



PROPOSED MITIGATED NEGATIVE DECLARATION

New Residential Congregate Living/Medical Facility
1809 Verdugo Boulevard

The following Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act of 1970 as amended, the State Guidelines, and the Environmental Guidelines and Procedures of the City of Glendale.

Project Title/Common Name: New Residential Congregate Living/Medical Facility

Project Location: 1809 Verdugo Boulevard, Glendale, Los Angeles County

Project Description:

The proposed project includes the development of a new three-story 35,000 square-foot residential congregate living/medical facility with 79-beds, a 32 space semi-subterranean parking garage (below new building), and a new 36,780 square-foot parking garage (one level subterranean and two levels above grade) with 110 spaces on a 64,495 square-foot site consisting of three lots, located in the C2-I (Community Commercial-Height District I) Zone (Project). The Project site is currently developed with a four-story 35,980 square-foot medical office building (constructed in 1984) and with surface parking spaces and minimal landscaping. There are no protected indigenous trees species on or within 20 feet of the site. The new residential congregate living facility/medical building will function as a residential use for persons in need of on-site assistance with activities of daily living and on-site assistance with medical care. The new 36,780 square-foot parking garage with 110 parking spaces will replace the existing surface parking spaces currently servicing the existing four-story 35,980 square-foot medical office building. The existing medical office building and the 36 parking spaces within the building at the ground level will remain. The proposed project requires approval from the Design Review Board.

The Project site is located at the northwest corner of Verdugo Boulevard and La Tour Way. Surrounding the Project site are the State Route 2 (SR2)/Interstate 210 (I-210) freeway interchange to the north and west, City of La Cañada Flintridge developed with single-family residences to the east and across La Tour Way, commercial development in City of La Cañada Flintridge further west beyond the SR2/I-210 interchange, and the USC Verdugo Hills Hospital located within the C3-III (Commercial Service-Height District III) and PPD (Precise Plan of Development) zone.

Construction of the project will occur over three phases as follows:

- Phase I - improve the site with a new driveway accessed from Verdugo Boulevard and located west of the existing four-story medical office building;
- Phase II – demolish portions of the existing surface parking lot located at the northeast portion of the Project site (behind the existing four-story approximate 35,980 square-foot medical office building) and construct a 110 space parking structure; and
- Phase III - demolish the remaining portions of the surface parking lot located at the western portion of the Project site and construct the proposed three-story, 35,000 square-foot, residential congregate living/medical facility with a 32 space semi-subterranean garage.

The project's three phases will take place over a period of approximate 103 weeks or 8.5 months. The amount of soil export from the site will be approximately 8,000 cubic yards during Phase II and approximately 6,110 cubic yards during Phase III (14,110 cubic yards total). Based on this estimate, the excavation material would require approximately 500 truck trips during Phase II and approximately 382 truck trips during Phase III, assuming 16 cubic yards per truck for a total of 882 truck trips. Due to the nature of the project, excavation would not occur over the entire 103 week period, but would be concentrated over approximately three weeks within the first eight weeks of both Phases II and III. The maximum number of haul truck trips per eight-hour work day is anticipated to be 33. The primary inbound haul route to the Project site is projected to be from the Verdugo Boulevard exit of the SR2 Freeway, then right onto Verdugo, and the route would end at the Project site via the new driveway to be

<p>constructed at Phase I. The same route would be used for outbound trucks. The north side (west bound) Verdugo Boulevard would be used as the staging area and parking during the construction period.</p>	
<p>Project Type:</p>	<p><input checked="" type="checkbox"/> Private Project <input type="checkbox"/> Public Project</p>
<p>Project Applicant:</p>	<p>Stuart Ahn 3833 El Moreno Street Glendale, CA 91208</p>
<p>Findings:</p>	<p>The Director of the Community Development, on July 05, 2019, after considering an Initial Study prepared by the Planning Division, found that the above referenced project would not have a significant effect on the environment and instructed that a Negative Declaration be prepared.</p>
<p>Mitigation Measures:</p>	<p>See attached Mitigation Monitoring and Reporting Program (MMRP).</p>
<p>Attachments:</p>	<p>Initial Study Checklist</p>
<p>Contact Person:</p>	<p>Dennis Joe, Planner City of Glendale Community Development Department 633 East Broadway Room 103 Glendale, CA 91206-4386 Tel: (818) 548-8157; Fax: (818) 240-0392</p>

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

The following mitigation measure shall apply to the proposed hotel located at 1809 Verdugo Boulevard to reduce identified impacts to less than significant levels.

- AQ -1** As required by SCAQMD Rule 403- Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development. Such measures shall, at a minimum include the following:
- Application of soil stabilizers to inactive construction areas;
 - Watering of exposed surfaces three times daily;
 - Watering of all unpaved haul roads three times daily;
 - Covering all stock piles with tarp;
 - Sweep streets adjacent to the Project site at the end of the day if visible soil material is carried over to adjacent roads;
 - Cover all trucks hauling dirt, sand, soil or other loose material prior to leaving the site; and
 - Suspend all excavating and grading operations when winds (as instantaneous gusts) exceed 25 mph.

Timing: During all site preparation and construction activities
Responsibility: Project applicant

- AQ -2** The project applicant shall require that electricity from power poles rather than temporary diesel or gasoline power generators be used during construction activities when such electricity is readily available. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of grading permit.

Timing: Prior to issuance of grading permit
 During all site preparation and construction activities
Responsibility: Public Works Director
 Project applicant

- AQ -3** The project applicant shall require that all diesel-powered equipment used be retrofitted with after-treatment products (e.g. engine catalyts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of grading permit.

Timing: Prior to issuance of grading permit
 During all site preparation and construction activities
Responsibility: Public Works Director
 Project applicant

- CR-1** 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 mitigated, work in the area may resume.

Timing: During all site preparation and construction activities
Responsibility: Project applicant

- M-1** The Project Applicant shall require that the following construction best management practices be implemented by contractors to reduce construction noise levels:
- Ensure that construction equipment is properly equipped with optimal muffler systems according to industry standards and in good working condition to reduce construction noise levels by approximately 10 dB or more.
 - Place noise-generating construction equipment and locate construction staging areas at the minimum 75 feet away from sensitive uses, where feasible.
 - Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
 - Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
 - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
 - Construction hours, allowable workdays, and the phone number of the job superintendent must be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications must be included in the proposed Project construction documents, which must be reviewed by the Tribe prior to issuance of grading permits.

Timing: Plan check, during all site preparation and construction activities

Responsibility: Project applicant

- M-2** Construction activities shall be restricted to comply with the City of La Cañada Flintridge regulations for temporary construction activities and shall only occur between 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 AM to 5:00 PM on Saturdays. Construction on Sundays and holidays are prohibited by the Glendale Municipal Code.

Timing: During all site preparation and construction activities

Responsibility: Project applicant

- R-1** In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Native American Heritage Commission (NAHC) shall be contacted to consult if any such find occurs. The archaeologist shall complete all relevant California State Department of Parks and Recreation (DPR) 523 Series forms to document the find and submit this documentation to the applicant, Lead Agency, and NAHC. If the Native American cultural resource is determined to be significant, as defined by consulting Tribes, a Native American archaeological monitor shall be present for all ground disturbing activities that occur within the proposed project area. The archaeologist and Tribal monitor will have the authority to request ground disturbing activities cease within the immediate area of a discovery to assess potential finds in real time.

Timing: During all site preparation and construction activities

Responsibility: Project applicant

TR-1 A Construction Traffic Control plan shall be implemented to minimize potential conflicts between construction activity, through traffic and the residential cul-de-sac (La Tour Way). The Construction Control Plan shall identify temporary traffic control measures, which shall include, but not be limited to, designation of a haul route, construction warning methods, the use of traffic control devices, and use of flagmen when heavy-duty vehicles are arriving at or departing the site. Contract specifications shall be included in project construction documents, which shall be reviewed and approved by the City of Glendale prior to issuance of a grading permit.

Timing: Prior to issuance of grading permit
During all site preparation and construction activities

Responsibility: Public Works Director
Project applicant

Agreement to Proposed Mitigation Measures and Mitigation Monitoring Program

I/WE THE UNDERSIGNED PROJECT APPLICANT (S), HEREBY AGREE TO MODIFICATION OF THE PROJECT TO CONFORM WITH THE IMPACT MITIGATION MEASURES AND THE MITIGATION MONITORING PROGRAM SPECIFIED HEREIN REGARDLESS OF CHANGE OF OWNERSHIP. IF I/WE DISAGREE WITH ANY RECOMMENDED MITIGATION MEASURES OR ALL OR PART OF THE MITIGATION MONITORING PROGRAM, IN LIEU OF MY/OUR SIGNATURE HEREON, I/WE MAY REQUEST RECONSIDERATION OF THE MATTER UPON SUBMITTAL OF THE APPLICABLE FEE AND DOCUMENTATION IN SUPPORT OF MY/OUR POSITION ON SAID MITIGATION MEASURES AND/OR MITIGATION MONITORING PROGRAM. (THE ENVIRONMENTAL AND PLANNING BOARD WILL RECONSIDER THE ISSUES AND TAKE ACTION AS DEEMED APPROPRIATE.)

Dated: _____
Signature(s) of the Project Applicant(s)

Dated: _____



PROPOSED MITIGATED NEGATIVE DECLARATION

New Residential Congregate Living/Medical Facility Facility 1809 Verdugo Boulevard

1.	Project Title: New Residential Congregate Living/ Medical Facility
2.	Lead Agency Name and Address: City of Glendale Community Development Department Planning Division 633 East Broadway, Room 103 Glendale, CA 91206
3.	Contact Person and Phone Number: Dennis Joe, Planner Tel: (818) 937-8157 Fax: (818) 240-0392
4.	Project Location: 1809 Verdugo Boulevard, Glendale, Los Angeles County
5.	Project Sponsor's Name and Address: Staurt Ahn 3833 El Moreno Street Glendale, CA 91208 Tel: (213) 820-0000
6.	General Plan Designation: Commercial – Community Services
7.	Zoning: C2 (Community Commercial) Zone, Height District I
	Description of the Project: The proposed project includes the development of a new three-story 35,000 square-foot residential congregate living/medical facility with 79-beds, a 32 space semi-subterranean parking garage, and a new 36,783 square-foot parking garage (one level subterranean and two levels above grade) with 110 spaces on a 64,495 square-foot site consisting of three lots, located in the C2-I (Community Commercial-Height District I) Zone. Please refer to page 1 for a detailed project description.
9.	Surrounding Land Uses and Setting: <u>North:</u> California Department of Transportation / State Route 2 (SR2)/I-210 Freeway Interchange <u>South:</u> C3 Commercial Service Zone, Height District III & PPD Precise Plan of Development / USC Verdugo Hills Hospital <u>East:</u> City of La Cañada Flintridge / Single-Family Residential <u>West:</u> City of La Cañada Flintridge (across the State Route 2 (SR2)/I-210 Freeway Interchange) / Commercial
10.	Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement). None.

