduced GHG emissions. The list of quantifiable GHG reduction categories in the

Greener Glendale Plan includes 2020 emissions reduction targets to be achieved through California vehicle and fuel standards, building energy efficiency audits and upgrades, smart grid applications, green building standards, Zero Waste Plans, EV charging station installation, and a plastic bag ban to name a few. The Greener Glendale Plan identified 2035 reduction targets through continued implementation of California vehicle and fuel standards, building energy and water efficiency audits and upgrades, Zero waste Plan 90 percent diversion by 2030, tree planning programs, and turf reduction rebates.

The Greener Glendale Plan incorporates 12 measures in addition to the mandatory Green Building Standards for new construction projects. These measures went into effect on July 7, 2011. The 12 measures and applicability to the Project are provided in **Table 5.2-4: Greener Glendale Plan Green Building Standard**. These measures would be imposed by a conditions of approval (COA) upon approval of the Project. By complying with the 12 measures listed in **Table 5.2-4**, the Project would be consistent with the Greener Glendale Plan.

**Table 5.2-4  
Greener Glendale Plan Green Building Standard**

Measure	Applicability
1. Expand applicability of green building standards to residential buildings over 3-stories.	<b>Consistent.</b> The proposed Project is proposed as a 4-story multi-family residential building and would be required to comply with the green building standard.
2. Exceed California Energy Code requirements by 15 percent.	<b>Consistent.</b> The Project would reduce consumption of electricity and natural gas by exceeding the California Energy Code Title 24 requirements by 15 percent.
3. Reduce baseline water usage by 20 percent.	<b>Consistent.</b> The Project would utilize water-conserving fixtures such as irrigation control, low-flow faucets and shower heads and any other combination of fixtures that demonstrate an aggregate savings of at least 20 percent when compared to nonwater-conserving fixtures.
4. A radian roof barrier shall be installed.	<b>Consistent.</b> The Project would install a radian roof barrier which reduces the amount of heat that enters through the building’s roof.
5. Gas fired tankless water heaters shall have an energy factor of at least 0.80.	<b>Consistent.</b> The Project would install high efficiency water heaters with an identified “energy factor” of at least 0.80. Less natural gas would be consumed to heat water for showers, washing dishes, laundry, etc.
6. Gas-fired storage-tank type water heaters shall have an energy factor of at 0.61.	<b>Consistent.</b> The Project would install high efficiency storage-type water heater that would consume less natural gas.
7. Buildings shall be “solar ready”.	<b>Consistent.</b> The Project would preserve a suitable space on roof that is free of obstructions such as plumbing vents and other roof-top equipment for future solar panels that would not be hindered by the additional expense of relocating such obstructing building elements. Furthermore, an empty conduit would be installed at the time of construction to facilitate future wiring.
8. At least 20 percent of certain paved areas in residential	<b>Consistent.</b> The Project would integrate bricks, paving stones, or other permeable material into the pavement design to achieve at the

Measure	Applicability
projects shall be permeable.	minimum 20 percent permeability of areas not covered by buildings.
9. Residential gas-fired heating equipment shall be high efficiency units.	<b>Consistent.</b> The Project would install high efficiency gas fired heating equipment with a minimum annual fuel utilization ration (AFUE) of 0.90 or higher.
10. Residential air conditioning equipment shall be high-efficiency units.	<b>Consistent.</b> The Project would install air conditioning equipment that has a seasonal energy efficiency ratio higher than 13.0 and energy efficiency ratio of at least 11.5, which would reduce cooling costs by 30 percent.
11. Natural light ventilation in residential habitable room shall be increased.	<b>Consistent.</b> The Project would be designed to incorporate natural light equal to at least 10 percent of the floor area and would incorporate ventilation equal to at least 5 percent of the floor area in each habitable room. This would be achieved by enlarged windows and doors to increase the available natural light and ventilation.
12. New single-family dwellings with floor area greater than 5,000 square feet shall be required to meet CALGreen Tier 1.	<b>Not Applicable.</b> The Project is multi-family residential development and this measure does not apply.

### South Glendale Community Plan EIR

According to the South Glendale Community Plan PEIR (SGCP EIR), Policy GHG-1 requires the City to update the Greener Glendale Plan for community and municipal operations and establish GHG reduction goals that are consistent with California’s established goals of 40 percent below baseline emissions by 2030 and 80 percent below baseline emissions by 2050. This update would be evaluated against potential environmental impacts with the objective of qualifying the Greener Glendale Plan as the City’s Climate Action Plan. The updated plan would include quantifiable and feasible measures that the City can implement to achieve established GHG reduction targets. Furthermore, Policy GHG-3 requires the City to reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; and promoting energy-efficient building design and site planning. As mentioned previously, the Project site is located within a TPA, which is defined as an area within one-half mile of major transit stop that is existing or planned. Furthermore, the building will be sustainably designed to meet all City of Glendale green building code requirements and exceed Title 24 requirements by 15 percent. As such, the Project would be consistent with the policies mentioned in the SGCP EIR.

### SCAG RTP/SCS

Projects that are consistent with the projections of population forecasts are considered consistent with the AQMP. Population within the City of Glendale in 2012 and 2040 was forecasted to be 193,200 and 214,000, respectively. Based on the City’s census information projections, population within the City in

2010 and 2030 was forecast to be 207,200 and 221,800 respectively.<sup>22</sup> The current population within the City is estimated to be 203,054. The Project would generate approximately 559 (based on 2.7 residents per household), yielding less than 1 percent and less than 3 percent of the anticipated increase in population based on the SCAG projection and the City’s census projection, respectively. This increase would not result in population and housing growth that would cause growth within the City to exceed the SCAG population forecast.

As mentioned previously, the Project would meet the mandatory Green Building standards and exceed Title 24 requirements. These features are also consistent with the SCAG RTP/SCS MM GHG-3(b) which requires a reduction in emissions resulting from a project features, design, or other measures. As such, the Project would be consistent policies listed in the SCAG RTP/SCS.

**SCAQMD Screening Threshold**

In addition, the significance of the Project’s GHG emissions was evaluated by considering whether the Project complies with applicable regulations or requirements adopted to implement statewide, regional, and local plans for the reduction of greenhouse gas emissions, and by comparing the Project’s quantified emissions against the SCAQMD’s draft threshold of 3,000 MTCO<sub>2</sub>e per year.<sup>23</sup> The annual GHG emissions associated with the construction and operation of the Project site are provided in **Table 5.2-5: Greenhouse Gas Emissions**. As shown in **Table 5.2-5**, the net GHG emissions associated with the Project would result in 1,438 MTCO<sub>2</sub>e per year, below the draft SCAQMD screening level threshold of 3,000 MTCO<sub>2</sub>e per year. Because the Project would be consistent with applicable plans and its emissions would be below the draft threshold, impacts are less than significant.

**Mitigation Measures:** No mitigation measures are required.

**Table 5.2-5  
Greenhouse Gas Emissions**

GHG Emissions Source	Emissions (Metric Tons CO <sub>2</sub> e/year)
Construction (30-year amortized)	44

22 City of Glendale Census Information – Projections, <https://www.glendaleca.gov/government/departments/community-development/planning-division/services/census-information-projections>, accessed August 2018.

23 South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf), accessed September 2018.

GHG Emissions Source	Emissions (Metric Tons CO <sub>2</sub> e/year)
Area	3
Energy	786
Operational (Mobile) Sources	1,270
Waste	46
Water	125
Annual Total	2,274
<i>Existing</i>	836
<b>Net Total</b>	<b>1,438</b>

Source: Air Quality and Greenhouse Gas output sheets are provided in **Appendix A**.

**b) 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.*** The California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. Although GHG emissions are quantified and shown in **Table 5.2-5**, CARB, SCAQMD, and the City of Glendale have yet to adopt project-level numeric significance thresholds for GHG emissions that would be applicable to the Project. Assessing the significance of a project’s contribution to cumulative global climate change involves: (1) evaluating the project’s sources of GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by the lead agency or other regional state agency.

The Project would generate approximately 559 new residents, yielding less than 1 percent of the anticipated increase in population. Therefore, the Project would be consistent with the planned land uses and population growth for the City and would not conflict with the AQMP.

The Greener Glendale Plan uses land use development patterns, transportation infrastructure investments, transportation measures and other policies that are determined to be feasible to reduce GHG. As mentioned above, the Project would be designed for sustainable performance exceeding Title 24 requirements by 15 percent. The design would include improvements that reduce GHG emissions for energy, water, and waste, consistent with goals and 12 mandatory measures identified in the Greener Glendale Plan, the SGCP EIR, and the SCAG RTP/SCS as described above.

Executive Order S-3-05 establishes a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050. To meet the 2050 target, aggressive technologies in the transportation and energy sections, including electrification and the decarbonization of fuel, will be required. In the 2008 Scoping Plan, CARB



acknowledges that the “measures needed to meet the 2050 target are too far in the future to define in detail.”<sup>24</sup>

On April 29, 2015, the Governor issued Executive Order B-30-15 which added an interim target of GHG emissions reductions to help ensure the State meets its 80 percent reduction by 2050, as set in Executive Order S-3-05. The interim target is reducing GHG emissions to 40 percent below 1990 levels by 2030. It also directs State agencies to update the State’s Climate Change Scoping Plan, update the adaptation strategy every three years, and take climate change into account in their planning and investment strategies. Additionally, it requires the state Five-Year Infrastructure Plan to take current and future climate change impacts into account in all infrastructure projects.

Recent studies have shown that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. Even though these studies do not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, it demonstrates that various combinations of policies could allow the Statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies, regulations, and strategies not analyzed in the study could allow the State to meet the 2030 and 2050 targets.<sup>25</sup> Strategies to reduce GHG emissions include diesel anti-idling, 50 percent statewide recycling goal, water use efficiency and energy standards. As mentioned above the Project would exceed Title 24 requirements and meet the mandatory measures established by the Greener Glendale Plan which reduces GHG emissions. Therefore, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**Less than Significant Impact.** An individual Project’s GHG emissions will generally not result in direct impacts under CEQA, as the climate change issue is global in nature, however an individual Project could be found to contribute to a potentially significant cumulative impact. This Project is consistent with Greener Glendale Strategies to reduce GHGs, the SCS prepared by SCAG and the SGCP PEIR. Therefore, it is determined that the Project would result in less than cumulatively considerable impacts associated with GHG emissions.

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24 CARB, *Climate Change Scoping Plan: A Framework for Change* (December 2008), 117.

25 Greenblatt, Jeffrey, “Modeling California Impacts on Greenhouse Gas Emissions,” *Energy Policy* 78: 158–72.

**Mitigation Measures:** No mitigation measures are required.

## 5.2-8 Hazards and Hazardous Materials

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

**No Impact.** The proposed multi-family residential use would not involve the routine use, transport, or disposal of significant amounts of hazardous materials, but may involve the use of small amounts of cleaning products and related materials that may be categorized as hazardous. The limited use of various pesticides and fertilizers may also be used for landscape maintenance. These materials would be used and stored on the Project site in accordance with applicable federal, State, and local regulations. Additionally, the City of Glendale Fire Department and Los Angeles County have the authority to perform inspections and enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. As such, the proposed Project would not create a significant hazard to the public or the environment. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** A Phase I Environmental Site Assessment (ESA) of the Project site, was prepared in July 2017 (**Appendix D**).<sup>26</sup> The Phase I ESA did not identify any recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) of concern on or around the project site.

The Phase I ESA included review of previous reports, including a July 2015 Phase I ESA that addressed the Project site and an August 2015 Geophysical Survey and Limited Soil Assessment Report. This ESA identified records from the Glendale Fire Department which revealed an undated permit to fill a 550-gallon UST with sand at the on-site address of 227 North Jackson Street. The UST was reported in a former warehouse yard south of Building A. No records were found to indicate further information such as the contents and use, age, or closure status of this reported UST. The Geophysical Survey and Limited Soil Assessment was conducted to locate this UST and determine if there was any contaminated soil

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<sup>26</sup> Partner Engineering and Science, Inc., *Phase I Environmental Site Assessment Report, Glendale Unified School District Property*, July 14, 2017.

associated with this UST. The geophysical survey identified anomalous soil conditions in the general location where the UST was located based on the available records. Soil borings at this location met refusal at approximately 3 feet, indicating the UST was likely at this location. Soil samples were collected at this and two other locations where disturbed soil was identified during the geophysical survey. No odor or staining in these soil samples and analysis of these soil samples showed no detectable concentrations of total petroleum hydrocarbons. Section 21155.1 (a)(4) of CEQA requires the mitigation of any significant effects related to the release of any hazardous substances on the site or if there is a potential for significant hazards from surrounding properties or activities evaluated in a preliminary endangerment assessment. Based on the results of the geophysical and soil sampling, there was no evidence of the presence of hazardous materials on or near to the site were identified and no additional studies, including a Phase II Environmental Site Assessment or preliminary endangerment assessment were required or prepared.

As part of the Project site preparation and demolition, the suspected location of the UST would be excavated to expose the feature detected at this location. If this feature is determined to be a UST, it will be removed in accordance with all applicable regulatory guidelines. The City of Glendale Fire Department requires the approval of a permit to remove a UST to ensure tanks are removed safely and in accordance with state and federal regulations. The Fires Department permits removal of tanks and transportation before the tank is cleaned and the removal of tanks that are cleaned onsite before removal and transportation. As discussed above, the UST that may still be on the site was previously emptied and filled with sand. If this UST is located onsite, tested for flammability and oxygen content before removal and transported in accordance with the Fire Department's permit standard. The City's regulations also require soil testing at the location of the tank and the filing of a closure report within 90 days of removal of the tank. All testing, removal and transport actions are required to be conducted under the supervision of a Fire Inspector.

As part of the Project, the existing GUSD Headquarter 32,233 square-foot building will be demolished. Any structures that were constructed, repaired, or remodeled between 1930 and 1981 have the potential to contain Asbestos Containing Materials (ACM) and lead paint. Overall, suspect ACMs and painted surfaces were observed in good condition and do not appear to pose a health and safety concern to the occupants of the subject property. The buildings are managed under an Asbestos Operations and Maintenance (O&M) Plan and asbestos was removed from the buildings during prior renovations. However, any asbestos materials or lead-based paint found at the Project Site will be removed and abated as required by Title 22 of the California Code of Regulations (CCR).

Hazardous material impacts typically occur in a local or site-specific context. Although other foreseeable developments within the vicinity of the Project Site may involve the removal and handling of hazardous

materials, these projects would also be required to adhere to applicable federal, state, and local requirements that regulate work and public safety and hazardous materials remediation. Therefore, impacts of the proposed project would not have the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Allan F. Daily High School is located immediately west of and adjacent to the Project site. The Project would not include a use that would handle hazardous or acutely hazardous materials, substances, or waste.

Demolition and construction of the project would release small quantities of toxic air contaminants for a short period of time, if any building materials containing asbestos or lead paint are present in the existing buildings and will be removed or otherwise disturbed during the renovation of these buildings as part of the Project. These materials will be removed and disposed of in accordance with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities.<sup>27</sup> This rule provides specific work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. Therefore, any potential hazardous emissions or handling of hazardous or acutely hazardous materials will be fully mitigated. Impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** No mitigation measures are required.

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27 SCAQMD Rule 1403. Asbestos Emissions from Demolition/Renovation Activities, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf?sfvrsn=4>, accessed September 2018.

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

**Less than Significant Impact.** A Phase I ESA of the Project Site was conducted in general accordance with ASTM Standard Practice E1527-13 and United States Environmental Protection Agency standards, which Phase I ESA consists of a search of the hazardous materials database search. This search indicated the Project site is not included on the lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As discussed above, the Phase I ESA prepared for the site did not identify any recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) on or around the project site.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The Project area is located approximately 9 miles southeast of the Hollywood Burbank Airport. The airport flight path and airport noise contours do not extend to the Project area. Therefore, the Project site is located outside of any airport land use plan or any runway landing/take-off flight paths for these local airports. No other public or public use airstrips are located within the vicinity of the Project site and no airport related safety impacts would exist. Consequently, no impacts would occur with the implementation of the proposed Project.

**Mitigation Measures:** No mitigation measures are required.

- f) 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.** The Project site is not within the vicinity of a private airstrip. Consequently, no impacts would occur with the implementation of the proposed Project.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** According to the City of Glendale General Plan Safety Element, Brand Boulevard, located approximately 0.2 miles west of the Project site and Glendale Avenue, located approximately 0.2 miles east of the Project site, are designated City Disaster Response Routes. Colorado Street, which is located approximately 0.3 miles south of the Project site, is a designated County Evacuation Route.<sup>28</sup> These routes are main thoroughfares to be used by emergency response services during an emergency and, if the situation warrants, the evacuation of an area. Implementation of the Project would neither result in a reduction of the number of lanes along this roadway in the Project area nor result in the placement of an impediment to the flow of traffic such as medians. In the event of an emergency, all lanes would be opened to allow for traffic flow to move in one direction, and traffic would be controlled by the appropriate agencies, such as the City of Glendale Police Department.

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<sup>28</sup> City of Glendale Planning Division, *Safety Element of the General Plan*, Plate P-3, 2003.

During construction, the construction contractor is required to notify the City of Glendale Police and Fire Departments of construction activities that would impede movement (such as movement of equipment and temporary lane closures) along adjacent streets to allow for these first emergency response teams to reroute traffic to an alternative route, if needed. Further, during construction, the applicant would be required to obtain any necessary street use permits from the City of Glendale Public Works Department for all work occurring within the public right-of-way. Implementation of these requirements would be incorporated as a typical condition of approval. Consequently, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***h) 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 area is not located in a designated wildland area that may contain substantial forest fire risks or hazards. In addition, the City of Glendale General Plan Safety Element does not identify the Project area to be located within a City-designated Fire Hazard Zone.<sup>29</sup> Therefore, risk of increased fire hazards in areas where flammable brush, grass, or trees from future development within the Project area is not identified as significant. Consequently, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

**Less than Significant Impact.** Development of the Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials. However, with regulatory compliance the potential impacts associated with the Project would be less than significant and not likely to considerably contribute to any cumulative impact. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

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29 City of Glendale Planning Division, *Safety Element of the General Plan*, Plate P-4-2, 2003.

## 5.2-9 Hydrology and Water Quality

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

#### **Less than Significant Impact.**

#### **Construction**

Grading activities associated with construction may temporarily increase the amount of suspended solids from surface water flows from the Project site during a concurrent storm event due to sheet erosion of exposed soil. In addition, during grading contaminated soils may be exposed and/or disturbed; this could impact surface water quality through contact during storm events. The applicant is required to satisfy all applicable requirements of Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan (SUSMP), of the Glendale Municipal Code, at the time of construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a Stormwater Pollution Prevention Plan (SWPPP) containing structural treatment and source control measures appropriate and applicable to the proposed Project. The SWPPP will incorporate best management practices (BMPs) by requiring controls of pollutant discharges that utilize best available technology (BAT) economically achievable and best conventional pollutant control technology (BCT) to reduce pollutants. Examples of BAT/BCT that may be implemented during site grading and construction of the proposed Project could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences. Preparation of the SWPPP would be incorporated as a condition of approval. Implementation of BMPs such as fences, sand bag barriers, and/or stabilization of the construction entrance/exit would ensure that Los Angeles Regional Water Quality Control Board (RWQCB) water quality standards are met during construction activities of the proposed Project. Therefore, no significant impact during construction would occur.

#### **Operation**

The Project site is currently developed and consists of mostly impervious surfaces. Development of the proposed apartment project will result in a minimal change in the amount of impervious surfaces and drainage characteristics of the site. The proposed Project would increase the intensity of activities on the site and would likely result in an increase in typical urban pollutants generated by motor vehicle use on roadways and parking areas adjacent to the Project site, and the maintenance and operation of landscaped areas. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations; oil and grease residues; fertilizer/pesticide uses; human/animal littering; careless material storage; and poor handling and



property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period.

These pollutants have the potential to degrade water quality. However, the quality of runoff from the Project site would be subject to Section 401 of the CWA under the National Pollutant Discharge Elimination System (NPDES). The RWQCB issues NPDES permits to regulate waste discharged to “waters of the nation,” which includes reservoirs, lakes, and their tributary waters. Waste discharges include discharges of stormwater and surface water runoff from a Project. The new project will include drainage features to clean runoff as required by the applicable NPDES permit. Impacts related to water quality are less than significant with the compliance of all applicable permitting requirements.

**Mitigation Measures:** No mitigation measures are required.

***b) 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 Project site does not serve as a primary area of groundwater recharge within the San Fernando or Verdugo Basin, which are both located within the City of Glendale. As mentioned previously, construction of the proposed Project will result in minimal change to the amount of impervious surface and drainage characteristics of the site. As such, the proposed Project would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies. Consequently, impacts related to groundwater extraction and recharge will be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***c) 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 site is served by an existing storm water collection and conveyance system for the GUSD Headquarters building. All runoff with implementation of the Project would continue to be conveyed via streets and gutters to storm drain locations around the Project site. As a result, the proposed Project would not require any substantial changes to the existing drainage pattern of the site or the area. The Project will not alter the course of a stream or river, since no river or

stream is located on the site nor would the project result in a substantial increase in runoff. Consequently, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d) *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 (FEMA)-designated flood zones are located within the Project site. Therefore, flooding impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e) *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.** Please refer to Response 5.2-9.c above. As mentioned above, construction of the proposed Project would result in minimal change to the amount of impervious surfaces and drainage characteristics that currently exist on the site. Consistent with the mandatory Green Building Standard, the Project would integrate bricks, paving stones, or other permeable material into the pavement design to achieve 20 percent permeability. All runoff with implementation of the Project would continue to be conveyed via streets and gutters to storm drain locations around the Project site. Furthermore, any pollutants generated due to Project operation, for example from the parking areas or due to property maintenance, would be subject to the requirements and regulations of the NPDES. Impacts from runoff as a result of the proposed Project are anticipated to be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**f) *Otherwise substantially degrade water quality?***

**Less than Significant Impact.** Please refer to Response 5.2-9.c above.

**Mitigation Measures:** No mitigation measures are required.

**g) 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.** According to Federal Emergency Management Agency (FEMA) flood hazard maps,<sup>30</sup> the Project site is not located within a 100-year flood zone; therefore, the proposed Project would not place housing within a 100-year flood hazard area or result in structures being constructed that would impede or redirect flood flows. The proposed Project would not be subject to flooding and, therefore, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**h) 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 that would impede or redirect flood flows.<sup>31</sup> No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**i) 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 of Glendale General Plan Safety Element, the proposed Project is not located within the inundation zone. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The Project site is not within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. In addition, the Project site is not located downslope of any large bodies of water that could adversely affect the site in the event of earthquake-induced seiches, which are wave oscillations in an enclosed or semi-enclosed body of water. The Project site is generally

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30 U.S. Department of Homeland Security, Federal Emergency Management Agency, Map No. 06037C1345F, September 2008.

31 U.S. Department of Homeland Security, Federal Emergency Management Agency, Map No. 06037C1345F, September 2008.

flat and is not located near a large topographic feature that would generate mudflows. Therefore, no impact related to inundation by seiche, tsunami, or mudflow would result from implementation of the proposed Project.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

**Less than Significant Impact.** Development of the Project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed in this Section, the Project site and the surrounding areas are served by the existing City storm drain system which has sufficient capacity to capture run off from the Project Site and from related projects. Runoff from the Project site and adjacent urban uses is typically directed into the adjacent streets and flows to the nearest drainage improvement areas. Little if any additional cumulative runoff is expected from the Project site and related project sites because this part of the City is already generally developed with impervious surfaces such that infill and redevelopment efforts will not change the quantity of surface run off. In addition, none of the identified related projects is near enough to the Project site for surface drainage to cumulatively combine.

Mandatory structural BMPs in accordance with the NPDES water quality program would result in a cumulative reduction to surface water runoff because the development in the surrounding area would be limited to infill developments and redevelopment of existing urbanized areas that will also be required to implement BMPs.

Based on the foregoing, the Project would not make a considerable contribution to the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

### **5.2-10 Land Use and Planning**

#### ***a) Physically divide an established community?***

**No Impact.** The Project site is currently developed with the GUSD Headquarters building which would be demolished with implementation of the Project. The proposed Project would include the development of a new four-story multi-family residential building on the southern portion the Project Site while maintaining the existing 1938 office building and 9-unit apartment building on the northern portion of the site. The existing 9-unit apartment building would be renovated and rehabilitated, along with the addition of 6 units in the existing 1938 office building on the site. Although not part of the proposed Project, GUSD is also proposing the future construction of a mini park that would be available for use by

the public and students from Daily High School. In July 2018, GUSD passed a resolution of intent to consider the development of a joint use park, with the City of Glendale, on the property currently containing the parking lot on N. Jackson Street located immediately south of the existing apartment building at 241 Jackson Street. A plan for this proposed park would be developed after the City and GUSD enter into a joint use agreement. If a mini park is not developed on this property, it would remain a parking lot for use by Allan F. Daily High School. The modular office buildings currently on this parking lot would be removed and the pedestrian access described above would be provided along the rear of the parking lot. Removal of the modular office buildings would allow the existing number of parking spaces to be maintained and possibly increased.

The neighborhood surrounding the Project primarily consists of property zoned R-1250 (High Density Residential) on the north side of Jackson Street developed with multi-family residential uses, while areas to the south and east are developed with residential, commercial, and institutional uses, including Daily High School.

The new residential building would replace the existing GUSD Headquarters building and parking lot and would not create a barrier that would divide the existing community. The new building is consistent in terms of height with the existing GUSD Headquarters building with the existing high residential zoning and uses in the area.

Pedestrian access on Jackson Street, Wilson Avenue and Jackson Street would not be affected and the landscape setback on Jackson Street would enhance the pedestrian environment. Retaining the existing 1938 office building and 9-unit apartment buildings on Jackson Street would maintain the established neighborhood pattern and, if constructed at a future date, the proposed mini-park on the GUSD parking lot on Jackson Street (a future potential project not part of the Project) would enhance the established neighborhood pattern. Accordingly, the Project will integrate into and not divide the existing community.

**Mitigation Measures:** No mitigation measures are required.

***b) 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.**

## General Plan

The current General Plan designation is High Density Residential. This designation is generally applied to residential property around the Central Business District north of Broadway that abuts commercial uses and is intended to allow the development of relatively large residential complexes at a density of 35 to 60 dwelling units to the acre, with an overall average density of 45 dwelling units per acre. For the 2.39 acre project site, this equates to a maximum of 104 base density units (44 units per acre).

The Applicant is proposing the allowable base density be determined based on the 3.42 acres (149,054 square feet) of property currently owned by GUSD, which includes the 2.39 acres (103,971 square feet) the Applicant is purchasing from GUSD and the remaining 1.03 acres (45,083 square feet) of property GUSD will retain ownership of containing Daily High School and the surface parking lot on N. Jackson Street proposed for development of a mini-park by GUSD. If the allowable density is determined based on this definition of the site, then this equates to a maximum of 150 base density units (44 units per acre).