11. Environmental Factors Potentially Affected:

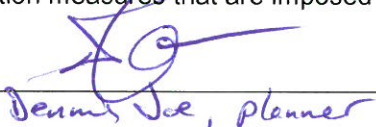
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <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 | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

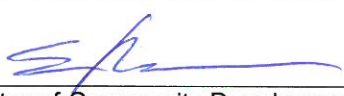
Prepared by:  Dennis Joe, planner

July 3, 2019

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:
Erik Krause, Deputy Director of Community Development

July 3, 2019

A. AESTHETICS

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

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

No Impact. No scenic vistas, as identified in the Open Space and Conservation Element (January, 1993), exist within, or within view of the Project site. Therefore, no impacts to scenic vistas would result from project implementation.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No state scenic highway is located adjacent to or within view of the Project site. No impacts to scenic resources within a State scenic highway would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project site consists of three parcels, approximately 64,495 square-feet, and located at the northwest corner of Verdugo Boulevard and La Tour Way. Surrounding the Project site are the SR2/I-210 freeway interchange to the north and west, City of La Cañada Flintridge (single-family residences) to the east and across La Tour Way, City of La Cañada Flintridge (commercial) further west beyond the SR2/I-210 freeway interchange, and the USC Verdugo Hills Hospital located within the C3-III/PPD (Commercial Service-Height District III/Precise Plan of Development) zone. The subject site is currently developed with a 35,981 square-foot four-story medical office building and surface parking lot. The surface of the site is mostly paved with an asphalt parking lot with an approximately five-foot wide strip of landscaping along the street front property lines. There are no protected indigenous trees species on or within twenty feet of the site.

The project proposes to demolish the at-grade surface parking lots surrounding the existing medical office building to construct a new 35,000 square-foot three-story residential congregate living/medical facility with 79-beds that includes a 32 space semi-subterranean garage at the western most portions of the site. The project also includes the construction of a new approximate 36,780 square foot three-level parking garage (one level subterranean and two levels above grade) at the northeastern portion of property. The overall height of the parking garage will be 13'-6" (measured from the lowest adjacent grade to the uppermost portion of the parking garage) at the western elevation. However, the height of the parking garage will decrease and vary because the topography of the site gently slopes upward towards the SR2 Freeway and the east. As viewed from the east (La Tour Way), portions of the parking

structure will be constructed into the grade, which the height will range from 3'-6" to 13'-6" tall. A total of 14,106 cubic yards of soil will be graded and exported offsite. The three-story residential congregate living/ medical facility will be set back approximately five feet with landscaping from the southern property line along Verdugo Boulevard and approximately 10 feet from the western interior property line adjacent to the SR2/I-210 Interchange. The proposed parking structure will be setback approximately nine feet from the eastern property line along La Tour Way and approximately one-foot away from the northern property line abutting the SR2/I-210 interchange. The appearance of the parking structure will be softened as viewed from the single-family residences to the east with landscaped five-foot wide buffer area and garden screen wall.

The 13'-6" tall parking structure will be located adjacent and to the north of the existing four-story (48-foot tall) medical office building. The entire first level of the existing four-story medical office building is improved as a parking garage and the medical office floors are located on the second, third and fourth levels. Obstructed views of the San Gabriel Mountains to the north from the first medical office floor (second level) will be minimal because the finished floor of the third level of the parking garage will be approximately at the same finished floor level of the medical office building's second floor with 3'-6" tall concrete rails at the perimeters.

The proposed building is designed in a modern style, with a variety of geometric patterns, framing elements, and thoughtful articulation providing architectural interest. The building will be constructed with quality materials, such as smooth stucco and metal panels with contrasting color, pattern and placement to complement the contemporary design of the new building. Review and approval of the Design Review Board along with compliance with the zoning standards and City's Comprehensive Design Guidelines would ensure that the proposed projects would not substantially degrade the existing visual character or quality of the site and its surroundings. As a result, impacts to visual character and quality of the site are anticipated to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Day and night time lighting for the project would increase as a result of the proposed project, but would not be significantly greater than any other similar commercial structure permitted in the C2 zone. Lighting for the proposed building will be similar to existing commercial uses along Verdugo Boulevard. Any external lighting of the property is required to be directed towards the subject property and shielded to prevent light from spilling over onto neighboring properties. With these requirements in place, and because the surrounding area is already developed with commercial and residential buildings, no significant impacts associated with lighting are anticipated.

Mitigation Measures: No mitigation measures are required.

B. AGRICULTURE AND FOREST RESOURCES

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

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

No Impact. 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. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No portion of the Project site is proposed to include agricultural zoning designations or uses, nor do any such uses exist within the City under the current General Plan and zoning. There are no Williamson Act contracts in effect for the Project site or surrounding vicinity. No conflicts with existing zoning for agricultural use or Williamson Act contracts would result. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

C. AIR QUALITY

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

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

No Impact. The Project site is located within the City of Glendale, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Since 1979, a number of AQMPs have been prepared. The most recent comprehensive plan fully approved by the U.S. Environmental Protection Agency (U.S. EPA) is the 2016 Air Quality Management Plan (AQMP), which includes a variety of strategies and control measures.

The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. 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.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

Population growth associated with the Project is included in the Southern California Association of Governments (SCAG) projects for growth in the City of Glendale. The project does not result in population and housing growth that would cause growth in Glendale to exceed the SCAG forecast, because the Project is consistent with the General Plan and therefore is included in SCAG's growth projections. Consequently, implementation of the Project would be consistent with AQMP attainment forecasts and with applicable air quality plans. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project is to construct a new, three-story, 79-bed, 35,000 square-foot, residential congregate living, medical facility with a 32 space semi-subterranean garage, and to construct a new 36,783 square-foot, three-level, parking garage on a 64,495 square-foot site consisting of three lots and developed with an existing 35,981 square-foot, four-story, medical office building (constructed in 1984), located in the C2-I Zone. A total of 14,106 cubic yards of soil will be graded and exported offsite. The California Emissions Estimator Model (CalEEMod version 2016.3.2) was used to estimate air quality impacts during the construction and operation stages of the project. Results from the model indicate that the proposed project would not exceed thresholds for construction, area, or operational impacts. A summary of the results are attached. As a result, less than significant impacts will occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Please refer to Response C-1 and C-2 above.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact with Mitigation Incorporated: Sensitive receptors located near the Project site include single-family dwellings located immediately east across La Tour Way. Although project-related construction emissions were found to be less than significant impacts by CalEEMOD model report, due to the identified sensitive receptors to the east of the Project site, the following

mitigation measures are recommended to further reduce the short-term air quality impacts during construction.

Mitigation Measures: The following mitigation measures would further reduce the less than impacts associated with the proposed project.

AQ-1 As required by SCAQMD Rule 403- Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. The measures include the following:

- Application of soil stabilizers to inactive construction areas;
- Watering of exposed surfaces three times daily;
- Watering of all unpaved haul roads three times daily;
- Covering all stock piles with tarp;
- Sweep streets adjacent to the Project site at the end of the day if visible soil material is carried over to adjacent roads;
- Cover all trucks hauling dirt, sand, soil or other loose material prior to leaving the site to prevent dust from impacting surrounding areas; and
- Suspend all excavating and grading operations when winds (as instantaneous gusts) exceed 25 mph.

AQ-2 The project Applicant shall require by contract specification that electricity from power poles rather than temporary diesel or gasoline power generators be used during construction activities when such electricity use is readily available. Contract specifications shall be included in Project construction documents, which shall be reviewed by the City of Glendale prior to issuance of grading permit.

AQ-3 The project Applicant shall require by contract specifications that all diesel-powered equipment used be retrofitted with after-treatment products (e.g. engine catalysts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of grading permit.

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

Less Than Significant Impact. Construction activity associated with the project may generate detectable odors from equipment exhaust. However, any detectable odors or equipment exhaust would be associated with initial construction and would be considered transitory and/or short-term. Therefore, less than significant construction related odor impacts are anticipated to occur from the project.

Mitigation Measures: No mitigation measures are required.

D. BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the				X

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

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

No Impact. The project is located in an area that has been heavily urbanized for decades. The subject site is currently developed with a four-story, approximate 35,980 square-foot medical office building with asphalt parking lots. No wildlife species other than those which can tolerate human activity and/or are typically found in urban environments are known to exist on or near the Project site. These human-tolerant species are neither sensitive, threatened, nor endangered. Implementation of the project would not result in any impact to species identified as endangered, threatened, sensitive or being of special concern by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. In addition, the Project site does not provide suitable habitat for endangered or rare species given the pattern, type, and level of development in the area. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The proposed project is located in an area that has been heavily urbanized for many years and surrounded by the USC Verdugo Hills Hospital to the south, the SR2/I-210 interchange to the west and north, other commercial uses beyond the SR2/I-210 interchange to the west, and single-family dwellings to the east. No riparian habitat and/or other sensitive natural communities are present within the vicinity, and no such areas are present on or adjacent to the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is neither in proximity to, nor does it contain, wetland habitat or a blue-line stream. No federally protected wetlands are present within the vicinity, and no such areas are present on or adjacent to the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The proposed project is located in an area that has been heavily urbanized for many years. The area has been substantially modified by human activity, as evidenced by other developments of similar type and uses, and human activity associated with these types of development. Implementation of the proposed project will not interfere with the movement of 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 impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Glendale Municipal Code, Chapter 12.44 specifically protects six different native or "indigenous" species of trees that include the Coast Live Oak, Valley Oak, Mesa Oak, Scrub Oak, California Sycamore, and California Bay. No indigenous trees are located on the Project site and implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impacts would occur.

Mitigation Measures: No Mitigation measures are required.

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

No Impact. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan has been adopted to include the Project site. Therefore, the project would not conflict with any such plans. No impact would occur.

Mitigation Measures: No mitigation measures are required.

E. CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				X
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			X	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
4. Disturb any human remains, including those interred outside of formal cemeteries?		X		

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

No Impact. The Project site currently features an existing four-story, 35,981 square-foot, medical office building (constructed in 1984) with an asphalt surface parking lot. No historic resources are located on the Project site. As a result, the project does not cause a substantial adverse change to a historical resource.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Prehistoric and historic archaeological sites are not known to exist within the project area. The City’s Open Space and Conservation Element indicate that no significant archaeological sites have been identified in this area of Glendale. Nonetheless, construction activities associated with project implementation would have the potential to unearth undocumented resources. In the event that archaeological resources are unearthed during project subsurface activities, compliance to regulations outlined by California Public Resource Code PRC21083.2 (i) will be adhered to, which all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. As a result, less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City of Glendale consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. Nonetheless, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the project. In the event that paleontological resources are unearthed during the project-related subsurface activities, compliance to regulations outlined by California Public Resource Code PRC21083.2 (i) will be adhered to, which all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. As a result, less than significant impact would occur.

Mitigation Measures: Mitigation measure CR-1 identified above would address a potential impact to a unique paleontological resource or site or unique geologic feature.

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

Less than Significant Impact with Mitigation Incorporated. The Project site and surrounding area are characterized by features typical of commercial and residential land uses. No known burial sites exist within the vicinity of the Project site or surrounding area. However, impacts would be potentially significant if human remains were to be encountered during excavation and grading activities. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as a consultant on how to proceed with the remains (i.e., avoid removal or reburial).

Mitigation Measures: The following mitigation measure would reduce potential impacts to a less than significant level.

CR-1 In the event that human remains, including those interred outside of formal cemeteries 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 mitigated, work in the area may resume.

F. ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

1) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact with Mitigation Incorporated.