The proposed Project would include a total of 207 residential units, consisting of 192 units in the new multi-family residential building, 6 new units in the existing office building, and the 9 units in the existing apartment building that will be renovated. Approval of a discretionary density bonus pursuant to California Government Code Section 69515 *et seq.* and GMC Chapter 30.36 is being requested as part of the Project to allow the number of residential units proposed.

The Project is consistent with applicable goals and related objectives in the Land Use Element adopted for the purpose of avoiding or mitigating environmental effects, including forming an urban environment which will provide for residential diversity and opportunity (General Goal 1); supporting the creation of higher density residential development and alternative forms of medium and high density housing in suitable areas (Residential Goal 4); and providing opportunities for a diversity in housing styles for all economic segments of the community (Residential Goal 5). The proposed Project is also consistent with applicable goals and related objectives in other elements of the General Plan, including encouraging housing around and in commercial centers (Circulation Element Goal 3, Objective 2); assisting in providing a wide range of housing types to meet the needs of current and future residents (Housing Element Goal 1); providing higher density residential development in close proximity to public transportation, services, and recreation (Housing Element Goal 1 Policy 1.3); and assisting the City in providing increased opportunities for affordable housing (Housing Element Goal 1).

## Zoning Ordinance

The site is currently zoned R-1250 (High Density Residential). The Project includes a request for approval of incentives pursuant to Section 30.3.160 of the GMC "Charts for calculating incentives", where two (2)

incentives are available for projects that include a minimum of 11 percent of the units for very-low income households and three (3) incentives are available for projects that includes a minimum of 15 percent of the units for very-low income households. The income-restricted units proposed in the Project (17 units) would contain a unit mix as follows: 5-studio units, 9 one-bedroom units, and 3 two-bedroom units. The income-restricted units in the existing apartment building would be substantially rehabilitated to be comparable to the income-restricted units in the new development and the income-restricted units would be distributed throughout the Project pursuant to a City-approved Density Bonus Agreement and Plan.

The Project applicant is also requesting a discretionary density bonus pursuant to California Government Code Sections 69515 *et seq.* and GMC Chapter 30.36 and incentives/waivers for: building height and number of stories, floor Area Ratio (FAR), setbacks, lot coverage, permanently landscaped open space, additional open space requirements for the R-1250 zone, and allowance of an existing legal non-conforming office use in the R-1250 zone.

The Applicant is requesting approval of 207 residential units on the 2.39-acre Project site. The 207-units would include the 9 units that are in the existing building located at 241 N. Jackson Street, 6 units that are in the existing 20,300 square foot office building at 231 N. Jackson Street, and 192 units that are in the new multi-family residential building. The Project site is zoned R-1250 High Density Residential, with lot width greater than 90 feet. Based on the residential density standard of 1 unit for each 1,000 square feet of lot area for lots with a width greater than 90 feet for the R-1250 Zone, 104 units would be allowed on the 2.39 acre Project site. The discretionary density bonus request would be to allow 103 additional units.

The Applicant is requesting the City calculate the allowable density based on the 3.42 acres (149,054 square feet) of property currently owned by GUSD, which includes the 2.39 acres (103,971 square feet) the Applicant is purchasing from GUSD and the remaining 1.03 acres (45,083 square feet) of property GUSD will retain ownership of containing Daily High School and the surface parking lot on N. Jackson Street proposed for development of a mini-park by GUSD. If the City agrees to calculate the allowable density based on this definition of the square footage of the site, 150 residential units would be allowed and the discretionary density bonus would be to allow 57 additional units.

As stated above, in addition, the Code allows for incentives and additional “Waivers or Modifications of Development Standards,” which the Applicant is also requesting. These items include: height/stories, FAR, setbacks, lot coverage, permanently landscaped open space, additional open space requirements for the R-1250 zone, and approval of an allowance of the existing legal non-conforming office use in the

R-1250 zone to continue in the portion of the existing 1938 office building that will be retained on the site that is not converted to residential use.

To achieve the number of units proposed and at the affordability level proposed, the Applicant is requesting an incentive to construct a 4-story building plus mezzanine, where the maximum of 3 stories are allowed per GMC Section 30.11.030. The proposed building would be 60-feet in height, exceeding the 41-foot code maximum by 19 feet. The Allan F. Daily High School is located west of the Project Site and multi-family residential uses are located north and northeast of the site. The Project site currently contains the four-story (66' 8" tall) Glendale Unified School District headquarters building at 223 N. Jackson St. connected to a two-story office building to the north, and a two-story apartment building at 241 N. Jackson St.

The proposed Project would retain the two-story office building and apartment building and replace the four-story GUSD administrative building with a new 4-story (60-feet) multi-family residential building with a height of 60 feet.

Surrounding buildings range from 1 to 5 stories in height with taller buildings located along and south of Wilson Avenue and on Jackson and Kenwood Streets near Wilson Avenue. By preserving the existing two-story office and apartment building and replacing the existing four-story GUSD office building with a new four-story residential building of similar height, the proposed height would be consistent with the existing heights and land uses in this portion of the City.

In addition, the Project includes a waiver to increase the maximum Floor-Area-Ratio (FAR) allowed by GMC Section 30.11.030 from 1.2 to 2.07 for the 2.39 acre site. The Project includes a total of 214,808 square feet of building area, consisting of 27,298 square feet of existing buildings to be retained and the new 187,510 square foot new multi-family residential building.

The Applicant is requesting that the allowable FAR be determined based on the 3.42 acres (149,054 square feet) of property currently owned by GUSD, which includes the 2.39 acres (103,971 square feet) the Applicant is purchasing from GUSD and the remaining 1.03 acres (45,083 square feet) of property GUSD will retain ownership of containing Daily High School and the surface parking lot on N. Jackson Street proposed for a potential future development of a mini-park by GUSD. If the allowable FAR is determined based on this definition of the site, then 178,865 square feet of building area would be permitted with the maximum 1.2 FAR allowed by code. As discussed above, the applicant is requesting an increase in the maximum FAR to 1.56 to allow the Project as proposed.

The Applicant is requesting a waiver of setback requirements for the front yard along the street front at Wilson Street, Jackson Street, street side at Kenwood Street, as shown in **Table 1.0-1** in **Section 1.0**



**Introduction.** These setbacks would allow for larger courtyards that provide more open space and natural light and ventilation to the interior dwelling units.

The Applicant is requesting a waiver for Lot Coverage, as described in GMC section 30.11.030, to increase from a code maximum of 50 percent to 76 percent for the 2.39 acre site (includes Daily High School and the surface parking lot on North Jackson Street). Under the 3.42 acre site scenario (includes Daily High School and the surface parking lot on North Jackson Street) the proposed lot coverage would be 61 percent.

The Applicant is requesting a waiver to reduce the amount of Permanently Landscaped Open Space area, which is 25 percent of the Lot Area, as defined in GMC section 30.11.020. Based on this standard, 25,993 square feet of open space is required for the 2.39 acre project site or 37,264 square feet for the 3.42 acres owned by GUSD the Applicant is requesting be considered as the site. The Project is providing a significant amount of open space and recreation areas, including: an 11,381-square foot roof deck with a pool, gym and substantial landscaping; and two courtyards adding over 7,500 square feet that will feature seating area, landscaping and water features and totaling 18 percent of the Total Landscape Area provided. The amount of Permanently Landscaped Open Space will be less than the amount required.

The Applicant is requesting a waiver for Additional Open Space requirements for R-1250 zone, as defined in GMC section 30.11.020 (7). The Additional Open Space required is 5,500 square feet based on the lot width. The Project is providing 25,629 square feet of Common Open Space and 15,659 square feet of total Landscape Area but does not provide the amount of additional open space required by this standard.

The Applicant is also requesting an incentive to preserve an existing office building built in 1938 by converting a portion of the building to 6 residential units, while continuing its current office use. The incentive allows the existing office use to be maintained, replaced or restored without regard to the 50 percent requirements of Section 30.060.040.

Though the proposed Project requests a number of deviations from zoning standards, the state Density Bonus Law requires that the City grant a minimum of two incentives and a 35 percent density bonus (in addition to reduced parking requirements) in exchange for the provision of at least 11 percent of the units restricted to very-low income households, and a minimum of three incentives and a 35 percent density bonus (in addition to reduced parking requirements) in exchange for the provision of at least 15 percent of the units restricted to very-low income households. The Project is seeking a 99 percent density bonus (38 percent under an alternative scenario which includes the school and the parking lot over which GUSD will retain ownership), two incentives and five waivers. Although this is above and beyond the requirements of state Density Bonus Law, such law and the City's code allow the City to

grant additional density and require additional waivers if the City finds the application of the development standards will have the effect of physically precluding the construction of the housing development at the density and with the incentives or concessions granted; the waiver or reduction in development standards will not have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of California Government Code Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact; the waiver or reduction in development standards will not have an adverse impact on any real property that is listed in the California Register of Historical Resources; and the waiver or reduction in development standards will not be contrary to state or federal law., The City may grant a discretionary density bonus under state law and under GMC Section 30.36.060(D) upon consideration of factors including, but not limited to: the number and type of affordable units proposed, the housing type, the underlying zone, and neighborhood conditions and compatibility.

The proposed Project will thus be consistent with the existing zoning if the City is able to make the required findings mandated by the California Government Code (State Density Bonus Law). Moreover, social and economic benefits of the Project's provision of affordable housing may justify and warrant the granting of a discretionary density bonus. The proposed Project will provide 17 units that will be restricted for 55 years via a recorded covenant that requires the units to be rented to very-low income households. The provision of housing, and particularly affordable housing, in the City is an important social benefit that outweighs the granting of the discretionary density and the incentives/waivers. The applicant is requesting the City act under Section 30.36.160 – "Charts for calculating incentives", which would allow projects that include 11 percent of the units for very low income households two (2) incentives. The income-restricted units (17 units) would contain a unit mix as follows: 5-studio units, 9 one-bedroom units, and 3 two-bedroom units. The 9 units in the existing apartment building (including those that will be income-restricted) would be substantially rehabilitated to be comparable to an income-restricted units in the new development.

The proposed building will be sustainably designed to meet and/or exceed all City of Glendale green building code and Title 24 requirements wherever feasible, including water saving/low flow fixtures, non-VOC paints/adhesives, and drought tolerate planting. In addition, 17 units would be rent restricted for very low-income households. The units in the existing apartment building (market rate and income-restricted units) would be substantially rehabilitated to that of comparable income-restricted units in the new development.

As such, the proposed Project complies with the applicable policies, standards, and guidelines of the City's adopted General Plan and land use policies, as well as the City's regulations (the City's Zoning Code as limited by State Density Bonus Law). As discussed above, the Project is consistent with applicable goals and related objectives in the Land Use Element and the waivers and incentives are

being requested are allowed by GMC Chapter 30.36 Density Bonus Incentives. For these reasons, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

***c) Conflict with any applicable habitat conservation plan or natural community 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. As such, no impact would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less than Significant Impact.** The Project's land use impacts would not considerably contribute to cumulative impacts as it would not conflict with applicable local or regional plans, including the City's General Plan, as discussed above, and the SCAG 2016-2040 RTP/SCS. Furthermore, it is expected that development of most of the related projects would occur in accordance with adopted plans and regulations. Therefore, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

### **5.2-11 Mineral Resources**

***a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**No Impact.** The Project site and surrounding area are characterized by features typical of the urban landscape and include residential and commercial uses. The Project site is located within Mineral Resource Zone-3 (MRZ-3), as defined in the City of Glendale General Plan Open Space and Conservation Element.<sup>32</sup> MRZ-3 is defined as an area where adequate information is not available to determine whether valuable mineral resources are deposited. As a result, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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32 City of Glendale, *General Plan Open Space and Conservation Element*, Map 4-28 Aggregate Resources.

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

**No Impact.** As mentioned previously, the Project site is located within MRZ-3 and there are no known mineral resources within the Project site. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**No Impact.** As discussed previously, the Project would have no impact on mineral resources. It is not known if any of the related projects would result in the loss of availability of known mineral resources. Regardless, the Project would not make an incremental contribution to potential cumulative impacts on mineral resources. No impacts would occur.

**Mitigation Measures:** No mitigation measures are necessary.

### **5.2-12 Noise**

**a) 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 with Mitigation Incorporated.** The City of Glendale General Plan Noise Element establishes noise criteria for the various land uses throughout the City.<sup>33</sup> The Land Use Compatibility to Noise identifies the acceptable limit noise exposure for various land-use categories within the City. Noise exposure for multifamily uses is “normally acceptable” when the CNEL at exterior residential locations is equal to or below 65 dBA, “conditionally acceptable” when the CNEL is between 60 to 70 dBA, and “normally unacceptable” when the CNEL exceeds 70 dBA. These guidelines apply to noise sources such as vehicular traffic, aircraft, and rail movements. The Noise Element established an interior noise level standard for multifamily uses of 45 dBA CNEL or less. The interior and exterior noise standards established in the Noise Element are shown in **Table 5.2-6: Interior and Exterior Noise Standards**. Compliance of these standards would be incorporated by conditions of approval or environmental mitigation measures and evaluated as part of City Development Review and building permit plan check.

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33 City of Glendale, General Plan, Noise Element (2007).

**Table 5.2-6  
Interior and Exterior Noise Standards**

Categories	Land Use Categories	Noise Standards	
	Uses	Interior CNEL	Exterior CNEL
Residential	Single Family	45 <sup>1</sup>	65 <sup>2</sup>
	Multi-Family	45 <sup>1</sup>	65 <sup>3</sup>
	Residential within Mixed Use	45 <sup>1</sup>	--
Commercial	Hotel, Motel, Transient Lodging	45 <sup>1</sup>	--
Institutional	Hospital, School Classroom, Church, Library	45	--
Open Space	Parks <sup>4</sup>	--	--

Note:

<sup>1</sup> Applies to the indoor environment excluding bathrooms, toilets, closets and corridors

<sup>2</sup> Applies to the outdoor environment limited to the private yard of single family residences (normally the rear yard).

<sup>3</sup> Applies to the patio area where there is an expectation of privacy (i.e., not a patio area which also serves as, or is adjacent to, the primary entrance to the unit).

<sup>4</sup> Only applies to parks where peace and quiet are determined to be of prime importance, such as hillside open space areas open to the public. Generally would not apply to urban parks or active use parks.

Source: City of Glendale, Noise Element of the General Plan, May 2007.

The existing noise environment in the Project vicinity is dominated by traffic noise from nearby roadways and noise from nearby residential commercial uses. To identify the existing ambient noise levels within the Project site, noise measurements were taken with a Larson Davis Model 831 sound level meter, which conforms to industry standards set forth in the American National Standard Institute S1.4-1983 (R2001)—Specification for Sound Level Meter. As shown in **Table 5.2-7: Ambient Noise Measurements**, noise levels within the Project vicinity ranged from a low of 55.9 dB(A) at Site 1 to a high of 71.2 dB(A) at Site 4. Locations of these noise measurements are depicted in **Figure 5.2-1: Noise Monitoring Locations**. Under Section 8.36.050 of the Noise Ordinance, where noise levels are below the presumed noise standards, the actual ambient noise level controls, and any noise more than 5 dBA above the actual ambient noise level is considered a violation. When the actual ambient noise level exceeds the presumed noise standard, the actual ambient noise level is used, and any noise more than 5 dBA above the actual ambient noise level is considered a violation of the Noise Ordinance. However, under the Noise Ordinance, the actual ambient noise levels are not allowed to exceed the presumed noise level by more than 5 dBA. As shown in **Table 5.2-7**, Site 5 exceeds the presumed noise level by more than 5 dBA (10.6 dBA). For purposes of this analysis, the presumed noise level of 65 dBA is used for this location.

**Table 5.2-7  
Ambient Noise Measurements**

Site	Location	Surrounding uses	Leq (15-minute)
Site 1	Northeast portion of the site along N. Jackson Street	Multi-family residential	61.4
Site 2	Northwest portion of the site along alleyway south of E. California Avenue	Allan F. Daily High School	56.2
Site 3	West of the Project site along N. Kenwood Street, between E. California Avenue and E. Wilson Avenue	Multi-family residential	60.0
Site 4	East of the Project site along N. Jackson Street, between E. California Avenue and E. Wilson Avenue	Multi-family residential	64.5
Site 5	South of the Project site, across E. Wilson Avenue	First United Methodist Church of Glendale/Multi-family residential	75.6

Source: Noise Data sheets are provided in **Appendix F**.

## Construction

Noise impacts from construction activities are generally a function of the noise generated by construction equipment, equipment locations, the sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Construction of the Project would involve the following phases of activity: (1) demolition; (2) site preparation; (3) grading and excavation; (4) building construction, (5) paving; and (6) architectural coatings. Each phase involves the use of different types of construction equipment and, therefore, has its own distinct noise characteristics.

Demolition would typically include equipment such as a concrete saw, dozer, and tractors/loaders/backhoes; site preparation would typically include equipment such as a grader, rubber-tired dozers, and tractors/loaders/backhoes; grading and excavation would typically include equipment such as an graders, rubber-tired dozer and tractors/loaders/backhoes; building construction would typically include equipment such as a crane, forklift, generator set, tractor/loader/backhoe and welder; paving would typically include equipment such as a cement and mortar mixer, paver, paving equipment roller, and tractors/loaders/backhoes. Architectural coating would typically include equipment such as air compressor. The Project would be constructed using typical construction techniques; no blasting, impact pile driving, or jackhammers would be required. Section 8.36.080 prohibits construction activities from occurring during the “prohibited hours” that have been established in the Glendale Municipal Code (GMC). “Prohibited hours” refers to any time after the hour of 7:00 PM of any day; any time before the

hour of 7:00 AM of any day; any time on Sunday; and any time on holidays. In accordance with Noise Ordinance, construction would be prohibited from 7:00 PM to 7:00 AM every night and from 7:00 PM on Saturday to 7:00 AM on Monday. Construction would not be taking place on Sundays or holidays.

Individual pieces of construction equipment anticipated during Project construction could produce maximum noise levels of 75 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 5.2-8: Applicable Project Construction Equipment Noise Levels**. These maximum noise levels would occur when equipment is operating under full power conditions. To more accurately characterize construction-period noise levels, the average (hourly Leq) noise level associated with each construction phase is estimated based on the quantity, type, and usage factors for each type of equipment during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously.

**Table 5.2-8  
Applicable Project Construction Equipment Noise Levels**

Equipment Description	Spec Lmax (dBA)	Actual Lmax (dBA)	Typical Duty Cycle (%)
Compressor (air)	80.0	77.7	40
Concrete/Industrial saw	90.0	89.6	20
Crane	85.0	80.6	16
Dozer	85.0	81.7	40
Fork Lift	85.0	74.7	40
Generator (<25 KVA)	70.0	72.8	50
Grader	85.0	N/A	40
Paver	85.0	77.2	50
Roller	85.0	80.0	20
Tractor	84.0	N/A	40
Welder	73.0	74.0	40

Source: US Department of Transportation, Roadway Construction Noise Model, January 2006.

Note: kVA = kilovolt-ampere.

The estimated noise levels at the identified surrounding uses (refer to **Table 5.2-7**) were calculated using the Federal Highway Administration Roadway Construction Noise Model. **Table 5.2-9: Estimated Construction Noise Levels**, shows the estimated construction noise levels that would occur at the nearest off-site sensitive uses during a peak day of construction activity at the Project site. As shown in **Table 5.2-7**, the Project would have a potentially significant short-term and temporary construction

noise impact on the surrounding multi-family residential uses, the First United Methodist Church of Glendale, and on the adjacent Allan F. Daily High School. This is considered a worst-case evaluation because the Project would typically use fewer overall equipment simultaneously at any given time, and as such would likely generate lower noise levels than reported herein.

As would be the case for construction of most land use development projects, construction of the proposed Project would require the use of heavy-duty equipment with the potential to generate audible noise above the ambient background level. The individual pieces of construction equipment without mitigation (shown in **Table 5.2-8**) produce maximum noise levels in excess of the ambient standards identified in **Table 5.2-7**. These maximum noise levels would occur when equipment is operating under full power conditions.

The Project would incorporate Best Management Practices (BMPs) in order to minimize offsite sound propagation during construction. Implementation of mitigation measure **MM-NOISE-1** would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards and specifications. Reduction of 10 dBA or more can be achieved with optimal muffler systems.<sup>34</sup>

In addition, implementation of Mitigation Measure **MM-NOISE-2** would provide temporary construction noise barriers (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses, with a performance standard (Sound Transmission Class [STC] values ranging from 29 to 36, Noise Reduction Coefficient [NRC] values ranging from 0.65 to 0.75) to achieve 29 to 36 dBA noise level reduction. STC is used as a measure of a material's ability to reduce sound. The STC is equal to the number of decibels a sound is reduced as it passed through a material. The NRC measures the amount of sound the barrier actually absorbs against the amount of sound that is reflected. More specifically, a NRC range of 0.65 to 0.75 means that 65 to 75 percent of the sound reaching the barrier is absorbed and 25 to 35 percent is reflected. The temporary noise barriers shall be used when the use of heavy equipment is prevalent. Also, **MM-NOISE-2** would avoid locating or using stationary construction equipment near off-site noise sensitive uses.

Mitigation Measure **MM-NOISE-3** would limit the number of noise-generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors to generally no more than two to

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34 FHWA, *Special Report – Measurement, Prediction, and Mitigation*, updated June 2017.  
[https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/special\\_report/hcn04.cfm](https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm), accessed October 2018.



three pieces of heavy-duty off-road equipment, reducing construction noise levels ranging from 5 to 7 dBA depending on the type of activity.

With implementation of all these measures, construction noise levels would be reduced and impacts would be reduced to less than significant.

**Table 5.2-9  
Estimated Construction Noise Levels**

Off-Site Sensitive Receptor Location	Sensitive Use	Distance from Closest Edge of Construction Activity to Noise Receptor (feet)	Ambient Noise Levels (dBA Leq)	Estimated Spec Lmax/Actual Lmax Construction Noise Levels (dBA Leq)	Increase over Ambient without Mitigation (dBA)	Increase over Ambient with Mitigation (dBA) <sup>2</sup>
Site 1	Multi-family residential	165 <sup>1</sup>	61.4	73.6/75.7	+12.2/ 14.3	+0/0
Site 2	Allan F. Daily High School	25	56.2	90.0/92.1	+33.8/35.9	+0/0
Site 3	Multi-family residential	30	60.0	88.4/90.5	+28.4/30.5	+0/0
Site 4	Multi-family residential	30	64.5	88.4/90.5	+23.9/26.0	+0/0
Site 5	First United Methodist Church of Glendale /Multi-family residential	50	65 <sup>3</sup>	84.0/86.1	+19/26.1	+0/0

Note:

<sup>1</sup> Site 1 is immediately adjacent to the existing 9-unit apartment complex. However, construction work would only include interior and façade improvements. Therefore, distance represents approximate distance to exterior construction of the GUSD Headquarters building.

<sup>2</sup> Assumes implementation of **MM-NOISE 1** through **MM-NOISE 3**.

<sup>3</sup> Presumed noise level according to **Table 5.2-6**.

## Operation

The proposed Project would have a minimal effect on the noise environment in proximity to the Project site. Noise generated by the proposed Project would result primarily from visitors, off-site traffic, and heating, ventilation, and air conditioning (HVAC) equipment. However, the proposed Project’s mechanical equipment would need to comply with the City’s Noise Ordinance, which establishes maximum permitted noise levels from mechanical equipment. Project compliance with the City’s Noise Ordinance would ensure that noise levels from building mechanical equipment would not exceed thresholds of significance.

Nearby sensitive receptors may experience noise due to an increase in human activity within the area associated with sounds from the public open space area. However, these noise sources are not unique and generally contribute to the ambient noise levels experienced within the Project site.

Furthermore, the Traffic Impact Analysis (**Appendix F**) determined that the Project would result in a 5 fewer AM peak-hour trips, 21 additional PM peak-hour trips, and a net total of 614 trips when compared to existing uses. While long-term operation of the Project would contribute to existing ambient noise levels, this increase would be less than significant based on the proposed uses of the Project.

**Mitigation Measures:** With incorporation of the mitigation measure described below, impacts would be reduced to a less than significant level.

**MM NOISE-1 Equipment Noise Control**

- The Project contractor(s) shall equip all construction equipment, fixed or mobile with properly operating and maintained noise mufflers, consistent with manufacturers' standards and specifications. Optimal muffler systems for all equipment and the break in light of sight to a sensitive receptor would reduce construction noise levels by approximately 10 dBA.

**MM NOISE-2 Construction Noise Barrier**

- The Project shall provide a temporary 15-foot tall construction noise barrier (i.e., wood, sound blanket) between the Project construction site and off-site noise sensitive uses along the area of work, with a performance standard (STC values ranging from 29 to 36, NRC values ranging from 0.65 to 0.75) of achieving 29 to 36 dBA noise level reduction. The temporary noise barriers shall be used during Project construction phases when the use of heavy equipment is prevalent. The Project shall avoid locating or using stationary construction equipment near off-site noise sensitive uses.

**MM NOISE-3 Limit Construction Equipment**

- The Project shall limit the number of noise generating heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously used on the Project site within 100 feet of off-site noise sensitive receptors adjacent to the Project site to generally no more than two to three pieces of heavy-duty off-road equipment.

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

**Less than Significant with Mitigation Incorporated.** Construction machinery and operations can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receptor buildings. The results from vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at its highest levels. Ground-borne vibration from construction activities rarely reaches the levels that damage structures. Potential building damage occurs when construction activities cause ground-borne vibration levels to exceed 0.5 inches-per second peak particle velocity (PPV) at the nearest off-site sensitive receptors. Human annoyance occurs when construction activities cause ground-borne vibration levels to exceed 0.035 inches-per second ppv. The Federal Transit Administration (FTA) has published standard vibration velocities, in terms of PPV, for construction equipment operations. The typical vibration PPV levels for construction equipment pieces anticipated to be used during project construction are listed in **Table 5.2-10: Typical Vibration Velocities for Potential Project Construction Equipment.**

**Table 5.2-10**  
**Typical Vibration Velocities for Potential Project Construction Equipment**

Equipment	25 feet	50 feet	100 feet	200 feet
Large bulldozer	0.089	0.031	0.011	0.004
Loaded trucks	0.076	0.027	0.010	0.003
Small bulldozer	0.003	0.001	0.0004	0.0001

Source: USDOT Federal Transit Administration, 2006.