Construction of the Project would require consumption of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil, natural gas, and gasoline) for automobiles and construction equipment, and other resources including, but not limited to, lumber, sand, gravel, asphalt, metals, and water. Construction would include energy used by construction equipment and other activities at the Project site (e.g., building demolition, excavation, paving), in addition to the energy used to manufacture the equipment, materials, and supplies and transport them to the Project site. Energy for maintenance activities would include that for day-to-day upkeep of equipment and systems, as well as energy embedded in any replacement equipment, materials, and supplies. It is expected that nonrenewable energy resources would be used efficiently during construction and maintenance activities given the financial implications of inefficient use of such resources. Therefore, the amount and rate of consumption of such resources during construction and maintenance activities would not result in the unnecessary, inefficient, or wasteful use of energy resources.

Operation of the Project would involve consumption of electricity and natural gas; however, these resources are already consumed on the Project site, and an incremental increase in the consumption of these resources associated with Project operation would not represent unnecessary, inefficient, or wasteful use of resources. The Project would be designed to comply with Title 24 Building, Energy and

Green Buildings Standards (California Building Code, Title 24, Parts 4, 6, and 11). Sustainable design strategies for the new building would include the use of high performance glazing and a light-colored, single-ply, thermoplastic roof membrane over a well-insulated roof assembly to reduce heat gain during the summer. Other sustainable features would include energy-efficient light fixtures, lighting controls, and water-conserving plumbing fixtures. The building roof would be solar ready and able to support future installation of a photovoltaic system. Given the foregoing, the Project's consumption of energy resources would be less than significant, as it would not represent unnecessary, inefficient, or wasteful use of energy resources.

Mitigation Measures: No mitigation measures are required.

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As described above, the new commercial office building's energy efficiency would, at a minimum, comply with the California Energy Code and the California Building Code. While not specifically applicable to the Project, Senate Bill 350 sets ambitious 2030 targets for energy efficiency and renewable electricity, increasing California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. As described in Section 2.2.2, the new commercial office building would include a solar-ready roof which could support future installation of a photovoltaic system. As such, the Project would not conflict with or obstruct state or local plan for renewable energy or energy efficiency.

Mitigation Measures: No mitigation measures are required.

G. GEOLOGY AND SOILS

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

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
the disposal of waste water?				

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

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

Less Than Significant Impact. According to the City’s Safety Element (August 2003), the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the Project site. Therefore, impacts from the rupture of a seismic fault are considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

ii) **Strong seismic ground shaking?**

Less than Significant Impact. Earthquake-induced strong ground shaking causes most of the earthquake damage. Damage to structures is usually caused by strong horizontal ground acceleration, which is measured as a percentage of g, the acceleration of gravity. The degree of shaking depends on several factors, including earthquake size; location; depth of the focus; orientation and movement of the seismic waves (source effects); the type of sediments or rocks that the seismic waves travel through (path effects); and the interaction between the structures and the sediments or rocks at a specific site (site effects). Strong ground shaking can also trigger the destructive secondary effects of liquefaction and slope failure (landslides).

According to the City’s Safety Element (August 2003), the main faults include the Sierra Madre, the Verdugo and the Raymond faults. Per Plate P-1 of the Safety Element, the subject property is not located within 5,000 linear feet of these faults. The closest fault to the subject site is the Sierra Madre Fault, which is approximately 7,500 linear feet to the north. A worst-case scenario earthquake (maximum magnitude) for Glendale would involve rupture of the Verdugo fault, given that this fault lies directly below extensively developed portions of the City. Both the Sierra Madre and Raymond faults can also cause earthquakes that have the potential to severely impact the City. Several other faults farther away have the potential to generate earthquakes that would be felt in Glendale, but these do not need to cause any damage in the City, especially if Glendale prepares for the worst-case (Verdugo fault) event. For example, the San Andreas fault has the highest probability of causing an earthquake in southern California in the near future, but this fault is sufficiently far from Glendale that ground shaking expected in Glendale as a result of this earthquake is not expected to be any stronger than shaking as a result of earthquakes on faults closer to the City. Given that the City of Glendale is almost completely built out, the reduction of earthquake losses depends primarily on the prudent retrofitting of existing structures.

As a result, the 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. Compliance with applicable building codes would minimize structural damage to buildings and ensure

safety in the event of a moderate or major earthquake. Therefore, 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?

No Impact. The Project site is not located within an area prone to liquefaction as indicated in the City's Safety Element (August 2003). Therefore, no impacts associated with liquefaction would occur.

Mitigation Measures: No mitigation measures are required.

iv) Landslides?

Less than Significant Impact. The Project site is not located within a landslide hazard zone area, as indicated by the City of Glendale General Plan Safety Element (August 2003). Therefore, no impacts associated with landslides would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Construction activity 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 since the site would expose small amounts of soil during construction activities. Further, as part of the proposed project, the applicant would be required to adhere to conditions under the Glendale Municipal Code Section 13.42.060 to prepare and administer a plan that effectively provides for a 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 South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust, which would further reduce the impact related to soil erosion to less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Subsidence is the process of lowering the elevation of an area of the earth's surface that can be caused by tectonic forces deep within the earth or by consolidation and densification of sediments sometimes due to withdrawal of fluids such as groundwater. According to the City's Safety Element (August 2003), the Project site is not located in an area of significant subsidence activity and would not include fluid withdrawal or removal. In addition, as indicated in Response F-1 (iii), above, the soil under the Project site is not prone to liquefaction. Therefore, impacts related to unstable soils are anticipated to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. These minerals can undergo significant volumetric changes as a

result of changes in moisture content. The upward pressures induced by the swelling of expansive soils can have significant harmful effects upon structures and other surface improvements. Per the City of Glendale's Safety Element (2003), most of the Glendale area is underlain by alluvial units that are composed primarily of granular soils (silty sand, sand, and gravel). Such units are typically in the low to moderately low range for expansion potential. However, every sedimentary unit in the area contains lenses or layers of fine-grained soils (clays and silty clays) that are typically in the moderate to highly expansive range. Such sediments are most likely to be found in the more distal parts of the alluvial fans, in the southern part of the City. Expansive clay can also be found within fault and fracture zones in the highly sheared crystalline bedrock of the San Gabriel and Verdugo Mountains and in the San Rafael Hills. Because the Project site is located at the northern portions of the City and is not located on within the proximity of a mile of fault or fracture zone, the soils underlying the Project site and surrounding area are considered to have a low expansion potential. Project site

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project would connect to and use the existing sewage conveyance system located within Verdugo Boulevard. Septic tanks will not be used in the project. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

H. GREENHOUSE GAS EMISSIONS

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

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

Less than Significant Impact. Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature commonly referred to as global warming. This rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns and other elements of the earth's climate system, known as climate change. These changes are now broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

Climate changes resulting from GHG emissions could produce an array of adverse environmental impacts including water supply shortages, severe drought, increased flooding, sea level rise, air pollution from increased formation of ground level ozone and particulate matter, ecosystem changes, increased wildfire risk, agricultural impacts, ocean and terrestrial species impacts, among other adverse effects.

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. GHG as

defined under AB 32 includes: 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, adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020 by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas 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. The Southern California Association of Governments (SCAG) has prepared the region's Sustainable Communities Strategy (SCS), which is part of the Regional Transportation Plan (RTP). Glendale has an adopted Greener Glendale Plan which meets regional greenhouse gas reduction targets, as established by SCAG and adopted by the ARB. 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.

At this time no air agency, including the SCAQMD, has adopted applicable project-level significance thresholds for GHGs emissions. AB 32 did not set a significance threshold for GHG emissions, although EPA, CARB or another agency may issue regulations at some point which may set forth significance criteria for CEQA analysis. In the interim, none of the CEQA Guidelines, the CEQA Air Quality Handbook, the Air Quality Management Plan, or the SCAQMD set forth applicable significance thresholds for GHG emissions.

Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that the 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. CEQA Guidelines Section 15064.4 recommends consideration of qualitative factors that may be used in the determination of significance, including the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs. 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 that will 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."

On March 27, 2012, the City of Glendale's City Council adopted the Greener Glendale Plan for Community Activities to address how the City of Glendale can meet its state mandated reduction targets for GHG emissions. Per this plan, it identifies that energy consumed in buildings accounts for 49% of Glendale's GHG inventory emission. To ensure that new construction is sustainable and improve efficiency of the building stock, the City of Glendale adopted a Green Building Standard (June 7, 2011) with requirements exceeding those in the State of California's mandatory CAL Green Code. The City of Glendale's Building Standard requirements include:

- Projects must exceed California Energy Code requirements by 15%.
- Projects must reduce baseline water usage by 20%.

- Radiant roof barriers shall be installed.
- Gas-fired tankless water heaters shall have an energy factor of at least .80.
- Gas-fired storage-tank type water heaters shall have an energy factor of at least 0.61.
- Buildings shall be “solar ready”.
- 20% permeable paving required.
- High-efficiency gas-fired space heating equipment required.
- High-efficiency air conditioning equipment required • Increased natural lighting and ventilation required.
- Increased green building standards for homes larger than 5,000 square feet.

Since this project is required to comply with Greener Glendale Plan to reduce GHGs, this project would result in a less than cumulatively considerable impact on GHG emissions and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. For the reasons discussed in Response G.1 above, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

I. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the Project site?				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Project site?				X

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

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

Less Than Significant Impact. The proposed project involves the demolition of surface parking lots and the construction of a new a three-story, 79-bed, 35,000 square-foot, residential congregate living, medical facility with a 32 space, semi-subterranean garage, and construction of a new 36,783 square-foot, three-level (one level subterranean and two levels above grade), 110 space, parking garage. The existing medical office building and the 36 parking spaces within the building will remain.

All businesses within the City of Glendale, as mandated by the California Health and Safety Code Chapter 6.95, are required to file a Hazardous Material Business Plan (HMBP) with the Glendale Fire Department. The HMBP covers the use and storage of all regulated hazardous chemicals and materials to be used and/or stored onsite. As a result, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The new residential congregate living facility/medical building will function as a residential use for persons in need of on-site assistance with activities of daily living and on-site assistance with medical care. The proposed land use will involve the incidental use of household cleaning products and routine storage/dispensing of medication that is not expected to create a reasonably foreseeable upset or accidental conditions involving the release hazardous materials into the environment.

The project would be required to comply with all applicable rules established by the SCAQMD, including Rules 403, during construction that would prevent dust from migrating beyond the Project site. Compliance with these rules will result in a less than significant impact.

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

No Impact. There are no existing or proposed schools within one-quarter mile of the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which include:

- All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.
- All land designated as hazardous waste property or border zone property pursuant to former Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
- All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.

As a result, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. No private airstrips are located in the City of Glendale or in the vicinity of the Project site. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact.

The City's Emergency Plan is a planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. This document is designed to include the City of Glendale as part of the California Standardized Emergency Management System (SEMS) and National Incident Management System (NIMS), which have been adopted for the purpose of exercising operational management and coordination of emergency operations. The City of Glendale maintains a dedicated Emergency Operations Center (EOC) to manage and coordinate major emergencies or disasters.

The City's EOC serves to keep citizens informed and prepared for an emergency, coordinates resources during an emergency, and provides relief after an emergency. The goal of EOC personnel is to save lives and protect property by developing programs and emergency operational capabilities in the event of a natural or man-made disaster. Planning for and responding to disasters and emergencies requires many different actions, such as evacuations, shelter set-ups or preparations for power outages. All of these activities are coordinated and directed by the EOC. Training for residents and employees within the City continues through the Community Emergency Response Team program (Glendale 2003).

Construction activities, associated with development, may result in temporary construction barricades or other obstructions that would impede emergency access. However, development projects that involved work within a public ROW would be subject to review and approval from the Public Works Department, which requires coordination to inform police and fire departments of potential obstructions or street closures.

The Office of Emergency Services is tasked with coordinating disaster operations within the City. Glendale General Plan Safety Element Goal 8, Policy 8-1 and Program 8-1.1 is directly related to emergency services, as it requires that emergency response and recovery plans are sufficient to protect public safety and the general welfare in accordance with regional, State, and federal regulations. The City's Emergency Plan is updated annually and City personnel are trained annually in exercises ranging from tabletop discussions to full-scale exercises involving dozens of personnel in the field supported by the activation of the City's EOC. Continued adherence to Goal 8, and related policies and programs, in the Safety Element of the Glendale General Plan would reduce impacts associated with an emergency response plan or emergency evacuation plan by keeping the community prepared for emergency response and recovery from natural and urban disasters, in light of local conditions.

According to the City of Glendale General Plan Safety Element, Verdugo Boulevard is a City Disaster Response Route, which is a road that can best move emergency services and supplies to where they are needed the most immediately following a major disaster. Implementation of the project would neither result in a reduction of the number of lanes along this roadway nor result in the placement of an impediment, such as medians, to the flow of traffic. During construction, the contractor shall notify the City of Glendale Police and Fire Departments of construction activities that would involve the movement of equipment so as to give first emergency response teams the option of rerouting traffic to an alternative route. Further, during construction the applicant would be required to obtain any necessary 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 conditions of approval. By complying with these regulations and conditions the Project would not impair the implementation of or physically interfere with the City's adopted emergency response plan or emergency evacuation plan. Consequently, project impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project Site is not identified as a high fire risk site on the Very High Fire Hazard Severity Zone (VHFHSZ) on the Local Responsible Area (LRA) map, as recommended by CAL Fire. However, the closest (VHFHSZ) is located at 1812 Verdugo Boulevard (USC Verdugo Hills Hospital) which is directly across Verdugo Boulevard from the Project Site. While the Project site is within close proximity of a VHFHSZ property, the USC Verdugo Hills Hospital site is predominantly paved with parking lots and developed with four and six story hospital buildings. Less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

J. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would			X	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
6. Otherwise substantially degrade water quality?			X	
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
10. Inundation by seiche, tsunami, or mudflow?				X

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

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

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The City currently utilizes water from Glendale Water and Power (GWP), which relies on some local groundwater supplies. Consequently, implementation of the proposed project would result in additional development that could indirectly require a slight increased use of groundwater through the provision of potable water by GWP; however, as discussed in Response R-4 below, the proposed project's water demand is within water projections. This Project was routed to GWP for comment and this department did not comment with concerns that the Project will 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. As a result, implementation of the proposed project would not substantially deplete groundwater supplies.

The Project site is currently developed with a four-story, 35,981 square-foot medical office building (constructed in 1984). With the exception of the existing medical office building, the surface of the site is mostly paved with an asphalt parking lot with an approximately five-foot wide strip of landscaping along the street front property lines. The amount of hardscape proposed on the Project site would be similar to current on-site conditions. The proposed project complies with the Glendale Municipal Code's minimum landscape requirements and, therefore, would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies relative to existing conditions. Consequently, impacts related to groundwater extraction and recharge would not change compared to existing conditions will be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project Site is currently improved with a 35,981 square-foot, four-story, medical office building and surface parking lot. Stormwater runoff currently flows into existing City streets and drains. There are no streams or rivers on the Project Site. The surface of the site is mostly paved with an asphalt parking lot with an approximately five-foot wide strip of landscaping along the street front property lines and several minor landscape planters throughout surface parking lot. Overall the landscaping pattern will largely remain the same on the site with a new five-foot wide landscape planter along the perimeter of the new residential congregate living/medical facility and landscaped areas adjacent to the driveway aprons on La Tour Way. The proposed project will modify the existing drainage pattern of the site and would slightly decrease the runoff.. All runoff would be conveyed via streets and gutters to storm drain locations around the Project site. Development of the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it significantly affect the capacity of the existing storm drain system. In addition, the applicant would be required to adhere to conditions under the NPDES (National Pollutant Discharge Elimination System) Permit set forth by the RWQCB (Regional Water Quality Control Board), and would be required to prepare and submit a SWPPP (Storm Water Pollution Prevention Plan) administered throughout proposed project construction. The SWPPP would incorporate BMPs (Best Management Practices) to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to a less than significant level.

In addition, in accordance with Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan of the Glendale Municipal Code, a SUSMP (Standard Urban Stormwater Mitigation Plan) containing design features and BMPs to reduce post-construction pollutants in stormwater discharges would be required as part of the project. As a result of the conditions and measures required by the NPDES permit, SWPPP and SUSMP, impacts on the existing drainage pattern are considered to be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. In addition to stormwater management outlined within Response I-3 above, the proposed project would be required to adhere to Chapter 14.43, Low Impact Development Standards of the Glendale Municipal Code. Primary goals of LID (Low Impact Development) are: i) to lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters and other water bodies, ii) minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other low impact development strategies, and iii) minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate properly designed, technically appropriate hydro-modification control development principles and technologies. Further, as stated above in Section 1-3, there are no streams or rivers on the site and the Project will not substantially increase the rate or amount of surface runoff in a manner which would result in on or off site flooding. As such, impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- 5) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Less than Significant Impact. Please refer to Response I-3 and I-4 above. The Project will not create or contribute to runoff water which would exceed the capacity of existing or planning stormwater drainage systems or provide substantial additional sources of polluted runoff. Accordingly, the Project impact on capacity to handle stormwater is less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Please refer to Response I-3 above. The Project will not otherwise substantially degrade water quality. Consequently, the Project impact on water quality is less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to Federal Emergency Management Agency flood hazard maps, the Project site is not located within a 100-year flood zone. No Project impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not located within a 100-year floodplain or other flood hazard area, as shown on the latest FEMA Flood Insurance Rate Map. No Project impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the City of Glendale General Plan Safety Element, the proposed project is not located within the inundation zone of a reservoir or dam located within the City or elsewhere. No Project impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Seiches are typically caused when strong winds and rapid changes in atmospheric pressure push water from one end of a body of water to the other, causing the water then continues to oscillate back and forth for hours or even days. The proposed Project site is not located downslope of any large body of water that would produce a seiche. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. A review of the County of Los Angeles Flood and Inundation Hazards Map indicates that the site is not within the mapped tsunami inundation boundaries. Last, the project location is not located in an area susceptible to mudflow due to proximity to slopes. Surrounding the Project site are the State Route 2 (SR2)/Interstate 210 (I-210) freeway interchange to the north and west, single-family residences to the east and across La Tour Way, commercial development further west beyond the SR2/I-210 interchange, and the USC Verdugo Hills Hospital to the south and across Verdugo Boulevard. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

K. LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Physically divide an established community?				X
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

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

No Impact. The Project site is located in the C2 (Community Commercial) at the northwest corner of Verdugo Boulevard and La Tour Way. Surrounding the Project site are the State Route 2 (SR2)/Interstate 210 (I-210) freeway interchange to the north and west, City of La Cañada Flintridge developed with single-family residences to the east and across La Tour Way, commercial development in the City of La Cañada Flintridge further west beyond the SR2/I-210 interchange, and the USC Verdugo Hills Hospital located within the C3-III (Commercial Service-Height District III) and PPD (Precise Plan of Development) zone. The Project site is currently improved with a four-story approximately 35,980 square-foot medical office building that was constructed in 1984 and a surface parking lot. The proposed residential congregate living, medical facility will serve 79 residents with on-site assistance with

activities of daily living and on-site assistance with medical care. The new three-level parking structure will replace at-grade parking spaces and will provide parking for the Project and the existing medical office building. Residential congregate living, medical facilities and parking structure are a permitted use in the C2 zone and the project complies with all of the development standards for the C2-I zone. Therefore, the project will not divide an established community. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The existing zoning designation on the Project site is Community Commercial – C2 Height District I and the General Plan designation is Commercial Services. Commercial Services areas within the City are designated areas to offer a range of commercial services, such as personal services, shopping, offices (medical, real estate, etc.) and retail. The proposed use is a permitted use by right by the Zoning Code. Additionally, project complies the Land Use Element of the General Plan the zoning standards in the C2 Height District I Zone. The project complies with the parking chapter provisions, including the number of required parking spaces and dimensions. After improvements, the site will be developed with a total of 180 parking spaces between the existing four-story, 35,980 square-foot, medical office building and the new three-story, 79-bed, residential congregate living, and medical facility. The Glendale Municipal Code (by Table 30.32-A of Chapter 30.32.050) requires medical offices to provide 2.7 spaces per 1,000 sq. ft. where the medical office is on a lot that is located within 500 feet of a lot containing a hospital, and 1 space per 4 beds for residential congregate, medical facilities.

Land Use	Area (sq.ft.)	Parking Ratio Required	Parking Spaces Required	Parking Spaces Provided
Medical Office	35,980	2.7 spaces per 1,000 sq. ft (when located within 500 feet of a lot containing a hospital)	97.146	148
79- Bed, Residential Congregate Living, Medical Facility	35,000	1 space per 4 beds	19.75	32
totals			117	180

Because the use of the proposed use is a permitted by right and the Project complies with Zoning Code development standards, no impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The City’s Open Space and Conservation Element (January 1993) does not identify the Project site and immediate area as being located in an adopted habitat conservation plan or natural community conservation plan area.. As such, implementation of the project would not conflict with the provisions of any adopted conservation plan. No impact would occur.

Mitigation Measures: No mitigation measures are required.

L. MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

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

No Impact. The City's Open Space and Conservation Element (January 1993) does not identify the Project site as within an area containing valuable mineral resources. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

M. NOISE

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

1) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less than Significant Impact with Mitigation Incorporated.

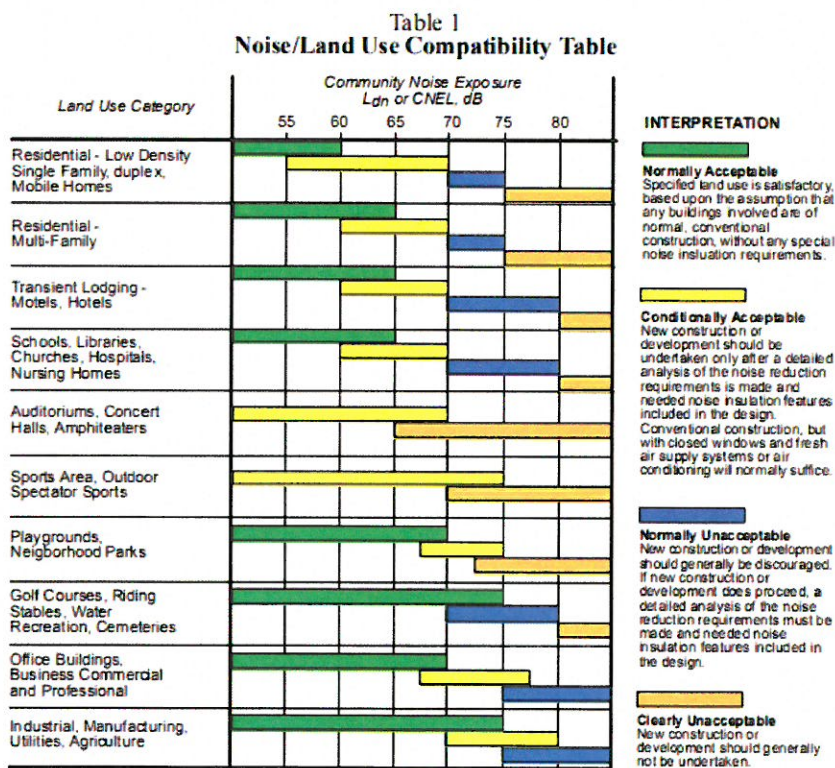
The Project is to construct a new three-story 35,000 square-foot residential congregate living/medical facility with 79-beds, a 32 space semi-subterranean parking garage (below new building), and a new 36,780 square-foot parking garage (one level subterranean and two levels above grade) with 110 spaces on a property located in the C2-I (Community Commercial-Height District I) Zone.