With regard to the proposed Project, ground-borne vibration would be generated primarily during site clearing and grading activities and by off-site haul-truck traveling on surface streets. As indicated in **Table 5.2-10**, vibration velocities from the operation of construction equipment would range from approximately 0.003 to 0.089 inches per second PPV at 25 feet from the equipment. As indicated in **Table 5.2-10**, the vibration velocity of 0.089 inches per second PPV at a distance of 25 feet from construction equipment would be reduced to 0.031 inches per second PPV at 50 feet distance and reduced to 0.011 inches per second PPV at 100 feet distance. As such, construction activities would not generate vibration levels in excess of 0.5 inches per second PPV. Also, Section 8.36.210 prohibits

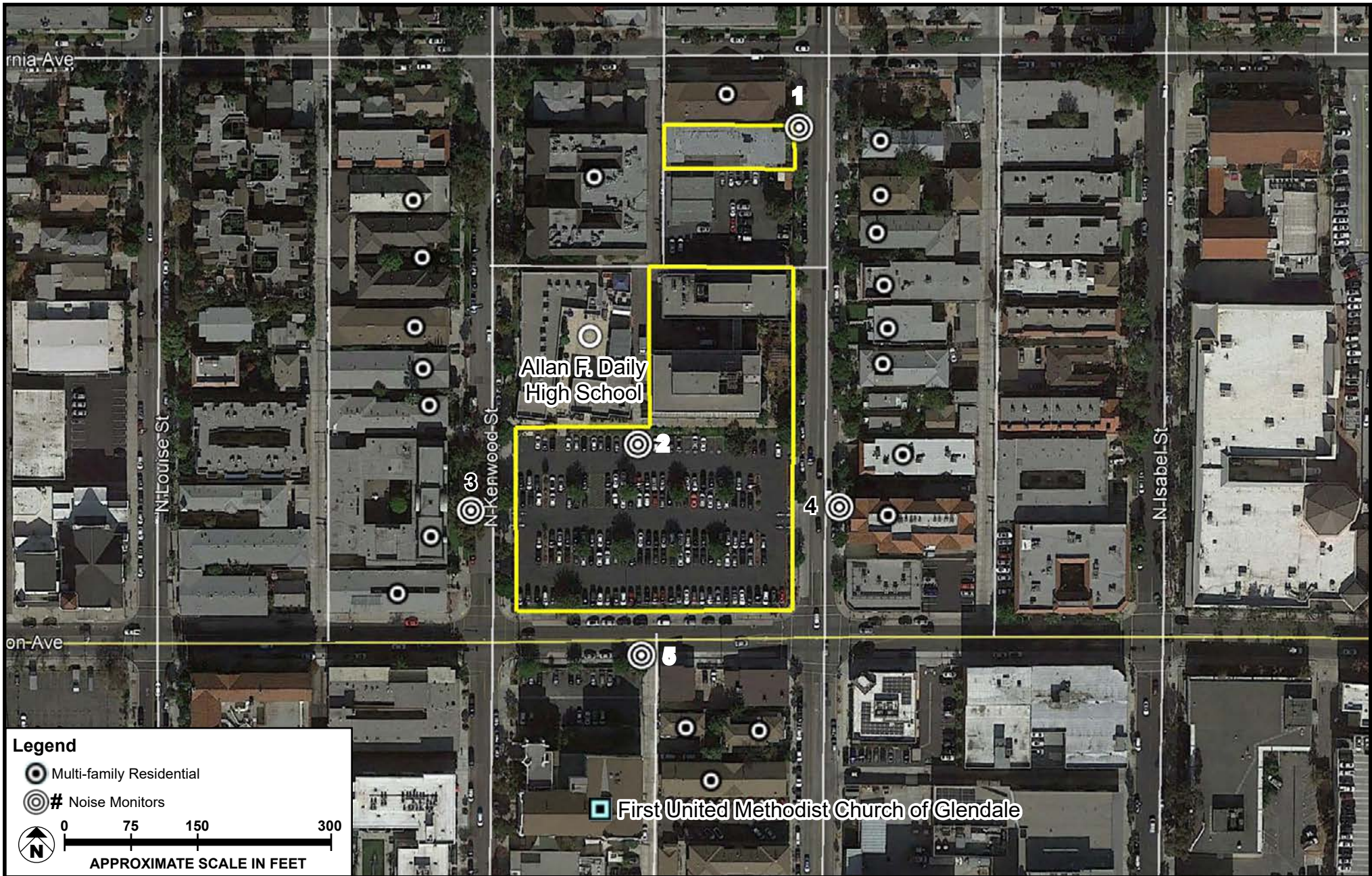
operation of any device that creates a vibration above the vibration perception threshold of an individual at or beyond the property of the source is on private property or at 150 feet from the source, if on a public space or public right of way. However, large bulldozer and loaded truck activities would exceed the human annoyance threshold at 25 feet. Implementation of Mitigation Measure **MM-NOISE-4**, would limit the construction vibration equipment to be within a minimum 50 feet of off-site vibration sensitive receptors. As shown in **Table 5.2-10**, large bulldozers and loaded trucks would be below the human annoyance threshold at 50 feet. With implementation of this measure, impacts would be reduced to less than significant.

***Mitigation Measures:*** With incorporation of the mitigation measure described below, impacts would be reduced to a less than significant level.

**MM-NOISE-4 Construction Vibration**

- The Project shall limit the distance of vibration generating equipment to be at a minimum 50 feet from off-site vibration sensitive receptors.





SOURCE: Google Earth - 2018

FIGURE 5.2-1

# Noise Monitoring Locations

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

**Less than Significant Impact.** As indicated in Response 5.2-12.a above, significant noise impacts are not anticipated to result from the long-term operation of the proposed Project. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant with Mitigation Incorporated.** Temporary periodic increases in ambient noise would occur during construction activities associated with the proposed Project. Noise from the construction activities would be generated by vehicles and equipment involved during various stages of construction operations: site grading, foundation, and building construction. The noise levels created by construction equipment would vary depending on factors such as the type of equipment and the specific model, the mechanical/operational condition of the equipment, and the type of operation being performed.

Construction associated with the Project will be required to comply with the City of Glendale Noise Ordinance (Municipal Code Chapter 8.36), which prohibits construction activities to between the hours of 7:00 PM on one day and 7:00 AM of the next day or from 7:00 PM on Saturday to 7:00 AM on Monday or from 7:00 PM preceding a holiday. Implementation of Mitigation Measures **MM-NOISE-1** through **NOISE-3** would reduce impacts to a less than significant level.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The Project area is located approximately 9 miles southeast of the Hollywood Burbank Airport. The airport flight path and airport noise contours do not extend to the Project area. Therefore, the Project site is located outside of any airport land use plan or any runway landing/take-off flight paths for these local airports. No other public or public use airstrips are located within the vicinity of the Project site and no airport related noise impacts would exist. Consequently, no impacts would occur with the implementation of the proposed Project.



**Mitigation Measures:** No mitigation measures are required.

- f) 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.** The Project site is not within the vicinity of a private airstrip. Consequently, no impacts associated with noise would result from the proposed Project.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

Noise impacts are localized in nature and decrease with distance. Cumulative construction noise and vibration impacts have the potential to occur when multiple construction projects in the local area generate noise within the same time frame and contribute to the local ambient noise environment. There are no related Projects within the Project vicinity. However, given that these future projects would be required to adhere to the City's noise standards, all the stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple cumulative projects would interact to create a significant combined noise impact. As such, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur.

## **5.2-13 Population and Housing**

- a) 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.** The project does not involve the extension of roads or other infrastructure; the Project is an infill residential project on existing residentially zoned property that does not involve a change in the residential pattern of land use. As stated in Section [15126.2\(d\)](#) of the CEQA Guidelines, a growth-inducing impact could occur if, "...the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, *in the surrounding environment*. Included in this are projects that would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in the service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects."

The proposed Project involves the development of a multi-family apartment building containing 198 units and the rehabilitation of 9 existing units, in conjunction with removal of the existing GUSD Headquarters building. The Project site is zoned R-1250 with a General Plan Land Use Designation of High Density Residential; however the Project is requesting a density bonus to allow for incentives, waivers, and/or modifications, including allowance of an existing legal non-conforming office use in the R-1250 zone that is over and above the by-right permitted residential density.

Temporary construction jobs are highly specialized, and construction workers remain at a job only for a particular phase of the construction process. Thus, Project construction workers would not be anticipated to relocate as a consequence of working on the Project. Therefore, construction is not expected to result in a demand for new housing or increase population in the City or region.

The Project will induce population growth on the site because it will be adding new homes within a built out neighborhood and adding an estimated 559 new residents to the Project site. However, by itself, the Project would only yield less than 1 percent and 3 percent of the anticipated increase in population in both the SCAG projection and the City's census projection, respectively, and therefore the direct growth inducing impact is not considered significant. Specifically, population within the City of Glendale in 2012 and 2040 was forecasted to be 193,200 and 214,000, respectively. Based on the City's census information projections, population within the City in 2010 and 2030 was forecast to be 207,200 and 221,800 respectively.<sup>35</sup> The current population within the City is estimated to be 203,054.

Indirect growth in population and housing can also occur from major infrastructure improvements that facilitate additional growth beyond the Project. The Project site is characterized as an urban area that is currently served by existing circulation and utility infrastructure. The Applicant would fund their share of allocation for any necessary public infrastructure associated with development and construct necessary public infrastructure associated with development. Indirect growth from the extension of road and infrastructure is unlikely from the Project because it would be served by existing infrastructure and would not add any new roadways. However, as discussed in **Threshold 5.2-16, Transportation and Traffic**, the Project will signalize the intersection at California Avenue and Jackson Street to reduce the intersection delay below the City's threshold of significance.

It is unlikely this project will indirectly induce substantial population growth in the surrounding area because: (1) the surrounding area is already built out with residential uses; (2) this site is uniquely large;

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35 City of Glendale Census Information – Projections, <https://www.glendaleca.gov/government/departments/community-development/planning-division/services/census-information-projections>, accessed August 2018.



there are no other existing sites in the surrounding area that could accommodate a project of this size; and (3) but for the Glendale Unified School District's decision to move its facilities (constructed in 1971), the site would not have become available for the Project. Based on these factors it is not likely the Project would or could indirectly induce population growth in the surrounding area.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The proposed Project involves the development of a new multi-family apartment building containing 198 units and the substantial rehabilitation of 9 existing units, in conjunction with the removal of the existing GUSD Headquarters building. The Project would not displace any housing units. As such, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**No Impact.** The proposed Project involves the development of a multi-family apartment building containing 198 new units and the substantial rehabilitation of 9 existing units, in conjunction with the removal of the existing GUSD Headquarters building. As mentioned above, the Project would not displace any of the existing residences. As such, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

**Less than Significant Impact.** The Project would not exceed the growth projections of SCAG's RTP/SCS and represents a nominal percentage of overall projected growth. In addition, the Project is the type of project encouraged by SCAG and City policies to accommodate growth in urban centers that are proximate to existing employment centers and mass transit. Because the Project would not displace any residents, and the population growth potentially associated with the Project has already been anticipated and planned for, the Project's population growth when considered in conjunction with related projects would not be cumulatively considerable.

Related projects (refer to Appendix F<sup>36</sup>) related projects would result in the development of approximately 4,439 residential units and, when combined with the Project, would result in 4,646 residential units. According to SCAG's regional growth forecasts, the number of residential units in the City is project to increase by 8,700 additional units between 2012 and 2040. The cumulative projects would account for less than the anticipated housing unit increase (53 percent) within the City during this period. Based on an average household size of 2.7 persons per standard residential units, these units would add approximately 12,544 residents to the population of the City. The cumulative projects would account for less than the anticipated population increase of 20,800 residents within the City between 2012 and 2040. In addition, all future development would be required to comply with applicable plans and policies to housing and would not result in inconsistencies with adopted City and regional housing policies and plans. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

## 5.2-14 Public Services

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

***i) Fire protection?***

**Less than Significant Impact.** The Glendale Fire Department (GFD) provides comprehensive emergency services for the City of Glendale, including fire, rescue, and emergency medical (paramedic) services, as well as fire prevention and code enforcement functions. The Project site is located between two fire stations, Fire Station No. 21, is located at 421 Oak Street, approximately 0.65 miles southwest of the Project site, and Fire Station No. 25, located at 353 N. Chevy Chase Drive, approximately 0.75 miles northeast of the Project site. Fire Station No. 21 is equipped with three engine companies, a fire truck, two battalion units, two rescue units, a brush unit, a basic life support ambulance, and a water tender. Fire Station No. 25 is equipped with an engine company, reserve engine company, and a basic life

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36 Jano Baghdanian & Associates, *GUSD Apartments Traffic Impact Analysis, Table 3 Related Project Trip Generation*, August 9, 2018.

support ambulance. In the event that any of the units of Fire Station Nos. 21 or 25 are not available, other units would be available for dispatch from other GFD fire stations or adjacent jurisdictions.<sup>37</sup>

The GFD has a combined staff of 240 personnel, including uniformed firefighters and administrative, fire prevention, and support personnel.<sup>38</sup> The ratio of firefighters to residents in the City presently stands at 1 firefighter to 846 residents (1:846). The proposed Project would add approximately 559 more residents, thus increasing the ratio of firefighters to residents to 1:848, only changing the ratio by 2 residents. The City has no formal service ratios or performance objectives for rescue ambulance services, but currently average response times are 4 minute and 38 seconds for fire incidents and 4 minutes and 1 second for paramedics.<sup>39</sup> This increase would not substantially affect provision of fire protection given that the Project Site is located in a highly urbanized area and close to existing fire stations. Furthermore, compliance with the applicable Fire Code and the Building Code provisions determines a Project's impact on fire services. The Project will be required to meet all code provisions. As a result, the Project would be adequately served by existing fire stations and would not require the provision of any new fire stations or the expansion of existing fire stations, including No. 21 or No. 25. Therefore, the proposed Project is not anticipated to result in substantial adverse impacts. The overall need for fire protection services is not expected to substantially increase. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## ii) Police protection

**Less than Significant Impact.** The Glendale Police Department (GPD) provides police protection services to the Project site from its station at 131 North Isabel Street, approximately 475 feet to the southeast. The GPD has approximately 244 sworn officers.<sup>40</sup> The Federal Bureau of Investigation traditionally recommends a ratio of 2 officers per 1,000 residents for minimum staffing levels. The officer-to-population ratio in the City is approximately 1.2 sworn officers per 1,000 residents. The proposed Project would add approximately 559 more residents, thus resulting in the same ratio of police staff to residents of 1.2 sworn officers per 1,000 residents. The increase in population would not substantially

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37 <http://www.glendaleca.gov/government/departments/fire-department/administration/fire-stations#21>

38 Glendale Fire Department, "Administration," <https://www.glendaleca.gov/government/departments/fire-department/administration>, accessed August 2018

39 City of Glendale, *12.4 Public Safety Response*, <https://www.glendaleca.gov/government/departments/community-development/neighborhood-services/glendale-quality-of-life-indicators/12-4-public-safety-response>, accessed August 2018.