Glendale Municipal Code (GMC)

Pursuant to Section 8.36.040 of the Glendale Municipal Code, the maximum allowable noise level for commercial zoned properties is 65 dBA during day and night time hours, seven days a week. Where the actual ambient is less than the presumed ambient, the actual ambient shall control and any noise in excess of the actual ambient plus 5 dbA, shall be a violation. Where the actual ambient is equal to or more than the presumed ambient, the actual ambient shall control and any noise may not exceed the actual ambient by more than 5 dbA, and in no event may the actual ambient exceed the presumed ambient by more than 5 dbA.

City of Glendale, General Plan – Noise Element

The City of Glendale General Plan Noise Element establishes noise criteria for the various land uses throughout the City. Table 1 “Noise/Land Use Compatibility on page 10 of the Noise Element identifies the acceptable noise levels 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 establishes an interior noise level standard for multifamily and commercial uses of 45 dBA CNEL or less. The interior and exterior noise standards established in the Noise Element are shown in Table 2: Interior and Exterior Noise Standards (below).

**Table 2
City of Glendale Interior and Exterior Noise Standards**

		Noise Standards	
Categories	Land Use Categories	Interior CNEL	Exterior CNEL
Residential	Single-family	45	65
	Multifamily	45	65
	Residential within Mixed Use	45	--
Commercial	Hotel, Motel, Transient Lodging	45	--
Institutional	Hospital, School, Classroom, Church, Library	45	--
Open Space	Park	--	--

Actual Noise Observed

Construction Noise Study (prepared by Meridian Consultants, March, 2019) was prepared to evaluate whether the construction of the proposed Project would comply with the City of Glendale as well as the City of La Cañada Flintridge exterior noise standards because the project is adjacent to the City of La Canada Flintridge. Noise measurement data indicates that traffic noise propagating from Verdugo Boulevard, the SR2 Verdugo off-ramp, and the I-210 freeway interchange are the primary sources of noise impacting the Project site and the surrounding land uses. Table 1, included in Meridian’s study “Ambient Noise Measurements” contains the results of noise monitoring conducted over a 15-minute period.

**Table 1
Ambient Noise Measurements**

Site	Location	Leq	Lmax	Lmin
Site 1	Along La Tour, East of the Project site	62.8	71.0	55.7
Site 2	Along Verdugo Boulevard, west of La Tour	69.9	77.3	55.7
Site 3	Along Verdugo Boulevard, east of La Tour	70.2	79.7	53.3

As shown in Table 1, ambient noise levels range between a low of 62.8 dBA (Site 1) along La Tour Way to a high of 70.2 dBA (Site 3) along Verdugo Boulevard, east of La Tour Way. Because the actual ambient noise level exceed the presumed noise standard (65 dBA), actual ambient noise level is used as the exterior noise standard. Because the actual ambient noise level is in excess of 5 dBA (by 0.2 dBA) above the presumed noise standard, without mitigation the actual ambient noise level at the Project site is considered a violation of the Glendale Municipal Code.

Project Operation Noise

Pursuant to Figure 2 of the Construction Noise Study, common noise levels for an average residence without stereo playing, soft radio music in an apartment and an average office are 30, 40 and 50 dBA, respectively.

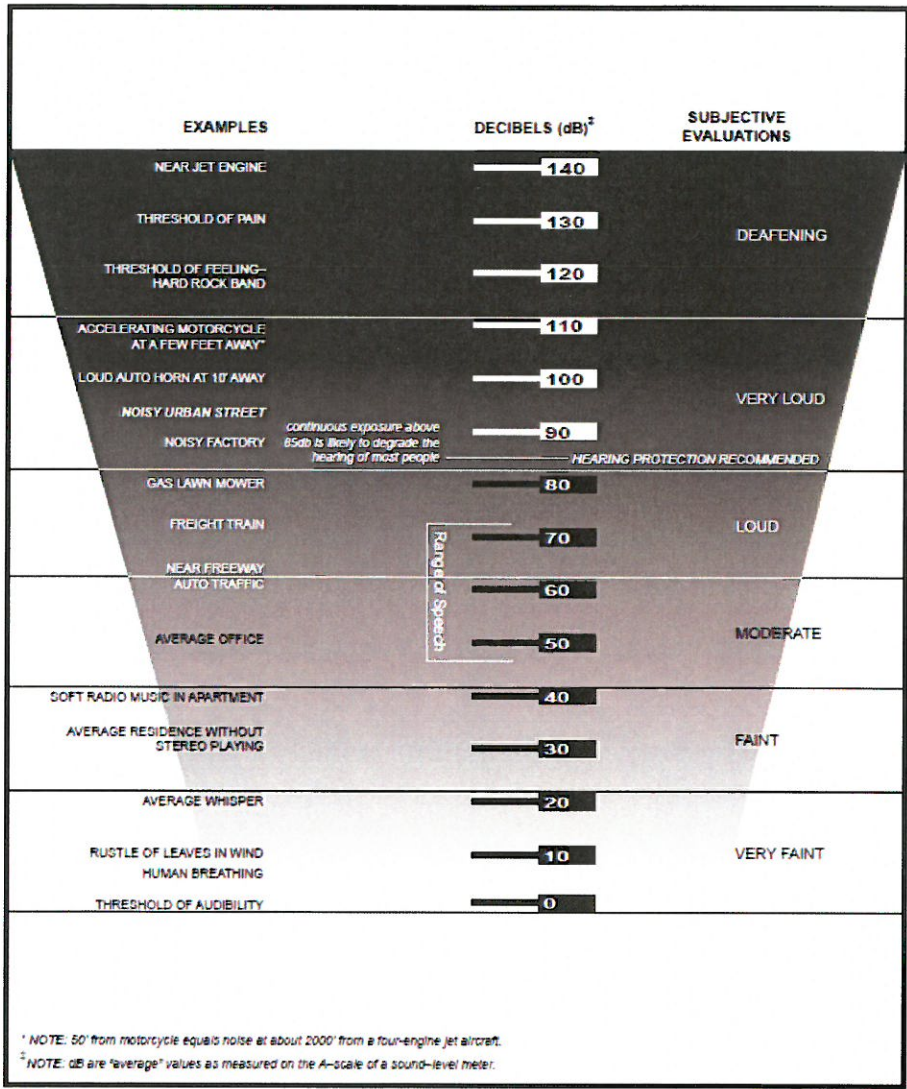


FIGURE 2



Common Noise Levels

245-001-18

Because the noise levels of the Project (based upon common noise levels of similar uses, such as residences and an average office), the residential congregate living/medical facility will not generate noises in excess of established noise standards of the GMC. The noise levels that would be generated by the project are below the actual ambient conditions due to the proximity of the project to major roadways.

Interior Noise

The California Noise Insulation Standards require that interior noise levels from exterior sources be 45 dBA or less in any habitable room of a multi-family residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses) with doors and windows closed. Measurements are based on CNEL or Ldn (the day–night average), whichever is consistent with the noise element of the local general plan. With an exterior noise exposure level of up to 70.2 dBA, interior noise levels could potentially exceed the interior noise standard of 45 dBA Ldn. Consequently, an acoustical analysis would be required prior to the issuance of building permits for the project, to ensure compliance with the California Noise Insulation Standard of 45 dB in any habitable room. Said interior noise study is required to be submitted to the building division for review and approval in conjunction with building permit application review; building permit issuance is contingent upon satisfactory demonstration that interior noise levels would comply with the 45 dBA LDN criterion.

As such, given that the project would comply with all noise requirements, project operation would not expose people to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts for operational noise would be less than significant.

Mitigation Measures: The following mitigation measures would reduce potentially significant impacts associated with construction noise to a less than significant level.

- M-1** The project applicant shall require that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:
- Ensure that construction equipment is properly equipped with optimal muffler systems according to industry standards and in good working condition to reduce construction noise levels by approximately 10 dB or more.
 - Place noise-generating construction equipment and locate construction staging areas at the minimum 75 feet away from sensitive uses, where feasible.
 - Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
 - Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
 - Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
 - Construction hours, allowable workdays, and the phone number of the job superintendent must be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications must be included in the proposed Project construction documents, which must be reviewed by the Tribe prior to issuance of grading permits.
- M-2** Construction activities shall be restricted to comply with the City of La Cañada Flintridge regulations for temporary construction activities and shall only occur between 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 AM to 5:00 PM on Saturdays. Construction on Sundays and holidays are prohibited by the Glendale Municipal Code.

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

Less than Significant Impact. Demolition and construction of the proposed project may result in varying degrees of temporary groundborne vibration and noise, depending on the specific construction equipment used and activities involved. Ground-borne vibration and noise levels associated with various types of construction equipment and activities are summarized in Table 3: Vibration Source Levels for Construction Equipment. Based on the types of construction activities associated with the proposed Project (e.g., site preparation, excavation, building erection) it is expected that maximum ground-borne vibration and noise levels would be associated with the use of large dozers, drilling, or heavy construction trucks. Pile driving will not be an employed method of construction for new parking structure or residential congregate living/medical facility.

**Table 3
Vibration Source Levels for Construction Equipment**

Equipment		PPV at 25 ft, in/sec	Approximate Lv at 25 feet
Pile Driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile Driver (sonic)	Upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall)	Upper range	0.202	94
Hydromill (slurry wall)	typical	0.008	66
	In rock	0.017	75
Hoe ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, (September 2018).

Notes: RMS velocity in decibels; vd8 in 1 micro/sec., PPV = peak particle velocity

Maximum ground-borne vibration and noise levels from operational-related activities (e.g. large dozers and dump trucks) would be less than those discussed previously for construction-related activities. According to the FTA, levels associated with the use of a large dozer and hoe ram are 0.089 in/sec PPV and 87 VdB at 25 feet. Construction trucks are listed as 0.076 in/sec PPV and 86 VdB at 25 feet. Although residential uses located to the east along La Tour Way could experience an increase in vibration levels, these instances are anticipated to be below the acceptable vibration decibel (85 VdB at 25 feet) because the single-family dwellings are approximately 60 feet away. Additionally, the utilization of large and small dozers, caisson drilling, trucks, and jackhammering would occur throughout the Project site and would not be concentrated or confined in any area directly adjacent to the nearest sensitive land uses. Thus, implementation of the proposed Project would not result in the exposure of existing off-site receptors to excessive ground-borne vibration levels.

In regards to ground-borne vibration and noise levels for construction equipment on site, according to Section 8.36.210 of the Glendale Municipal Code, operating or permitting the operation of any device that creates a vibration which is above the vibration perception threshold of 0.01 inch-per-second RMS at orbeyond the property boundary of the source if on private property of at 150 feet from the source if on a public space or public right-of-way shall be a violation. The proposed Project would be constructed using

typical construction techniques. No pile driving for construction will be necessary. Piles would be drilled and cast-in-place. Thus, significant vibration impacts from pile installation would not occur. Heavy construction equipment (e.g. bulldozers, excavators, dump trucks, graders, etc.) would generate a limited amount of ground-borne vibration during construction activities at short distances away from the source. The use of equipment would most likely be limited to a few hours spread over 30 days during demolition/grading activities between Phase I and Phase II (15 days each phase, 30 days total). Post construction on-site activities would be limited to mechanical equipment (e.g. air-handling unit and exhaust fans) that would not generate excessive ground-borne vibration or ground-borne noise.

On-site Operational Noise Sources

In addition to Response M-1, operational noise sources associated with the proposed project would include, but would not be limited to, mechanical equipment (e.g., HVAC units); landscape maintenance equipment; and outdoor activities in the common outdoor areas. HVAC units and other typical stationary equipment for medical offices would be used on the project site, and would generate noise. This equipment would be selected and installed to comply with Section 8.36.050 of the City Noise Ordinance, which requires all such equipment to be operated such that the noise level at the property line would not exceed the ambient noise level by more than 5 dBA. By complying with the City's Noise Ordinance, noise impacts from on-site sources would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

The Project site is in the vicinity of urban uses (hospital, retail stores, low-density residential buildings). Existing noise sensitive land uses in the project vicinity primarily include low-density residential buildings located approximately 60 feet immediately to the east, a hospital (USC Verdugo Hills Hospital) located approximately 900 feet to the south and commercial retail buildings approximately 1,000 feet to the west of the Project site. It is noted that these are conservative distances as they are measured from the exterior project boundary only and not from the future locations of individual buildings within the interior of the Project site.

The northwestern portion of the Project site is used as an at-grade parking lot, and is proposed to be improved with a new three-level parking structure (one level subterranean). The ambient noise level for the new parking structure will be similar to the existing at-grade parking lot because the parking structure's purpose is to serve as parking for the existing four-story medical office building.

The easternmost portion of the Project site is currently vacant without a building; however, is paved with asphalt and serves as at-grade parking for the existing four-story medical office building, as well. In place of the at-grade parking spaces at this location, a new three-story residential congregate living, medical facility proposed. While ambient noise level for a residential congregate living, medical facility will be greater than a parking lot, the permanent increase will not be substantial to the urban setting because the facility will primarily serve as residential for 79 guests with accommodations served by employees similar to a medical office use. Noise producing post-construction on-site activities would include typical traffic noise from vehicles entering and exiting the site, mechanical equipment operation such as for HVAC systems. These operational uses would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. Surrounding the Project Site are State Route 2 (SR2)/Interstate 210 (I-210) freeway interchange to the north and west, USC Verdugo Hills Hospital to the south, single-family residences to the east and across La Tour Way in the City of La Cañada Flintridge, and commercial development in City of La Cañada Flintridge further west beyond the SR2/I-210 interchange.

City of Glendale Municipal Code

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 level 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.

Section 8.36.080 prohibits construction activities from occurring during prohibited hours that have been established in the 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 the 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.

City of La Cañada Flintridge Municipal Code

When technically and economically feasible, temporary construction activity shall be conducted in such a manner that the 1-hour average sound levels at affected properties shall not exceed the dBA levels listed in Table 3: City of La Cañada Flintridge Exterior Noise Standards.

**Table 3
City of La Cañada Flintridge Exterior Noise Standards**

	R-1 Zone Single-family Residential	R-3, RPD Mixed-Use Zones Multifamily Residential	CPD, FCD, Public/Semi-Public, Open Space Zones Commercial
Weekdays 7:00 AM to 6:00 PM	75dBA	80dBA	85 dBA
Saturdays 9:00 AM to 5:00 PM	60 dBA	65dBA	70 dBA

According to the Construction Noise Study by Meridian Consultants (March 2019), Project construction will generate temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. As shown in Table 4: Construction Exterior Noise Levels (below), the construction noise level increase when compared to the ambient noise levels would be approximately 15.7 dBA at the residences adjacent to the east of the Project site along La Tour Way. Construction noise levels would be approximately 3.5 dBA above the exterior noise standard of 75 dBA for single-family residential R-1 Zone in the City of La Cañada Flintridge for the weekdays.

**Table 4
Ambient Noise Measurements**

Receptor	Distance to Project site (feet)	Ambient Noise (dBA)	Predicted Construction Noise (Leq dBA CNEL)	Logarithmic Increase from Ambient (without Compliance) (dBA)	Logarithmic Increase from Ambient (with Compliance) dBA
Single-Family Residential	60	62.8	78.5	+15.7	

Source: FHWA, Road Construction Noise Model.

Note: (—) = no increase from ambient noise.

Refer to Appendix B: Construction Noise Worksheets for output sheets.

The Construction Noise Study recommends noise reduction measures, such as the use of mufflers, shields, sound barriers, and/or noise reduction devices or techniques. These techniques specify that all construction equipment include the use of optimal muffler systems for all equipment which would reduce construction noise levels by approximately 10 dB or more. Limiting 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 no more than one or two pieces of heavy-duty off-road equipment would further reduce construction noise levels by approximately 10 dBA. With these suggested noise reduction measures, construction noise levels

would be reduced by at least 20 dB and construction noise levels would therefore not be considered significant. Additionally, to further reduce temporary noise impacts on the neighboring single-family residences in the City of La Cañada Flintridge, it is recommended that construction be restricted to the hours between 7:00 AM to 6:00 PM on weekdays, and 9:00 AM to 5:00 PM on Saturdays.

Construction traffic would generate noise along access routes to and from the Project area. Construction activities would require the movement of heavy equipment throughout the Project area during respective construction phases and for each specialized construction activity (i.e., grading, building construction, paving, etc.). Construction staging, parking, and equipment storage areas will be on site within the proposed fenced-in yards or within each phasing area. Construction-related trucks would be restricted to designated routes ensuring these vehicles utilize the nearby freeways and major arterials to the maximum extent and minimize use of local roadways. Primary haul routes would utilize Verdugo Boulevard to the SR2 freeway. Off-site construction noise, as detailed in the methodology section, has been forecasted using the FHWA TNM 2.5 and is based on forecasted haul truck activity as well as the delivery of building materials, including concrete to the Project site. The FHWA TNM 2.5 was used to calculate the hourly Leq noise levels generated by construction-related trucks. Noise impacts were determined by comparing the predicted noise level with that of the existing ambient noise levels along the proposed Project's anticipated truck travel routes along Verdugo Boulevard.

The proposed Project is expected to generate a maximum of 33 truck trips per day. Project truck trips would generate noise levels of approximately 57.3 dBA measured at a distance of 25 feet along Verdugo Boulevard. As shown in Table 1 (Response L-1 above), the existing noise levels along Verdugo Boulevard range from 69.9 to 70.2 dBA. Construction traffic noise levels generated by truck trips would increase traffic noise levels along Verdugo Boulevard by up to approximately 0.2 dBA. The noise increase from project associated truck trips would be within the existing ambient noise levels and therefore would be considered less than significant.

Mitigation Measures: The following mitigation measures (also applicable to Noise, Section 1. Herein-above Re: 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) would reduce potentially significant impacts associated with construction noise to a less than significant level.

M-1 The project applicant shall require that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- Ensure that construction equipment is properly equipped with optimal muffler systems according to industry standards and in good working condition to reduce construction noise levels by approximately 10 dB or more.
- Place noise-generating construction equipment and locate construction staging areas at the minimum 75 feet away from sensitive uses, where feasible.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Construction hours, allowable workdays, and the phone number of the job superintendent must be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a

complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications must be included in the proposed Project construction documents, which must be reviewed by the Tribe prior to issuance of grading permits.

M-2 Construction activities shall be restricted to comply with the City of La Cañada Flintridge regulations for temporary construction activities and shall only occur between 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 AM to 5:00 PM on Saturdays. Construction on Sundays and holidays are prohibited by the Glendale Municipal Code.

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

No Impact. The Project site is neither located within an airport land use plan nor is it located within two miles of a public airport or public use airport. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not within the vicinity of a private airstrip. No impact would occur.

Mitigation Measures: No mitigation measures are required.

N. POPULATION AND HOUSING

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

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

Less than Significant Impact. The project would not result in substantial new population growth in the City. The proposed project, at maximum occupancy, will have 79 residents with care needs, which is within the Southern California Association of Governments (SCAG) growth projections for Glendale. The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) adopted by SCAG projected the household population for Glendale will be 214,000 persons by the year 2040. The latest U.S. Census Bureau estimate for the City of Glendale was 203,054 in 2017. As a result, the proposed project would not exceed the growth projections outlined in the 2016 RTP/SCS. Additionally, any indirect growth occurring as a result of the approximately 60 employees (caregivers, doctors, operations, custodians and maintenance persons) working at the residential congregate living and

medical facility. The slight increase in employment opportunities would likely be filled from the existing available regional workforce. While some employees may choose to relocate to the City of Glendale, it would not result in a substantial increase in population or associated need for additional housing. The estimated 60 new employees for the new residential congregate living, medical facility will be working on a daily rotation basis (three shifts per 24 hours) with minimal overlap in time during shift changes. Because the Project is anticipated to add a total of 79 residents and approximately 60 new employees (139 persons total) the population growth associated with the Project would be less than significant.

The Project site is located within an urban area and is currently served by existing circulation and utility infrastructure, no extension of infrastructure is required as part of the proposed project. Additionally, no expansion to the existing service area of a public service provider is required. Therefore, development of the Project site would not induce direct or indirect substantial population growth, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No residential dwelling units currently exist on the Project site. Therefore, no housing or residential populations would be displaced by development of the proposed project, and the construction of replacement housing elsewhere would not be necessary. No impact would occur.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

O. PUBLIC SERVICES

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

1) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts,

in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) **Fire protection?**

Less than Significant Impact. The City of Glendale Fire Department (GFD) provides fire and paramedic services to the Project site. The project will require compliance with the Uniform Fire Code, including installation of fire sprinklers, and to submit plans to the Glendale Fire Department at the time building permits are submitted for approval. Comments received from GFD did not express concern that the project is not expected to significantly increase calls for service or necessitate expansion or construction of a new facility. Less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

b) **Police protection?**

Less than Significant Impact. The Glendale Police Department (GPD) provides police protection services to the Project site. The site is located in an urban, developed area of the City and similar uses exist along Verdugo Boulevard. Comments received from GPD indicate the Project is not expected to significantly increase calls for service or necessitate expansion or construction of a new facility.

Mitigation Measures: No mitigation measures are required.

c) **Schools?**

Less than Significant Impact. Section 65995 of the Government Code provides that school districts can collect a fee on a per-square-foot basis to assist in the construction of or additions to schools. Pursuant to Section 65995, the project applicant is required to pay school impact fees to the Glendale Unified School District based on the current fee schedule prior to the issuance of building permits. Payment of the school impact fees would mitigate any indirect impacts to a less than significant level.