40 Correspondence with Jay Kreitz, Business Administrator, Glendale Policy Department, July 17, 2018.

affect provision of police protection given the proximity of the Project Site to existing police protection services. The Project would not result in a need for new or expanded police protection facilities, the construction of which could cause significant environmental impacts. The overall need for police protection services would not increase substantially as a result of Project implementation. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### iii) Schools

**Less than Significant Impact.** A significant impact would occur if the Project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the GUSD. The Project area is currently served by the following GUSD public schools: Allan F. Daily High School located immediately west of the Project site, Holy Family Catholic Grade School located approximately 0.5 miles to the south, Columbus Elementary School located approximately 0.7 miles to the northwest, and Thomas Edison Elementary School located approximately 0.9 miles to the southwest. The applicant will be required to pay school impact fees to the GUSD based on the current fee schedule for residential developments prior to the issuance of buildings permits to provide funds to ensure adequate school facilities are available. Payment of the school impact fees would mitigate any indirect impacts to a less than significant level.

**Mitigation Measures:** No mitigation measures are required.

### iv) Parks

**Less Than Significant Impact.** The proposed Project would add approximately 559 new residents to the City. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820 and Resolution No. 14-10)<sup>41</sup>, the Project applicant will be required to pay the City's Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. For fiscal year (FY) 2018 – 2019, this fee, for parks and libraries combined, is \$18,751 per unit.<sup>42</sup> The Project would not involve the development or displacement of a park. It is important to note, in July 2018, GUSD passed a resolution to negotiate with the City to make the current parking lot on Jackson Street (just south of 241 Jackson Street and adjacent to the 9-unit apartment building) a public park under a joint use agreement. The

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41 Resolution of the Council of the City of Glendale, California, Amending the amount and the timing of the collection of development impact fees, January 2014,

[http://www.ci.glendale.ca.us/government/council\\_packets/Reports\\_012814/CC\\_7a1\\_012814.pdf](http://www.ci.glendale.ca.us/government/council_packets/Reports_012814/CC_7a1_012814.pdf)

42 City of Glendale, Citywide Fee Schedule: FY 2018 – 2019, Section 6 Development Impact Fees, <https://www.glendaleca.gov/home/showdocument?id=45764>

park would be available for Allan F. Daily High School students and the community. In addition, the Project would provide open space amenities on site, with 25,629 total square-feet of private or common open space and 15,659 total square-feet of landscaped areas. The payment of the impact fee would result in a less than significant impact to park facilities.

**Mitigation Measures:** No mitigation measures are required.

**v) Other public facilities**

**Less Than Significant Impact.** The proposed Project would not create a significant increase in demand for library services. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820 and Resolution No. 14-10)<sup>43</sup>, the Project applicant will be required to pay the City's Public Use Facilities Development Impact Fee. Payment of the impact fee would result in a less than significant impact to library facilities.

**Mitigation Measures:** No mitigation measures are required.

**Cumulative Impacts**

**i) Fire Protection:**

**Less than Significant Impact.** The Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional GFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, each of the related projects would be individually subject to GFD review and would be required to comply with all applicable fire safety requirements of the GFD to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the GFD does not currently have any plans for the development of new fire stations in proximity to the Project site, no impacts are currently anticipated to occur. On this basis, the Project

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43 Resolution of the Council of the City of Glendale, California, Amending the amount and the timing of the collection of development impact fees, January 2014, [http://www.ci.glendale.ca.us/government/council\\_packets/Reports\\_012814/CC\\_7a1\\_012814.pdf](http://www.ci.glendale.ca.us/government/council_packets/Reports_012814/CC_7a1_012814.pdf)

would not make a cumulatively considerable contribution to fire protection services impacts. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

**ii) Police protection:**

**Less than Significant Impact.** The Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional GPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. In addition, each of the related projects would be individually subject to GPD review and would be required to comply with all applicable safety requirements of the GPD and the City of Los Angeles to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the GPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the GPD does not currently have any plans for new police stations to be developed in proximity to the Project site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to police protection services impacts. Impacts would be less than significant.

**iii) Schools:**

**Less than Significant Impact.** The related projects and Project combined could cumulatively generate students. This would create an increased cumulative demand on the local school district. Nonetheless, each project would be required to pay school developer fees, pursuant to *California Education Code*, Section 17620(a)(1), which in accordance with California Government Code Section 65995 are deemed to be full and complete mitigation of any impacts. As such, the Project would not make a considerable contribution to significant cumulative impact.

**iv) Parks:**

**Less than Significant Impact.** As discussed previously, the Project would have a less than significant impact on recreational resources. The Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City. Similar to

the Project's requirement to pay applicable taxes or fees in accordance with GMC Ordinance No. 5820 and Resolution No. 14-10 to provide funding for park and recreational facilities. As mentioned previously, GUSD passed a resolution to negotiate with the City to make the current parking lot on Jackson Street (just south of 241 Jackson Street and adjacent to the 9-unit apartment building) a public park under a joint use agreement. The park would be available for Allan F. Daily High School students and the community. Additionally, each related project would be subject to the provisions of the GMC for providing on-site open space, which is proportionately based on the amount of new development. Impacts would be less than significant.

**v) Other public facilities?**

**Less than Significant Impact.** As discussed previously, the Project would have a less than significant impact on other public facilities. The Project in combination with the related projects would be required to pay the City's Public Use Facilities Development Impact Fee. Payment of the impact fee would result in a less than significant impact.

**5.2-15 Recreation**

**a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

**Less than Significant Impact.** The proposed Project would add approximately 559 residents. These future residents of the Project would utilize recreation and park facilities in the surrounding area as well as the proposed private and public open space amenities that would be included on the Project site. It is important to note, in July 2018, GUSD passed a resolution to negotiate with the City to make the current parking lot on Jackson Street (just south of 241 Jackson Street and adjacent to the 9-unit apartment building) a public park under a joint use agreement. The park would be available for Allan F. Daily High School students and the community. The Project applicant will be required to pay the City's Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. Payment of the impact fee would result in a less than significant impact to park and recreational facilities.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Project is not anticipated to create a significant demand on parks facilities that would by itself result in the construction of a new park. In addition, the Project would

provide open space amenities on site, with 25,629 total square-feet of private or common open space and 15,659 total square-feet of landscaped areas. It is important to note, in July 2018, GUSD passed a resolution to negotiate with the City to make the current parking lot on Jackson Street (just south of 241 Jackson Street and adjacent to the 9-unit apartment building) a public park under a joint use agreement. The park would be available for Allan F. Daily High School students and the community. The Project applicant will be required to pay the City's Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. For fiscal year (FY) 2018 – 2019, this fee, for parks and libraries combined, is \$18,751 per unit. Therefore, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

## Cumulative Impacts

**Less than Significant Impact.** As discussed above, the Project would have a less than significant impact on recreational resources because the Project and all related projects are required to pay Public Facilities Development Impact Fees for Parks and Libraries. Additionally, the Project will provide on-site recreational amenities for residents and the Project, and all related projects, are required by the GMC to provide on-site open space, and which is proportionately based on the amount of new development. Based on the foregoing, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.

### 5.2-16 Transportation and Traffic

***a) 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 with Mitigation Incorporated.**

#### Construction

A majority of the construction-related traffic generated to and from the Project site would commence at 7:00 AM and end at approximately 3:00 PM or 3:30 PM, outside of the morning (7:00 AM – 9:00 AM) and evening (5:00 PM – 7:00 PM) peak commute hours respectively. Construction workers will park on-site during the entire construction period.

The proposed Project includes demolition of the existing GUSD Headquarter Building (32,233 square feet) which would generate approximately 147 total haul trips during the length of demolition



(approximately 7 haul trips per day). In addition, excavation of the subterranean parking garage would generate approximately 2,376 haul trips (approximately 40 trips per day). In addition, approximately 13 workers per day would be employed on site during demolition, 8 worker trips per day during site preparation, 8 worker trips per day during grading, 201 worker trips per day during construction, 13 worker trips per day during paving, and 40 worker trips per day during architectural coating. As mentioned previously, the majority of construction-related traffic would take place outside of the morning and evening commute hours, thus not would not exceed the 50 vehicle trip threshold during peak hours.

To ensure all construction traffic impacts (including construction worker trips and truck traffic for material delivery and material export) are less than significant during construction, a Construction Traffic Management Plan will be prepared and submitted to the City’s Public Works Department for approval.

Implementation of mitigation measure **MM-TR-1** will require the Applicant to prepare a Construction Traffic Management Plan, which will include a Construction Traffic Control Plan, a Construction Parking Plan, and a Haul Routes Plan, and would include construction hours. The plan would minimize potential conflicts between construction activity and through traffic. As such, construction traffic impacts would be less than significant with mitigation incorporated.

**Operational**

**Traffic Impact Analysis—Public Street Network**

The Project site is bound by Kenwood Street on the west, Jackson Street on the east, and Wilson Avenue on the south. As shown in **Table 5.2-11: Project Trip Generation**, when compared to the existing uses, the proposed project would generate 614 trips per day, with a reduction in 5 morning (AM) peak-hour and 21 additional evening (PM) peak-hour trips.

**Table 5.2-11  
Project Trip Generation**

Land Use	Size	AM Peak-Hour Volumes				PM Peak-Hour Volumes				Daily Trips	
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	Total
<b><i>Proposed (new land use)</i></b>											
Multi-family Residential	198 units	0.36	18	53	71	0.44	53	34	87	5.44	1,077
<b><i>Existing (to be removed)</i></b>											
School District Office	32.2 tsf	2.36	-58	-18	-76	2.04	-11	-55	-66	14.37	-463
<b>Total Trip Generation</b>			<b>-40</b>	<b>35</b>	<b>-5</b>	<b>—</b>	<b>42</b>	<b>-21</b>	<b>21</b>	<b>—</b>	<b>614</b>

Source: Jano Baghdanian & Associates, Traffic Impact Analysis, August 2018.

Traffic counts were obtained during typical commuter hours to determine peak traffic volumes. Typical peak traffic for morning and afternoon periods occur during the hours of 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, respectively. Traffic counts were obtained for vehicular turning movements at the following 16 signalized intersections:

1. California Avenue and Brand Boulevard
2. California Avenue and Maryland Avenue
3. California Avenue and Louise Street
4. California Avenue and Kenwood Street
5. California Avenue and Jackson Street
6. Wilson Avenue and Brand Boulevard
7. Wilson Avenue and Maryland Avenue
8. Wilson Avenue and Louise Street
9. Wilson Avenue and Kenwood Street
10. Wilson Avenue and Jackson Street
11. Wilson Avenue and Glendale Avenue
12. Broadway and Brand Boulevard
13. Broadway and Maryland Avenue
14. Broadway and Louise Street
15. Broadway and Kenwood Street
16. Broadway and Jackson Street

The State CEQA Guidelines do not provide a definition for “substantial increase” in number of vehicle trips, the V/C ratio, or congestion at intersection. Therefore, the significance of the potential impacts of traffic generated by the proposed Project at each study intersection was identified using criteria provided by the City of Glendale Traffic and Transportation Division. For signalized intersections, the City uses the Intersection Capacity Utilization (ICU) method to analyze the potential traffic related impacts created by the proposed development. This method relies on the determination of a Level of Service

(LOS) at each of the study intersections by first determining their corresponding V/C ratios. The ICU method compares the volume of traffic against the capacity of an intersection. To determine if the Project would cause a significant increase in traffic, relative to the existing system, the City of Glendale states if a signalized intersection operates at a Level of Service (LOS) D or worse or has a project-related increase in its volume-to-capacity ratio of 0.020 or more, then a significant traffic impact would be caused by the project and mitigation will be required.

For non-signalized study intersections, the City uses the Highway Capacity Manual (HCM) unsignalized stop-controlled intersection capacity analysis method to estimate LOS's. This method allows for an analysis as to whether the non-signalized intersection's operating conditions would be significantly changed with the addition of the Project traffic. To determine if the project would cause a significant traffic impact, relative to the existing traffic system, the City of Glendale uses a 3.0 second change in intersection delay as its threshold.

According to the traffic study (refer to **Appendix G**), study intersections 3, 5, and 8 currently operate at a LOS D or worse in the PM peak period. However, the existing traffic conditions plus Project traffic and the future buildout (year 2021) traffic condition plus Project traffic would not result in a significant impact because, as shown in **Table 5.2-6**, the net change in total trips due to the Project is a decrease in the morning peak hour by 5 trips and increase in the afternoon peak hour by 21 trips. An increase of 21 afternoon peak trips does not represent a significant increase in traffic relative to the existing system, although intersections 3, 5 and 8 currently operate at a LOS D or worse, because the change in intersection delay is greater than 3.0 seconds and the V/C ratio is greater than 0.8.

#### ***Traffic Impact Analysis—Stop-Controlled Intersections***

The intersection of California Avenue and Jackson Street currently operates at a LOS C with an intersection delay of 16.4 seconds during the AM peak and at LOS F with an intersection delay of 53.0 seconds during the PM peak hour without the Project. This intersection is expected to remain at LOS F when the Project is completed, exceeding the change in intersection delay of 3.0 seconds. The intersection of California Avenue and Jackson Street is expected to have an increase in intersection delay of 4.8 seconds during the PM peak hour when the Project is completed (year 2021), which exceeds the City's threshold for significance of 3.0 seconds. Based on the foregoing, a traffic signal warrant analysis was conducted and based on that analysis it was determined that a traffic signal would reduce the intersection delay to below a level of significance. Accordingly, **Mitigation Measure MM TR-2**, will be implemented; it will require the intersection at California Avenue and Jackson Street to be signalized in order to reduce the intersection delay below the City's threshold of significance and mitigate Project impacts. Specifically, after **MM- TR-2** is implemented, the intersection would operate at LOS A during the AM peak hour and LOS B during the PM peak hour with a change in the V/C ratio of less than 0.020.

**Mitigation Measures:** The following mitigation measure is proposed to reduce impacts to less than significant level.

**MM-TR-1 Construction Traffic Management Plan**

- The applicant shall prepare a Construction Traffic Management Plan which will include a Construction Traffic Control Plan, a Construction Parking Plan, and a Haul Routes Plan, and would include construction hours.

**MM TR-2 Traffic Signal – California Avenue and Jackson Street**

- The applicant would install a traffic signal at the intersection of California Avenue and Jackson Street to mitigate the impact of the Project prior to the issuance of the occupancy permit.

***b) 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 in Response 5.12-16.a, the proposed Project is not anticipated to result in any significant increase in the amount of traffic on the area roadway network. The following CMP freeway monitoring locations have been identified in the project vicinity:

- I-5 Freeway south of Colorado Boulevard Extension
- SR-124 Freeway east of Central Avenue

According to the *2010 Congestion Management Program for Los Angeles County* freeway monitoring stations must be examined if the proposed Project would add 150 or more trips during either the AM or PM weekday peak periods. The Project results in a 5 trip decrease in a.m. peak hour trips and a 21 trip increase in p.m. peak hour trips, which is less than the 150 trips threshold required. As a result, the Project will not conflict with the applicable congestion management program, including LOS standards, travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Therefore, Project impacts re considered less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c) 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 is located approximately 6.5 miles southeast of the Hollywood Burbank Airport. The airport flight path and airport noise contours do not extend to the Project area. Therefore, the Project site is located outside of any airport land use plan or any runway landing/take-off flight paths for these local airports. No other public or public use airstrips are located within the vicinity of the Project site and no airport related safety impacts would exist. 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.

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

**Less than Significant Impact.** Access to the Project's parking structure is by an entry gate located on Jackson Street. The Project driveway access location will ensure that vehicles making a left turn into the parking structure driveway will not impact the intersection of Jackson Street and Wilson Avenue.

The driveway would be designed to adhere to the standard engineering practices and conditions imposed by the City of Glendale Public Works and Fire Departments. No new hazards or design features would be introduced that would alter the logistical configuration of traffic entering and existing the Project site. Therefore, impacts associated with hazards due to design features and emergency access that could result from implementation of the proposed Project would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e) Result in inadequate emergency access?**

**No Impact.** The City's Disaster Response Routes include Brand Boulevard, located 0.2 miles to the west of the Project site and Glendale Avenue, located 0.2 miles to the east of the Project site. In addition, the County's Evacuation Route includes E. Colorado Street, located 0.4 miles to the south of the Project.<sup>44</sup> If a situation warrants the evacuation of the Project site, these roadways serve as evacuation routes. The Project does not involve changes to the existing street network or to existing emergency response plans. No changes to the City's Disaster Response Routes would occur. In the event of an emergency, all lanes

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44 City of Glendale, Safety Element of the General Plan, Plate P-3 Emergency Response Map, August 2003.

would be opened to allow for traffic flow to move in one direction and traffic would be controlled by the appropriate agencies, such as the City of Glendale Police Department. During construction, the construction contractor shall notify the City of Glendale Police and Fire Department of construction activities that would impede movement (such as movement of equipment and temporary lane closures) along Jackson Street and/or Wilson Avenue to allow for these first emergency response teams to reroute traffic to an alternative route, if needed.

The Project site is located between two fire stations, Fire Station No. 21, is located at 421 Oak Street, approximately 0.65 miles southwest of the Project site, and Fire Station No. 25, located at 353 N. Chevy Chase Drive, approximately 0.75 miles northeast of the Project site such that the Project itself will have adequate access to emergency services. The parking structure access system would be designed so that the access system will automatically open to allow resident vehicles to enter the residential parking levels. As a result, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

***f) 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. As required by the 2010 Congested Management Program (CMP) for Los Angeles County, a review of CMP transit service has been conducted. The transit adjustment is as follows:

- Person Trips = 1.4 times vehicle trips
- Transit Trips = 3.5 percent of total persons trips

According to the CMP Guidelines, the proposed Project is forecast to generate 1 less transit trip during the AM peak hour and 1 additional transit trip during the PM peak hour. Over a 24-hour period, the proposed Project is forecast to generate 30 additional transit trips offered. Thus, the MTA and Beeline have adequate capacity to handle new trips generated by the Project.

The Glendale Bicycle Transportation Plan serves as a guide to the City in planning, development, design, and maintenance for new and upgraded bicycle facilities for the next 20 years. The Bicycle Transportation Plan will be updated every 5 years to inventory and evaluate changes to infrastructure, and to adjust planned facilities based on changing future conditions. The Glendale Bicycle

Transportation Plan is compliant with Caltrans Bicycle Transportation Account requirements. A bicycle parking and intermodal link currently exists along Wilson Avenue and W. Broadway 0.1 miles south of the Project site.<sup>45</sup> The proximity of the Project site to the bicycle route provides an opportunity for residents to use an alternative form of transportation. The Project construction or design would not interfere with the bicycle route nor encroach into the area.

Therefore, the proposed Project would not conflict with any adopted policies, plans, or programs regarding alternative transportation.. No impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

## **Cumulative Impacts**

**Less than Significant Impact.**

### **Construction**

It is anticipated that construction of related projects would result in periods of heavy truck traffic due to the delivery of construction materials and the hauling of demolition materials. Although the time frame for construction of these projects is uncertain, as well as the degree to which construction of these projects would overlap and the location at which impacts could occur, it is possible that the construction of these related projects could affect roadway segments and intersections, which could result in a significant cumulative impact. Similar to the Project, related projects would implement numerous measures to reduce construction-related traffic impacts, including preparation and implementation of a truck haul route program as a condition of approval and the commute of workers to the Project site during non-peak hours. Consequently, the Project's contribution to construction-related traffic is not cumulative considerable.

### **Operation**

Development of the Project in conjunction with the related projects would generally result in an increase in average daily vehicle trips and peak-hour vehicle trips in the Project area. To account for future traffic growth, existing traffic volumes were increased by an ambient growth of 1 percent per year. The current (2010) Metro Congestion Management Program, defines growth for the Glendale area to be 1.3 percent over the entire period between the year 2015 and the year 2020. The 1 percent per year provides a conservative analysis of the future traffic conditions. These values were added to

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45 City of Glendale, *Bicycle Transportation Plan*, Map 5-2 Existing Bicycle Parking and Intermodal Links.

potential traffic generated by the related projects to accurately forecast future buildout (year 2021) traffic conditions. As mentioned above, future (year 2021) traffic conditions would not result in a significant impact attributable to the proposed Project. However, future projects would be evaluated on an individual basis as to the quantity of trips generated, and mitigation measures would be implemented accordingly. As such, impacts would be less than significant.

## **CMP**

By its nature, the Los Angeles County CMP is a cumulative scenario that considers the impact of single projects in the context of cumulative traffic demand on CMP roadways. The CMP defines regional project impacts as significant (in terms of contribution to cumulative impact) if a project results in an increase in the V/C ratio by more than 0.02 (2 percent) and if the final LOS is F. It is possible that traffic impacts created by related projects and cumulative growth could combine to exceed CMP standards of significance and to the extent that occurs, a significant impact would result. However, even if that occurs, the CMP guidelines require that freeway monitoring locations must be examined if the Project would add 150 or more trips (in either direction) during either the AM or PM weekday peak hours or 50 or more trips at CMP intersections during either the AM or PM weekday peak hours. The Project would not add 50 or more trips during either the AM or PM weekday peak hours at CMP intersections, which is the threshold for preparing a traffic impact assessment. Consequently, the Project does not meet the criteria to be analyzed, and thus the Project's contribution is not cumulatively considerable.

## **Design Feature/Emergency Access**

Related projects would be required to adhere to standard engineering practices and requirements and would be subject to planning and design review by the City of Glendale to avoid traffic hazards created by design features and land-use incompatibilities, or inadequate emergency access. For this reason, and because such impacts are relatively site-specific, cumulative impacts associated with such hazards are less than significant. In addition, none of the related projects are located directly adjacent to the Project site to result in cumulative traffic hazards due to design features or inadequate emergency access. All design development associated with the Project would include the use of standard engineering practices to avoid design elements that would increase roadway hazards or inadequate emergency access. Moreover, the Project would not result in land-use incompatibilities that would lead to the creation of traffic hazards or emergency access. Consequently, the Project's contribution would not be cumulatively considerable, and the Project's cumulative impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are necessary.



## 5.2-17 Tribal Cultural Resources

- a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is:***
- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)**

***Less Than Significant with Mitigation Incorporated.*** The existing site currently contains the Glendale Unified School District's Headquarters consisting of two connected office buildings, two-story former storage warehouse, and a four-story office building, plus two single-story modular buildings used for classrooms. The Project site also includes the 9-unit apartment building. As mentioned previously, a historic resources assessment of the existing buildings on the Project site was completed (refer to **Appendix B**). The 1938 warehouse building, the 1971 office building, and the 1960 apartment building are not eligible for listing in the National Register of Historic Place, the California Register of Historical Resources, or for designation as Glendale Historic Resources. On October 23, 2017, a records search and review of the SLF by the NAHC concluding that the Project site and building within the proximity of the Project site does not contain historic resources (refer to **Appendix C**). The NAHC recommended that nine native American individuals and/or tribal groups be contacted to solicit information regarding cultural resource issues related to the Proposed Project. The City received a letter from one tribe, the Fernadeño Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. However, at this point in time, the Tribe would not require further consultation.<sup>46</sup> By the request, the Fernadeño Tataviam Band of Mission Indians would like to be notified if inadvertent cultural resources are encountered during any grading or excavation.

No known tribal resource is located on the Project site. In the event that resources are unearthed during project subsurface activities, all earth-disturbing work must be temporarily suspended or redirected until NAHC has evaluated the nature and significance of the find. After the find has been appropriately

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<sup>46</sup> Email correspondence from Jairo Avila (Fernadeño Tataviam Band of Mission Indians) to City of Glendale on September 18, 2018.

mitigated (as described in **MM-CUL-1**), work in the area may resume. With implementation of this standard requirement and **MM-CUL-1**, impacts would be less than significant with mitigation incorporated.

**Mitigation Measures:** With incorporation of the mitigation measure MM-CUL-1 described above, impacts would be reduced to a less than significant level.

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

**Less than Significant Impact.** The Project site has been disturbed and excavated in the past and is currently developed with the GUSD Headquarters building and the 9-unit apartment building. In compliance with AB 52, the Native American Heritage Commission (NAHC) recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The City received a letter from one tribe, the Fernandeno Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. However, at this point in time, the Tribe would not require further consultation. By the request, the Fernandeno Tataviam Band of Mission Indians would like to be notified if inadvertent cultural resources are encountered during any grading or excavation.

As stated in the Cultural Resource Inventory study (refer to **Appendix C**), the NAHC did not identify any cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) Thus, the potential for impact on known human remains or a resource determined to be significant by a California Native American tribe is low. No resources have been identified on the Project site pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 No significant impact to tribal cultural resource is anticipated. As such, impacts would be less than significant.

## **Cumulative Impacts**

**Less than Significant Impact.** Development of the Project, in combination with the related projects in the Project site vicinity would be assessed on an on-going basis for potential impacts to tribal cultural resources that may not have been evidenced by initial searches and investigations. Similar to the Project, related project would adhere to the requirement of AB 52 and consult with the NAHC. The analysis of the Proposed Project's impacts to tribal cultural resources concluded that the Project would

have no significant impacts with respect to cultural resources. The City received a letter from one tribe, the Fernandeano Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. For these reasons, the Project is of interest to the Tribe and is interested in participating in consultation. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to tribal cultural resources would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

## 5.2-18 Utilities and Service Systems

### a) ***Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

***No Impact.*** Under Section 401 of the Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) issues the National Pollutant Discharge Elimination System (NPDES) permits to regulate waste discharged to "waters of the nation", which includes reservoirs, lakes and their tributary waters. Waste discharges include discharges of stormwater and construction-related discharges. A construction project resulting in the disturbance of more than 1 acre requires a NPDES permit. Construction projects are also required to prepare a SWPPP. In addition, the proposed Project would be required to submit an SUSMP to mitigate urban stormwater runoff.