Mitigation Measures: No mitigation measures are required.

d) **Parks?**

Less than Significant Impact. The proposed Project would not involve the development or displacement of a park. The property is zoned for commercial and mixed uses and was not planned for use as a park. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the project applicant will be required to pay the Development Impact Fee to the City based on the current fee schedule prior to the issuance of building permits. Payment of the impact fees is full mitigation of any impacts on parks and libraries and therefore the Project would result in less than significant impact to park facilities.

Mitigation Measures: No mitigation measures are required.

e) **Other public facilities?**

Less Than Significant Impact. The additional occupants and employees at the new residential congregate living, medical facility could increase the demand for library services an incremental amount; however, in accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the project applicant will be required to pay the Development Impact Fee to the City based on the current fee schedule for mixed use developments prior to the issuance of building permits. Payment of the impact fees is full mitigation of any impacts on parks and libraries. The Project would therefore result in less than significant impacts.

Mitigation Measures: No mitigation measures are required.

P. RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

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

Less than Significant Impact. The proposed Project is not expected to generate a substantial increase in demand for existing park or recreational facilities because the population increase is small (79 residents and approximately 60 new employees) and is within the SCAG population projection for Glendale (See Section N.1 above). As discussed in Response O-1d, the project applicant will be required to pay the City's Park and Library Development Impact Fee to provide for park and recreation facilities based on the current fee schedule for commercial and residential development prior to the issuance of building permit. Payment of the City's Development Impact Fees for parks and libraries is full mitigation of any impacts on parks and recreational facilities.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. As discussed above in Response O-1, the project is not anticipated to create a significant demand on parks facilities that would require the construction or expansion at existing public recreational facilities. In addition, the Project does not include or require the construction or expansion of recreational facilities. Therefore, no significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

Q. TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?			X	
6. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

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

Less than Significant Impact with Mitigation Incorporated. The proposed project includes the development of a 79-bed, residential congregate living, medical facility that would increase the number of vehicles using the area streets. A traffic analysis (prepared by Jano Baghdanian & Associates, September 17, 2017) was prepared to evaluate the trip generation for the project. Based upon the estimated project trip generation (trip generation rates are based upon Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition), the project is expected to result in 14 new AM Peak, 23 PM Peak, and 216 Daily Trips. Because the net change in trips generated by the project is less than 50 trips in both the AM and PM peak periods no significant traffic impacts are anticipated. No other separate projects requesting to construct a new residential congregate living, medical facility has been of the approved within area of the traffic analysis, since the date this initial study commenced (March 29, 2018) or at the time this initial study document was re-circulated.

Construction activities for the proposed project would generate additional traffic as a result of employee vehicle trips and construction truck transport of equipment, building and demolition materials, and 14,106 cubic yards of export soil/material. Vehicles used during construction would have the potential to interfere with the general flow of traffic on Verdugo Boulevard, as well as residents' access to La Tour Way. The proposed project would not involve the development of structures that would interfere with any emergency access route; however, construction activities would require multiple trucks to and from the site. The trips associated with the export of 14,106 cubic yards of soil would generate an estimated 882 truckloads, assuming 16 cubic yards per truck total distributed between two phases (Phase II and Phase III). The primary inbound haul route to the Project site would be from the Verdugo exit of the SR2 Freeway, then right onto Verdugo Boulevard, and the route would end at the Project site via the new driveway to be constructed during Phase I. The same route would be used for outbound trucks. As the Project site is located at the northwest corner of Verdugo Boulevard and La Tour Way (residential street), the addition of construction related traffic could result in traffic impacts to local residents.

Portions of Verdugo Boulevard that are east and west of the Project site are located within the boundaries of the City of La Cañada Flintridge. Coordination with the City of La Cañada Flintridge's Public Work Department shall be provided.

Mitigation Measures: The following mitigation measure would reduce potential impacts to a less than significant level.

TR-1 A Construction Traffic Control plan shall be implemented to minimize potential conflicts between construction activity, through traffic and the residential cul-de-sac (La Tour Way). The Construction Control Plan shall identify temporary traffic control measures, which shall include, but not be limited to, designation of a haul route, construction warning methods, the use of traffic control devices, and use of flagmen when heavy-duty vehicles are arriving at or departing the site. Contract specifications shall be included in project construction documents, which shall be reviewed and approved by the City of Glendale prior to issuance of a grading permit.

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

Less than Significant Impact. The Los Angeles County Metropolitan Transportation Authority (MTA) adopted their most recent Congestion Management Program (CMP) in 2010. According to the CMP, only those projects that meet the following criteria require a CMP traffic impact analysis:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

As discussed above in Response Q-1, a traffic analysis (by Jano Baghdanian & Associates, September 17, 2017) was prepared to evaluate the trip generation for the project. Based upon the estimated project trip generation (trip generation rates are based upon Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition), the project is expected to result in 14 new AM Peak, 23 PM Peak, and 216 Daily Trips.

No further analysis of CMP intersections or freeway mainline segments is required per the Los Angeles County CMP guidelines, indicating that the project trip generation falls below the thresholds established in the CMP. Because the net change in trips generated by the project is less than 50 trips in both the AM and PM peak periods less than significant traffic impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The existing vehicular access onto the Project Site via two existing driveways on La Tour Way will remain unchanged. At the completion of Phase I, a new driveway will be constructed to take ingress and egress to the Project Site from Verdugo Boulevard. To avoid any potential of increasing hazards due to the Project's design, the Public Works Department is conditioning the Project to restrict egress to be outbound right-turn movements only Westbound Verdugo Boulevard traffic will be able to make right hand turns onto the Project site via the new driveway. However, during Project construction only, left-turn ingress traffic via eastbound Verdugo Boulevard lanes via a Construction Traffic Control plan and will be prohibited during the Project's operation.. As a result, less than significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant impact. The ingress and egress for the site have been evaluated by the City's Traffic Division and found to be adequate for emergency access or access to nearby uses. Further, the project does not involve the elimination of a through-route or the narrowing of a roadway. While temporary and occasional lane closures may be required during construction, two-way traffic would still be maintained along Verdugo Boulevard, allowing for emergency access, as necessary. As indicated in Section P-1 above, a traffic control plan will be required for the construction phase of the Project. The plan will be reviewed and approved by the City's Engineering Division to ensure that emergency access is not impacted during construction.

As such, implementation of the proposed project would not create new obstructions to emergency access in the Project area. All proposed accesses and drive lanes would be subject to the Fire Department's access standards. The project must also comply with all Building, Fire, and Safety Codes. Project plans would be subject to review and approval by the Public Works Engineering and Traffic Divisions, Community Development Department Building & Safety Division and Fire Department. Upon compliance with City standards for emergency access, impacts would be less than significant. As a result, less than significant impacts to emergency access will occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Per Map 5-2 of the City's Bicycle Transportation Plan (2012), Verdugo Boulevard is identified as a Class II bike lane (striped lane for one-way bicycle travel on a street or highway). The nearest short-term bicycle parking spaces by this map are approximately 0.7 miles west of the Project site and at the intersection of North Verdugo Road and Verdugo Boulevard, and the closest Park-and-Ride lot is approximately 0.2 miles west of the Project site along Verdugo Boulevard underneath the SR-2/I-210 interchange.

The City's Circulation Element identifies as a Community Connector, which collects traffic from local streets and distribute that traffic to the major/minor arterial streets. Typically, these streets also serve light truck traffic to a lesser extent than minor arterials, can serve as transit routes, and can be candidates for bicycle lane or routes. One of the five goals of the Circulation Element is to promote land use which can be supported within the capacity constraints of existing and realistic future infrastructure.

The proposed Project would not conflict with the City's policies to encouraging biking and transit. In fact, the proposed Project may support some of these policies, as it would involve the construction of a bike room within the subterranean garage, which would allow for and encourage office or residential congregate care facility employees to use transit facilities. Specifically, the Metro Bus Lines 90/91 and Glendale Bee Line 3 located approximately 0.7 miles to the west at the intersection of North Verdugo Road and Verdugo Boulevard, and the Los Angeles Department of Transportation's (LADOT) Commuter Express Line 409 located approximately 0.4 miles to the west at the intersection of Hilldale Drive and Verdugo Boulevard. Bicycle parking within the Project would further facilitate use of nearby bicycle and Park-and-Ride facilities. As described above, the proposed project would help support use of alternative transportation modes by situating workers of the Project site within walking distance of transit facilities and near existing bicycle facilities.

By Map 6-1 of the Bicycle Transportation Plan, the stretch of Verdugo Boulevard between the SR-2 freeway and the City of La Cañada Flintridge is not proposed with any future enhancements (e.g. new or improvements to existing bicycle paths, lanes or routes). As a result, the Project will not interfere with any current or anticipated policies, plans, or programs supporting alternative transportation. No impacts will occur.

Mitigation Measures: No mitigation measures are required.

R. TRIBAL CULTURAL RESOURCES

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

- 1) ***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), or Less Than Significant Impact with Mitigation Incorporated.** Written notice was given to the Fernandeno Tataviam of Mission Indians and Soboba Band of Luiseno Indians, as required by AB 52 and codified in Public Resources Code Section 21080.3.1 et seq. Consultation was not requested by either tribe within the 30-days of notice. However, the presence of eligible resources is unknown. Although, the Project site has already been developed and disrupted, construction activities associated with project implementation would have the potential to unearth undocumented resources.

Mitigation Measures: The following mitigation measures would reduce potential impacts to a less than significant level.

R-1 In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Native American Heritage Commission (NAHC) shall be contacted to consult if any such find occurs. The archaeologist shall complete all relevant California State Department of Parks and Recreation (DPR) 523 Series forms to document the find and submit this documentation to the applicant, Lead Agency, and NAHC. If the Native American cultural resource is determined to be significant, as defined by consulting Tribes, a Native American archaeological monitor shall be present for all ground disturbing activities that occur within the proposed project area. The archaeologist and Tribal monitor will have the authority to request ground disturbing activities cease within the immediate area of a discovery to assess potential finds.

- 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 With Mitigation Incorporated. Notice was given to the Tribal Cultural Resource, as required by AB52 and codified in Public Resource Code Section 21080.3.1 et seq. The Project site and surrounding area have been commercially and residentially developed for a number of years. Features and objects of cultural value, which may have existed at one time (on or beneath the site), have likely been previously disturbed. No known burial sites exist within the vicinity of the Project site or surrounding area. Impacts would be potentially significant if human remains were to be encountered during excavation and grading activities. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as a consultant on how to proceed with the remains (i.e. avoid removal or reburial). Mitigation measures have been added to the project (See Section in E-4 and R-1i above) to the project that would reduce impacts to less than significant.

Mitigation Measures: Implementation of mitigation measures CR-1 and R-1 would ensure that no significant impacts would occur.

S. UTILITIES AND SERVICE SYSTEMS

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

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

No Impact. Under Section 401 of the CWA (Clean Water Act), the RWQCB (Regional Water Quality Control Boards) issues NPDES (National Pollutant Discharge Elimination System) 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 one acre requires a NPDES Permit; this project is under an acre. 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. Prior to the issuance of building permits, the project applicant would be required to satisfy the requirements related to the payment of fees and/or the provisions of adequate wastewater facilities. The proposed project would comply with the RWQCB-established waste discharge prohibitions and water quality objectives, which will be incorporated into the proposed project as a project design feature. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No new sources of water supply, such as groundwater, are required to meet the proposed project's water demand. Water serving the proposed project would be treated by existing extraction and treatment facilities, and no new facilities, or expansion of existing facilities, would be required. Therefore, no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Runoff from the Project site would be conveyed via streets and gutters to storm drain locations around the Project site. The proposed project slight increase in runoff would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it affect the capacity of the existing storm drain system. Therefore, no significant impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. 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 result in an increase in demand for operational uses, including landscape irrigation, maintenance and other activities on the site. Based on a generation factor of 75 gpd/bed/day, the 79-bed, residential congregate living, medical facility, project would result in a demand of approximately 5,925 gallons per day that equates to 6.64 acre feet per year (afy) of water (based on Sewage Generation Factors for Residential and Commercial Categories, L.A. CEQA Thresholds Guide).

The total water demand in 2020 in the City of Glendale is expected to be 28,182 afy with a total available supply of 39,540 afy, resulting in a surplus of 11,358 afy for that year. The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. 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 6.64 afy generated by the proposed project, ample supply exists to meet remaining City demand under normal conditions.

The Project must comply with the provisions of Glendale's Mandatory Water Conservation Ordinance, as well as the 2016 California Green Building Standards (CALGreen) of the Glendale Green Building Code and the water conserving fixture and fittings requirements per the current California Plumbing Code. All new buildings must utilize higher efficiency plumbing fixtures (low-flush toilets, low-flow showerheads and faucets) and automatic irrigation system controllers based on water or soil moisture, and demonstrate an indoor net reduction in the consumption of potable water.

Normal Weather Conditions

The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. As indicated above, a surplus exists that provides a buffer of approximately 11,358 afy of water. 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 addition of 6.64 afy of demand generated by the proposed project, there is ample supply to meet remaining City demand under normal conditions.

Dry Weather Conditions

Water supplies from the San Fernando and Verdugo Basins and recycled water would potentially be affected by drought conditions. If there is a shortage in water supply from the Metropolitan Water District

of Southern California (MWD), the City of Glendale's distribution system could be affected. However, MWD's completion of the Diamond Valley Reservoir near Hemet added to the reliability of MWD's supplies. This reservoir plus other MWD storage/banking operations increases the reliability of MWD to meet demands. MWD is also proposing contracts with its member agencies to supply water, including supply during drought conditions. These contracts would define the MWD's obligation to provide "firm" water supply to the City.

It is anticipated that during any 3-year drought, the City would have sufficient water supply to meet demand. According to the 2015 Urban Water Management Plan, the City would use less MWD water supplies in the future compared to its current use because of implemented water conservation efforts (such as, City Best Management Practices, Water-Efficient Landscape Programs and Water-Efficient Indoor Programs). With the City's reduction of dependency on imported water from MWD, GWP has a higher level of reliability in meeting water demands during drought conditions.

Even with the implementation of the proposed project, the GWP would continue to have adequate supply to meet citywide demand under drought conditions. Even with the addition of 6.64 afy of demand generated by the proposed project, there is sufficient supply to meet City demand under drought conditions.

As indicated above, the City would continue to have adequate supply to meet citywide demand under normal and drought conditions with the proposed project. As a result, long-term impacts to water supply during operation of the proposed project under both normal and drought conditions would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Sewage from the Project site goes to the Hyperion Treatment Plant (HTP), which the City of Glendale has access to through the Amalgamated Agreement. The HTP has a dry-weather design capacity of 450 million gpd and is currently operating below that capacity, at 362 million gpd. As a result, adequate capacity exists to treat the proposed project-generated effluent. Therefore, the proposed project would not require the expansion or construction of sewage treatment facilities. No impact would result with regard to impacts to the available sewage treatment capacity.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Implementation of the proposed project would result in an increase in development on site. According to CalRecycle (Estimated Solid Waste Generation Rates for Institutional Sector Generation Rates), the proposed project would generate approximately 72.09 tons (nursing/retirement home at 5 lb./person/day) of solid waste per year.

Solid waste generated on the Project site could be deposited at the Scholl Canyon Landfill (owned by the City of Glendale) or at one of the landfills located within the County of Los Angeles. The annual disposal rate at the Scholl Canyon facility is approximately 200,000 tons per year. Combined with the increase of approximately 72.09 tons per year in solid waste generated by the proposed project, the annual disposal amount would increase to approximately 200,072 tons per year. With a total annual disposal amount of 200,072 tons and a remaining capacity of 3.6 million tons, the Scholl Canyon facility would meet the needs of the City and the proposed project for approximately 18 years. Because the proposed project

would be required to implement a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill, the amount of solid waste generated would likely be less than the amount estimated. As a result, no significant impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

T. WILDFIRE

If located in or near state responsibility area or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?				X
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel, breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

1) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, pursuant to Public Resources Code §§ 4201-4204 and Government Code §§ 51175-51189. These areas are referred to as Fire Hazard Severity Zones (FHSZs) and are identified for areas where the state has financial responsibility for wildland fire protection (i.e., state responsibility areas, or SRAs), and areas where local governments have financial responsibility for wildland fire protection (i.e., local responsibility areas, or LRAs).

There are three FHSZ mapped for SRAs (moderate, high, and very high), while only lands zoned as very high are identified in LRAs (CAL FIRE 2007). The Project site is not located within a LRA and is not located near a SRA or a very high FHSZ. As a result, no impact would occur related to wildfire hazards, including emergency response/evacuation, pollutants and uncontrolled wildfire spread, associated infrastructure, or post-fire effects.

Mitigation Measures: No mitigation measures are required.

- 2) ***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?***

No Impact. As indicated in Response T-1 above, Project site is not located within a LRA and is not located near a SRA or a very high FHSZ. No impacts would occur related to wildfire hazards due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire

Mitigation Measures: No mitigation measures are required.

- 3) ***Require the installation or maintenance of associated infrastructure (such as roads, fuel, breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. As indicated in Response T-1 above, Project site is not located within a LRA and is not located near a SRA or a very high FHSZ. No impacts would occur related to the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Mitigation Measures: No mitigation measures are required.

- 4) ***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. As indicated in Response T-1 above, Project site is not located within a LRA and is not located near a SRA or a very high FHSZ. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

U. MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

- 1) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below***

self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. The Project site is a currently developed and located within an urbanized area along Verdugo Boulevard. No biological species or habitat for biological species exists on site or within the project vicinity. In addition, 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. Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of the environment. No impacts would occur.

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

Less than Significant Impact.

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. Approximately one mile southeast of the project, are separate proposals to construct a new three-story mixed use project (14 residential units and 2,762 square-feet of retail/office) located at 3506-3514 North Verdugo Road and modifications (701 square-foot second story addition and new 450 square-foot two-car garage) to a single-family residence located 3431 Sierra Glen Road. As a result, the incremental effect of the new residential congregate living/medical facility and parking structure is not cumulatively considerable because the Project is not connected with any past, current or foreseeable future project within immediate area or on the subject property. All environmental issues considered in this Initial Study were found to have either no impact, a less than significant impact or less than significant impact with mitigation incorporated. As discussed in Section G (Greenhouse Gas Emissions), the project would not exceed State or regional thresholds for the emission of criteria air pollutants or greenhouse gases. With implementation of mitigation measures for impacts associated with air quality, cultural resources, noise, and traffic, impacts would be reduced to a less than significant level. With regard to cumulative effects for the issues of agricultural, biological, and mineral resources, the Project site is located in an urbanized area and therefore, other developments occurring in the area of the project would largely occur on previously disturbed land and are not anticipated to have an impact. Thus, no cumulative impact to these resources would occur. Impacts related to hazards and hazardous materials are generally confined to a specific site and do not affect off-site areas.

Therefore, the proposed project would have no cumulatively considerable effects, and as such, cumulative impacts would not occur.

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

Less than Significant Impact. As detailed throughout this Initial Study, the proposed project does not exceed any significance thresholds or result in significant impacts in the environmental categories typically associated with indirect or direct effects to human beings, such as aesthetics, agriculture, biological resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials,

hydrology/water quality, land use, mineral resources, population/housing, public services, recreation, transportation utilities/service systems, or wildfire.

As mentioned in Response C-4 regarding air quality, sensitive receptors located near the Project site include single-family dwellings located immediately east across La Tour Way. Although project-related construction emissions were found to be less than significant impacts by CalEEMOD model report, due to the identified sensitive receptors to the east of the Project site, mitigation measures AQ-1, AQ-2 and AQ -3 are recommended to further reduce the short-term air quality impacts during construction.

As described in Response M-4 regarding noise, mitigation measures M-1 is recommended to implement construction best management practices to reduce construction noise levels and mitigate potential noise impacts to the single-family residences located across La Tour Way to less than significant levels. Additionally mitigation measure M-2, will require construction activities to comply with the City of La Cañada Flintridge regulations for temporary construction activities and shall only occur between 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 AM to 5:00 PM on Saturdays to further reduce potential construction related noise impacts to less than significant levels.

As mentioned in Response P-1, the Project will increase the number of vehicles using the area streets. However, based upon the traffic analysis, net change in trips generated by the project is less than 50 trips in both the AM and PM peak periods and no significant traffic impacts are anticipated. The duration for construction will be approximately 15 months and will be temporary.

As discussed in Response N-1d, the project applicant will be required to pay the City's Park and Library Development Impact Fee to provide for park and recreation facilities based on the current fee schedule prior to the issuance of building permit. Last, the overall number of employment opportunities resulting from this development (approximately 60 new employees) will not lead to a significant number of new workers moving to the area. Therefore, the Project is not considered growth inducing and will not directly or indirectly lead to increased population that would generate additional calls for fire, paramedic or police services.

Development of the proposed Project would not create direct and indirect adverse effects on humans. Less than significant impact would occur.

13. Earlier Analyses

None.

14. Project References Used to Prepare Initial Study Checklist

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

1. The City of Glendale's *General Plan*, "Open Space and Conservation Element," as amended.
2. The City of Glendale's *General Plan*, "Noise Element," as amended
3. California Department of Conservation, *Farmland Mapping and Monitoring Program*, Los Angeles County Important Farmland 2010 (September 2011).
4. South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 2005).
5. City of Glendale, *General Plan*, "Safety Element" (2003).

6. California Governor's Office of Planning and Research, State of California General Plan Guidelines (2017).
7. City of Glendale Municipal Code, as amended.
8. 1809 Verdugo Boulevard Assisted Living Project Traffic Analysis Memorandum (prepared by Jano Baghdanian & Associates, September 17, 2017)
9. California Emissions Estimator Module (CalEEMod version 2016.3.2) Report.
10. FHWA, Special Report – Measurement, Prediction, and Mitigation, updated June 2018, accessed December 2018,
https://www.fhwa.dot.gov/Environment/noise/construction_noise/special_report/hcn04.cfm
11. City of Glendale, Greener Glendale Plan for Community Activities (March 27, 2012).
12. Construction Noise Study (prepared by Meridian Consultants, March 2019)
13. City of Glendale, Fire Prevention Project Comment Memo (March 19, 2019).
14. City of Glendale, Police Department Project Comment E-mail (February 11, 2019).
15. Los Angeles County Metropolitan Transportation Authority, Congestion Management Program (2010)
16. City of Glendale, Bicycle Transportation Plan (September 2012)