Sewage generated by the Project would be conveyed for treatment to either the Los Angeles/Glendale Water Reclamation Plant or the Hyperion Treatment Plant (HTP). The City of Glendale and the City of Los Angeles have entered into an amalgamated treatment and disposal agreement ("Amalgamated Agreement"), which gives the City of Glendale access to the excess capacity of the Hyperion Treatment Plant upon payment of Amalgamated Sewage Facilities Charges to the City of Los Angeles. The Hyperion Treatment Plant would be used to treat Glendale water once the Los Angeles/Glendale Water Reclamation Plant reaches capacity. As of 2016, the plant can treat 450 million gallons per day (mgd) and peak wet weather flow of 800 mgd. On average 275 mgd of wastewater enter the Hyperion Treatment Reclamation Plant.<sup>47</sup>

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47 City of Los Angeles, Bureau of Sanitation, [https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=9FjUsKRrngoOzRKNPD2bWizYPMhBFfeP8QoWDHUS2NucSp8uknOR!-821932583!-1446707989?\\_afLoop=7229854139809625&\\_afWindowMode=0&\\_afWindowId=null&\\_adf.ctrl-state=baykaxbp6\\_1#!%40%40%3F\\_afWindowId%3Dnull%26\\_afLoop%3D7229854139809625%26\\_afWindowMode%3D0%26\\_adf.ctrl-state%3Dbaykaxbp6\\_5](https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=9FjUsKRrngoOzRKNPD2bWizYPMhBFfeP8QoWDHUS2NucSp8uknOR!-821932583!-1446707989?_afLoop=7229854139809625&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=baykaxbp6_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D7229854139809625%26_afWindowMode%3D0%26_adf.ctrl-state%3Dbaykaxbp6_5), accessed September 2018

The 207 net new units would generate 39,600 gallons per day (gpd) and would account for less than 0.1 percent of the expected capacity of the Hyperion Treatment Reclamation Plant. The proposed Project would comply with the waste discharge prohibitions and water quality objectives established by the RWQCB. These prohibitions and objectives would be incorporated into the proposed Project as a Project design feature. Therefore, no impact would occur.

**Mitigation Measures:** No mitigation measures are required.

***b) 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 sewage from the Project site goes to the Los Angeles Glendale Water Reclamation Plant (LAGWRP), where the City of Glendale has 50 percent ownership and a 50 percent right to the treatment capacity. The LAGWRP has a total capacity of approximately 40 mgd (City of Glendale's portion is 20 mgd) and handles a current Glendale demand of approximately 16 mgd on a dry weather day. The Project would increase wastewater generation by approximately 12,662 gpd over existing uses. Given that the LAGWRP is currently operating 4 mgd below capacity, the addition of approximately 12,662 gpd of sewage generated by the proposed Project would not result in the plant's exceeding capacity. Therefore, the Project would not require the construction of new water or wastewater treatment facilities or expansion of facilities, the construction of which could cause significant environmental effects. As such, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

***c) 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.** As mentioned under **Threshold 5.2-9 Hydrology and Water Quality**, construction of the proposed Project would result in minimal change to the amount of impervious surfaces and drainage characteristics that currently exist on the site. Consistent with the mandatory Green Building Standard, the Project would integrate bricks, paving stones, or other permeable material into the pavement design to achieve 20 percent permeability. All runoff with implementation of the Project would continue to be conveyed via streets and gutters to storm drain locations around the Project site. Furthermore, any pollutants generated due to Project operation, for example from the parking areas or due to property maintenance, would be subject to the requirements and regulations of the NPDES. The Project can be adequately served by existing drainage facilities and construction of new offsite drainage facilities or expansion would not be required. As such, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Grading and construction activities associated with the proposed Project would require the use of water for dust control and cleanup purposes. The use of water during construction would be short term in nature. Therefore, construction activities are not considered to result in a significant impact on the existing water system or available water supplies.

The proposed Project would develop 198 new multifamily residential units and would rehabilitate 9 existing units. The total project would include 24 studio apartments, 135 one-bedroom apartments, and 33 two-bedroom apartments with a total combined square footage of 187,510. Based on the building square footages, the Project would increase water demand by approximately 32,312 gallons per day, or 36 acre-feet per year (afy) over existing uses.<sup>48</sup> The total water demand in 2020 in the City of Glendale is expected to be 28,182 af with a total available supply of 39,540 af, resulting in a surplus of 11,358 af for that year.<sup>49</sup> The total water demand in 2020 is expected to be 28,182 af with a total available supply of 39,540 af.<sup>50</sup> Future water demand in the city is based on projected development contained in the General Plan. For purposes of this assessment, the demand of the proposed Project was assumed not to have been included in this demand projection. However, even with the additional demand of 36 afy generated by the proposed Project, ample supply exists to meet remaining City demand under normal conditions.

The City's drought management plan ensures that best management practices are in place to minimize the negative impacts of temporary water shortages resulting from droughts. These best management practices include ordinances, policies, plans and procedures that are recognized by water providers as being effective and practical in dealing with drought conditions and potential water shortages. The City's drought management plan is comprised of four stages: (1) Stage 1, Drought Watch 5 percent mandatory reduction; (2) Stage 2, Drought Alert 10 percent mandatory reduction; (3) Stage 3, Drought Declaration 15 percent mandatory reduction; and (4) Stage 4, Drought Emergency 20 percent mandatory reduction.

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48 Based on Sewage Generation Factors for Residential and Commercial Categories.

49 Glendale Water and Power, *Draft 2015 Urban Water Management Plan* (April 2016), <https://www.glendaleca.gov/home/showdocument?id=29585>, accessed August 2018.

50 Glendale Water and Power, *Draft 2015 Urban Water Management Plan* (April 2016), <https://www.glendaleca.gov/home/showdocument?id=29585>, accessed August 2018.

Under the City Code, the City Manager is authorize to implement the plan, conduct necessary public outreach, and take enforcement actions to minimize the impact of the drought.

**Mitigation Measures:** No mitigation measures are required.

***e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

**Less than Significant Impact.** As mentioned above, sewage from the Project site goes to the Los Angeles Glendale Water Reclamation Plant (LAGWRP), where the City of Glendale has 50 percent ownership and a 50 percent right to the treatment capacity. The LAGWRP has a total capacity of approximately 40 mgd (City of Glendale's portion is 20 mgd) and handles a current Glendale demand of approximately 16 mgd on a dry weather day. The Project would increase wastewater generation by approximately 12,662 gpd over existing uses. Given that the LAGRWP is currently operating 4 mgd below capacity, the addition of approximately 12,662 gpd of sewage generated by the proposed Project would not result in the plant's exceeding capacity.

Furthermore, a "Will Serve" letter has been received by Glendale Water Power to serve as confirmation that the City has sufficient potable water supply to serve the proposed development. The City's potable water system fronting the subject property is able to accommodate a maximum service size of 8-inches along both Kenwood Street and along Jackson Street. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** Implementation of the proposed Project would result in an increase of 198 new multi-family residential units and the rehabilitation of 9 existing units on the site. Solid waste generated on the Project site would be deposited at the Scholl Canyon Landfill, which is owned by the City of Glendale, or at one of the landfills located within the County of Los Angeles. The Integrated Waste Division of the Public Works Department reviews proposed projects with respect to waste generation and disposal. The annual disposal rate at the Scholl Canyon Landfill is 0.46 million tons per year. The total estimated annual net increase in solid waste for the proposed Project is approximately 61 tons per year, or less than approximately 0.1 percent of the annual disposal rate. Also, the city has implemented a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill. Examples of waste diversion efforts would include recycling programs for cardboard boxes,

paper, aluminum cans, and bottles through the provision of recycling containers. As such, the increase in solid waste generation associated with the operation of the Project would not exacerbate landfill capacity shortages in the region to the point of altering the projected timeline of any landfill to reach capacity. As such, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

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

**Less than Significant Impact.** The Project would comply with AB 939, known as the California Integrated Waste Management Act, which requires 50 percent diversion of cities and counties solid waste from landfills by 2000; AB 341, which establishes a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020; and the City's Construction and Demolition Debris Recycling Ordinance, which requires a Waste Reduction and Recycling Plan with project plans be submitted to the Building and Safety Division for approval. Consistent with code requirements, the Project would comply with regulations by providing the required recycling opportunities in order to reduce the amount of solid waste sent to the landfill; thus impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

### **Cumulative Impacts**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area within the City. Similar to the Project, related projects would be required to comply with the waste discharge prohibitions and water quality objectives established by the RWQCB. In addition, water demands generated by these projects are accounted for in the Urban Water Management Plan (UWMP). Related projects would be required to adhere to the applicable development impacts fees, which would be used to fund capacity improvements of the specific drainage basin. Therefore, the Project's contribution to cumulative utility impacts would be less than cumulatively considerable.

## 5.2-19 Mandatory Findings of Significance

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

**Less than Significant Impact.** The Project site is located within an urbanized area and is currently developed with the GUSD Headquarters building. Currently one oak tree exists on the mid-east portion of the site along N. Jackson Street. However, this oak tree would neither be removed nor relocated due to implementation of the Project. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the Project site. As such, the proposed Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, the proposed Project would not have the potential to eliminate important examples of major periods of California history or prehistory, including historical, archaeological, or paleontological resources. The records search of the CHRIS and a review of the SLF by the NAHC was completed with negatives (refer to **Appendix C**). The NAHC recommended that nine Native American individuals and/or tribal groups be contacted to elicit information regarding cultural resource issues related to the Proposed Project. The City received a letter from one tribe, the Fernandeano Tataviam Band of Mission Indians. The letter states the Project area is located within the traditional Tataviam ancestral territory, which encompasses the lineage-villages from which members of the Tribe descend. For these reasons, the Project is of interest to the Tribe and is interested in participating in consultation. Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of the environment. Impacts would be less than significant.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

**Less than Significant Impact.** Related projects in the area include multifamily and mixed-use residential, commercial, and institutional land uses. Cumulative impacts may occur when the proposed project in



conjunction with one or more related projects would yield an impact that is greater than what would occur with the development of only the proposed project. With regard to cumulative effects on agricultural, biological, and mineral resources, the Project site is located in an urbanized area; therefore, other developments occurring in the area of the project would largely occur on previously disturbed land. Thus, no cumulative impact to these resources would occur. Impacts related to archaeological resources, paleontological resources, and hazards and hazardous materials are generally confined to a specific site and do not affect off-site areas.

The City's approved and pending projects in the vicinity combined with the proposed Project may result in cumulative effects in other environmental issues areas due to the aggregate development within an already urbanized area. However, project-related impacts that require mitigation measures to reduce the level of significance would not result in cumulative impacts when combined with the City's other related projects. Through the analyses, no significant cumulative impacts were identified for the proposed Project. Therefore, the proposed Project would not have cumulatively considerable effects, and as such, cumulative impacts would be less than significant.

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

**Less than Significant Impact.** Based on the analysis presented above, implementation of the aforementioned mitigation measures would reduce environmental impacts such that no substantial adverse effects on humans would occur. Development of the proposed Project would not create direct and indirect adverse impacts on humans. As such, impacts would be less than significant.

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## 7.0 ACRONYMS AND ABBREVIATIONS

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AB	Assembly Bill
ACM	Asbestos-Containing Materials
APCD	Air Pollution Control District
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BACT	Best Available Control Technology
BAT	Best Available Technology
BCT	Best Conventional Pollutant Control Technology
CAAQS	California Ambient Air Quality Standards
CAPCOA	California Air Pollution Control Offices Association
CARB	California Air Resources Board
CalEEMod	California Emissions Estimator Model
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CHRIS	California Historic Resource Information System
CDFW	California Department of Fish and Wildlife
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CREC	Controlled Recognized Environmental Conditions
CWA	Clean Water Act
DBH	Diameter Breast Height
DHS	Department of Health Services

DB	Density Bonus
DRB	Design Review Board
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
GPD	Glendale Police Department
GFD	Glendale Fire Department
GHG	Greenhouse Gas
GMC	Glendale Municipal Code
GUSD	Glendale Unified School District
GPD	Gallons Per Day
HCP	Habitat Conservation Plan
HQTA	High-Quality Transit Area
HREC	Historical Recognized Environmental Conditions
HTP	Hyperion Treatment Plant
HOV	High-Occupancy Vehicle
HVAC	Heating, Ventilation, and Air Conditioning
I	Interstate
LED	Light Emitting Diode
LOS	Level of Service
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons Per Day
MMRP	Mitigation Monitoring and Reporting Program
MTA	Metropolitan Transit Authority
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards

NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Planning
NPDES	National Pollutant Discharge Elimination System
NOI	Notice of Intent
NOx	Nitrogen Oxide
PM	Particulate Matter
PRC	Public Resources Code
REC	Recognized Environmental Conditions
ROG	Reactive Organic Gas
RMS	Root Mean Square
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCEA	Sustainable Communities Environmental Analysis
SLF	Sacred Lands File
SR	State Route
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWRCB	State Water Resource Control Board
SWPPP	Stormwater Pollution Prevention Plan
TDM	Transportation Demand Management
TPA	Transit Priority Area
TPP	Transit Priority Project
UBC	Uniform Building Code
US	United States

UST	Underground Storage Tank
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound