



**PROPOSED  
MITIGATED NEGATIVE DECLARATION**  
Glendale Citywide Pedestrian Plan

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.

<b>Project Title/Common Name:</b>	Glendale Citywide Pedestrian Plan		
<b>Project Location:</b>	City of Glendale - Citywide, Los Angeles County		
<b>Project Description:</b>	The Glendale Citywide Pedestrian Plan (“Plan”) is a long-term plan for Glendale with near term steps for action. The Plan will establish a comprehensive, centralized, and coordinated approach to improving pedestrian infrastructure, safety, and demand in Glendale. The Plan will make Glendale a safer, more pleasant, and more convenient place for walking. (See page 6 for a more detailed project description).		
<b>Project Type:</b>	<input type="checkbox"/>	Private Project	<input checked="" type="checkbox"/> Public Project
<b>Project Applicant:</b>	City of Glendale, Community Development Department 633 E. Broadway, Room 103 Glendale, CA 91206		
<b>Findings:</b>	The Director of the Community Development, on <b>October 30, 2020</b> , 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 as mitigated and instructed that a Mitigated Negative Declaration be prepared.		
<b>Mitigation Measures:</b>	See attached Mitigation Monitoring and Reporting Program (MMRP)		
<b>Attachments:</b>	MMRP; Initial Study Checklist		
<b>Contact Person:</b>	Erik Krause, Deputy Director of Community Development City of Glendale, Community Development Department 633 East Broadway Room 103 Glendale, CA 91206-4386 Tel: (818) 548-8156; Fax: (818) 240-0392		

## MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

The following mitigation measure shall apply to the Glendale Citywide Pedestrian Plan to reduce identified impacts to less than significant levels.

### TRANSPORTATION

**TRANS-1** Prior to implementation of the pedestrian projects involving the elimination or removal of vehicle travel lanes, the City shall prepare a Vehicle Miles Travelled (VMT) analysis, and as applicable a level of service (LOS) and queuing analysis of the affected intersection to determine whether the project would cause a significant impact per the City's LOS thresholds, or would result in queuing that could affect traffic operations at adjacent intersections.

If the proposed improvements shown in the Plan would result in a significant impact to VMT or LOS, as applicable, or operation of an intersection, the City shall pursue one of the two following outcomes for each affected intersection: 1) the project shall be modified to lessen the impact of the pedestrian improvements to below the City's VMT or LOS threshold, as applicable, for the existing condition OR; 2) the City shall make findings, that significant beneficial pedestrian impacts and/or other beneficial impacts would reduce the adverse VMT or as applicable, LOS/intersection operation impact to a less-than-significant level.

**Timing:** Prior to implementation of the pedestrian projects involving the elimination or removal of vehicle travel lanes.

**Responsibility:** Director of Community Development; Director of Public Works

**TRANS-2** The City shall ensure that bulb outs would not extend beyond the parking lane into the through lanes of the roadway to the degree that they would eliminate through travel lanes or narrow travel lanes below minimum widths as described in the City's Circulation Element. If the City determines that removing or narrowing through travel lanes is necessary to accommodate pedestrian movements or improve safety, then a VMT analysis and as applicable, a level of service (LOS) and queuing analysis shall be prepared to determine whether the project would cause a significant impact per the City's VMT and, as applicable, LOS thresholds, or would result in queuing that could affect traffic operations at adjacent intersections.

If the proposed bulb out improvements would result in a significant impact to VMT, LOS or result in queuing that could affect traffic operations at adjacent intersections, the City shall pursue one of the two following outcomes for each affected bulb out: 1) the design of the bulb out shall be modified to reduce the impact below the City's VMT or LOS threshold OR; 2) the City shall make findings, that significant beneficial pedestrian impacts and/or other beneficial impacts would reduce the adverse VMT or LOS/intersection operation impact to a less-than-significant level.

**Timing:** Prior to implementation of the pedestrian projects involving bulb outs.

**Responsibility:** Director of Community Development; Director of Public Works



## INITIAL STUDY CHECKLIST

Glendale Citywide Pedestrian Plan

<b>1. Project Title:</b>	Glendale Citywide Pedestrian Plan
<b>2. Lead Agency Name and Address:</b>	City of Glendale, Community Development Department 633 East Broadway, Room 103 Glendale, CA 91206
<b>3. Contact Person and Phone Number:</b>	Erik Krause, Deputy Director of Community Development Tel: (818) 937-8156 Fax: (818) 240-0392
<b>4. Project Location:</b>	City of Glendale - Citywide, Los Angeles County
<b>5. Project Sponsor's Name and Address:</b>	City of Glendale, Community Development Department 633 East Broadway, Room 103 Glendale, CA 91206
<b>6. General Plan Designation:</b>	N/A
<b>7. Zoning:</b>	N/A
<b>8. Project Description:</b>	The Glendale Citywide Pedestrian Plan ("Plan") is a long-term plan for Glendale with near term steps for action. The Plan will establish a comprehensive, centralized, and coordinated approach to improving pedestrian infrastructure, safety, and demand in Glendale. The Plan will make Glendale a safer, more pleasant, and more convenient place for walking. (See page 6 for a more detailed project description).
<b>9. Surrounding Land Uses and Setting:</b>	The project includes the entire City of Glendale and as such the surrounding uses vary depending on location.
<b>10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</b>	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:

10/30/2020  
 \_\_\_\_\_  
 Date:

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

  
 \_\_\_\_\_  
 Director of Community Development:

10/30/2020  
 \_\_\_\_\_  
 Date:

## BACKGROUND

Glendale has been striving to improve the safety and quality of active transportation for many years. Past and current efforts to improve pedestrian safety have been limited to standalone projects with one-time funding sources, directly managed by various City departments that had secured those resources. However, these efforts have not historically been part of a coordinated, centralized effort. A multi-modal and comprehensive approach that addresses components of a complete system, including infrastructure, education, community outreach, and evaluation of policy and infrastructure improvements, will ensure greater success in achieving the City's safety goals.

On September 15, 2015 City Council authorized staff to hire consultants to develop the Citywide Safety Education Initiative, Citywide Pedestrian Plan, and Safe Routes to School Program. In addition to organizing existing City policies into one cohesive document, the effort included a broad array of tasks including the following:

- Creating a coordinated and targeted safety education strategy focused on pedestrian and bicyclist safety, thus consolidating individual efforts formerly carried out by the Glendale Police Department, the Community Development Department, the Public Works Department and community groups such as Walk/Bike Glendale;
- Implementing safety education programs, including workshops with City stakeholder groups, targeted outreach to groups most impacted by accidents, certification training for constituents interested in becoming bicycle and pedestrian safety instructors and an evaluation of all program components;
- Creating, promoting, and organizing community events that advocate for pedestrian and bicycle safety, as well as events that encourage walking and bicycling;
- Launching a coordinated multimedia safety awareness campaign directed at population groups disproportionately affected by pedestrian & bicycle collisions, in particular senior citizens and children;
- Creating an outreach strategy that includes coordination with any ongoing City education and safety programs featuring public service announcements, bus and other print advertising, multilingual literature directed at target audiences, social media education campaigns via multiple platforms, and the creation of a website developed specifically for the effort;
- Creating a comprehensive action plan to guarantee the sustainability of the program with an embedded annual evaluation of the program;
- Teaching children and adults about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools;
- Using events and activities to promote walking and bicycling, including Walk to School Days, Walking Wednesdays, Voluntary Walking School Buses;
- Partnering with the Glendale Police Department to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speed limits, yielding to pedestrians at crossings, proper walking and bicycling behaviors) and initiating community enforcement such as crossing guard programs or pedestrian right of way/speed compliance operations;
- Monitoring and documenting outcomes and trends through the collection of data, including the project's implementation;
- Identifying viable bicycle and pedestrian corridors that link to the City's existing mobility policy and plan structure, including the Safe & Healthy Streets Plan and Bicycle Transportation Plan;
- Assessing intersections with high pedestrian/bicycle accident rates, and identifying intersections with high pedestrian and bicycle volumes;
- Targeting improvements at specific intersections; and

- Incorporating policy and infrastructure recommendations based on field work assessments, best practices in active transportation and feedback received from the community.

The development of these plans consolidated existing City and community safety programs into a single effort that emphasizes and implements the four E's (Education, Encouragement, Enforcement, and Evaluation). The plans focus on dramatically improving pedestrian safety in Glendale through a continuing education program that teaches residents the proper rules of the road for every transportation mode; creating and promoting events that promote safe walking and bicycling; launching an awareness campaign through a variety of media sources; and funding additional staff time to manage this effort. The effort also includes direct coordination of upcoming City policy efforts and infrastructure improvements.

## PROJECT DESCRIPTION

The Citywide Pedestrian Plan ("Plan") is an initiative to make Glendale a safe, pleasant, and convenient place to walk—whether for work, school, shopping, or just for fun.

Taking Steps is the second of two parts of the Plan. The first part—Taking Stock—explored existing conditions facing pedestrians in Glendale, analyzed walking data and trends, and outlined best practices from other cities. Taking Steps builds on that work to provide a blueprint for making it easier and safer to walk in Glendale over the coming years. The Plan includes eight chapters, which identify the projects, programs, and policy changes needed to make Glendale an even better and safer place to walk:

**Chapter 1: Why a Citywide Pedestrian Plan** sets the stage for the Taking Steps report. It outlines the importance of walking; the "good and bad" of walking in Glendale today; the need for pedestrian investments; and the plan's vision and goals.

**Chapter 2: What We've Heard** summarizes the feedback we received throughout the development of the Plan. This includes community outreach efforts, input from the Pedestrian Safety Advisory Committee (PSAC), and findings from the walk audits, during which community members helped assess walking conditions on select streets.

**Chapter 3: Setting Priorities** establishes priority areas for pedestrian investments in Glendale, based on safety, equity, and pedestrian demand.

**Chapter 4: Identifying Projects** outlines specific pedestrian projects for implementation, arranged in five categories: (1) safety corridors; (2) first- and last-mile transit access; (3) grant-ready projects; (4) filling gaps in pedestrian infrastructure; and (5) other projects, including safe routes to school, PSAC-identified projects, and other city priorities.

**Chapter 5: Building Programs and Setting Policies** lays out the programs, policies, and procedures that—alongside infrastructure—will play a critical role in setting the direction for walking-related education, encouragement, and enforcement in Glendale.

**Chapter 6: Moving to Action** outlines implementation steps, including a timeline and cost to implement the Plan. This includes both short- and long-term action plans, as well as funding sources.

**Chapter 7: Measuring Success** identifies the performance indicators that allow us to measure our progress over time toward meeting the goals of this plan.

**Chapter 8: Taking Steps** is a call to action from the Pedestrian Safety Advisory Committee to make Glendale a more walkable city.

## Vision and Goals of Citywide Pedestrian Safety Plan

### Vision

Glendale will be a great place to walk, leading to a community that is safer, healthier, more sustainable, and economically vibrant.

### Goals

#### *Goal 1: Make Walking Safer*

- Reduce the number of crashes and eliminate traffic-related injuries and fatalities

- Use an integrated and multi-pronged approach to reduce vehicle speeds and save lives
- Protect vulnerable populations and account for pedestrian needs first in planning and design
- Institute a culture of safety to get more people walking for more trips
- Teach and reinforce safe driving and walking behavior, including techniques to prevent distracted driving

*Goal 2: Create Connected and Complete Communities*

- Make connections to the places people need to and want to go
- Provide seamless connections to transit and ensure access to community assets
- Enhance streetscapes to create vibrant public spaces with wide sidewalks, active frontages, and pedestrian amenities
- Make walking more pleasant by extending trees and landscaping into the street network

*Goal 3: Build Walkable Places for All*

- Prioritize improvements in pedestrian priority areas to meet mobility and safety needs
- Make investments that improve health and promote equity
- Serve people of all ages and abilities
- Make walking a part of everyday life in Glendale

*Goal 4: Organize for Implementation*

- Maximize impact within existing capital investments and pursue new funding sources
- Pursue opportunities for low-cost, interim solutions as well as creative maintenance solutions
- Communicate, coordinate, and integrate activities across city departments
- Maintain high-quality pedestrian infrastructure citywide
- Report on progress annually

Chapter 6 integrates the Plan's prioritization strategy and project types into phased project lists. These project lists outline Glendale's first implementation steps. From near-term, low-cost projects such as pavement and crosswalk markings, to more intensive projects over a five- to ten-year horizon, this section provides a focused approach for Glendale's first 25 years of pedestrian investments.

As detailed in Chapter 4, the Plan identifies a range of project types based on the plan's vision and goals, including safety projects, first and last mile connections to transit, and Safe Routes to School (SRTS). These project types reflect plan goals. Additionally, pedestrian improvements identified through complementary planning processes such as Metro's Active Transportation Strategic Plan, State of Good Repair, Metro's First Last Mile Strategic Plan, or City of Glendale corridor studies were also integrated into the plan's prioritized project lists. These lists provide walking improvements in Glendale, identified to help meet the Plan's vision and goals.

The first phase of this action plan describes projects that should be commenced in the first five years of implementation, in any order. The medium- and long-term project lists will help direct resources, project implementation, and grant application submittals. The plan's phases are defined in accordance with the anticipated costs to complete the work.

*Phased Implementation*

Some areas of the city will need more investment than others to become great places to walk. However, even the most complex, costly, or controversial projects can start with modest, incremental improvements. In most cases, it is not necessary to implement all elements of a pedestrian project at a single point in time. The level of design, outreach, and costs for improvements at a particular location can be substantial. However, that should not be a barrier to beginning implementation.

For example, the Plan's safety corridor projects identify solutions at a variety of locations along a given corridor, and they do not all need to be done at once to improve pedestrian safety. Some project elements will require an additional design phase (e.g., lane reconfiguration or adding protected bike lanes). Other project elements, such as changes to signal timing for leading pedestrian internals (or "pedestrian head starts"), high visibility crosswalks, and curb extensions, can be implemented more

quickly as resources allow. Painting crosswalk markings or testing a proposed design with low-cost materials can build support for and refine a project before the city decides to make it permanent.

Figure 6-2 on page 6-2 of the Plan outlines immediate steps the city can take on some of the plan's highest priority projects, which include the types of "quick implementation" project elements described on pages 6-2 through 6-6 of the Plan. This immediate implementation list is provided to ensure that project design and construction proceeds as quickly as possible, recognizing that full project funding for many safety corridor projects will not be immediately available.

### Project Action Plans

The near-, medium-, and long-term action plans to advance pedestrian projects in Glendale are presented on the pages 6-7 through 6-20 of the Plan. Each project includes specific improvements, the source of the project or reason it is needed, other considerations (for planning and implementation), and project costs (when available). Maps corresponding to the three phases (Figure 6-9 through Figure 6-11 of the Plan) precede tables with more detailed information (Figure 6-12 through Figure 6-14 of the Plan). Schematics for the safety corridor projects can be found in Chapter 4, and a more detailed project list is available in Appendix A of the Plan.

### Pedestrian Safety Corridors – Chapter 4 of Plan

Improvements in the Citywide Pedestrian Safety Plan are located along 16 corridors (Note: Draft Plan skipped a number when listing corridors, went from 9 to 11 jumping 10) throughout Glendale that included the following:

1. Broadway, Jackson St. to Cedar St.
2. Pacific Ave., California Ave. to Ivy St.
3. Glendale Ave., Maple St. to Cypress St;
4. Glendale Ave, Doran St to Broadway;
5. Colorado St., Brand Blvd. to Kenwood St.;
6. Colorado St., Adams St. to Lincoln Ave.;
7. Wilson Ave., Central Ave. to Adams St.;
8. Glenoaks Blvd., Linden Ave. to Sonora Ave.;
9. San Fernando Rd., Raymond Ave. to Davis Ave.;
11. San Fernando Rd., Garfield Ave., to Los Feliz Rd.;
12. Brand Blvd., Doran St. to Colorado St.;
13. Brand Blvd., Maple St. to Garfield St.;
14. Pacific Ave., Stocker St. to Burchett St.;
15. Central Ave., Glenoaks Blvd. to Wilson Ave.;
16. Doran St., Central Ave. to Glendale Ave.; and
17. La Crescenta Ave., Montrose Ave. to Honolulu Ave.



**FIGURE 1 – PROJECT CORRIDOR LOCATION MAP**

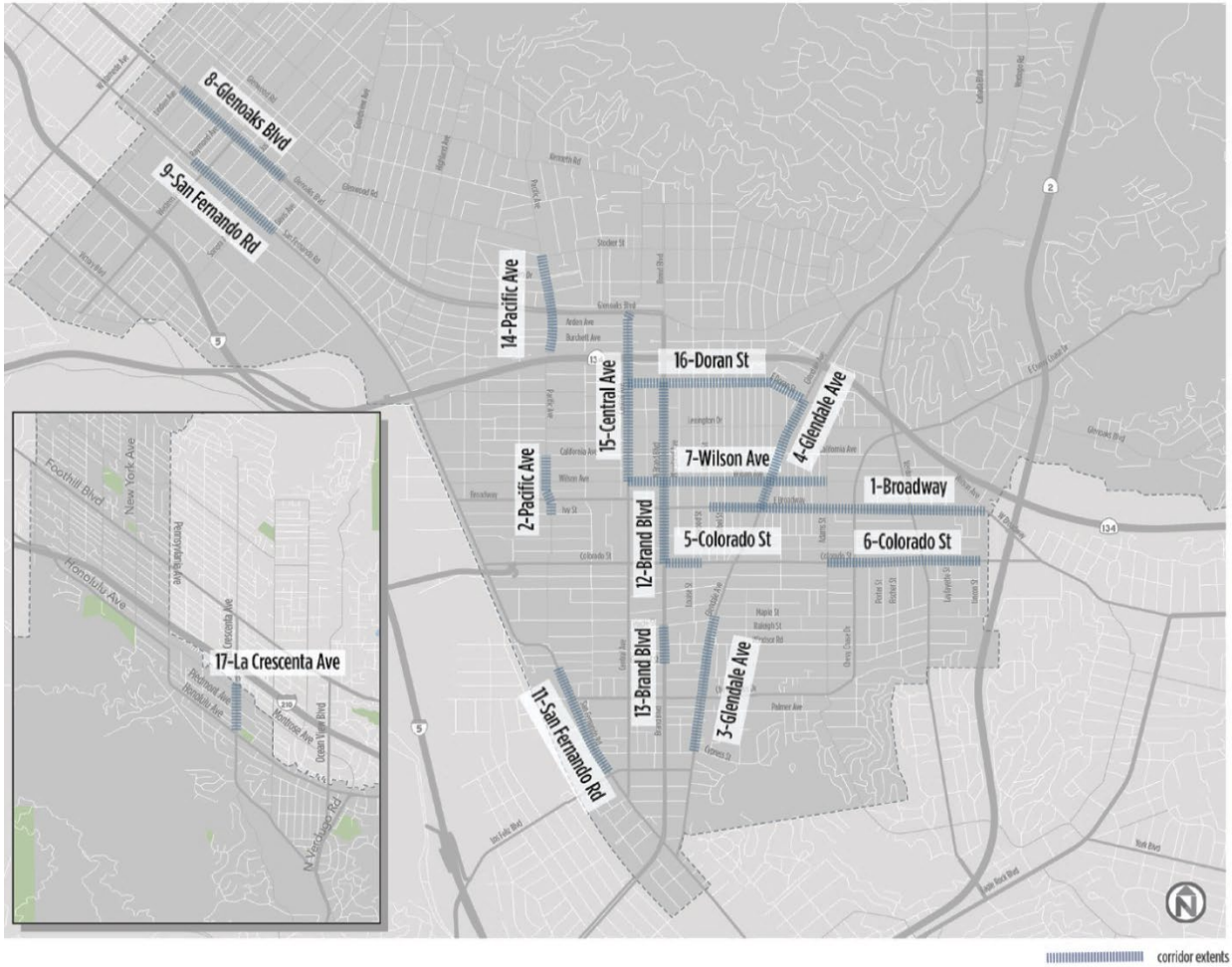


Table 1 below includes a description of each individual improvement proposed along each corridor. Figures 2-19 on the following pages illustrate the location of the proposed improvements on each of the 16 corridors as described in Table 1 below.

**TABLE 1**

Project Location	Proposed Improvement	Figure #
1. Broadway, Jackson St to Wilson Ave	*G1. Proposed 4 lane to 2 lane road rechannelization maintaining left turn lanes at intersections  G2. Add buffed bike lanes; continue non-buffered bike lanes at transition through intersection approach	Figure 2
2. Pacific Ave, California Ave to Ivy St	G1. Evaluate additional arterial traffic calming measures along Pacific Ave  **1. Add zebra crosswalks at all approaches  2. Optional: Remove left-turn pockets from California Ave and add curb extensions  3. Add zebra crosswalks at all approaches	Figure 3

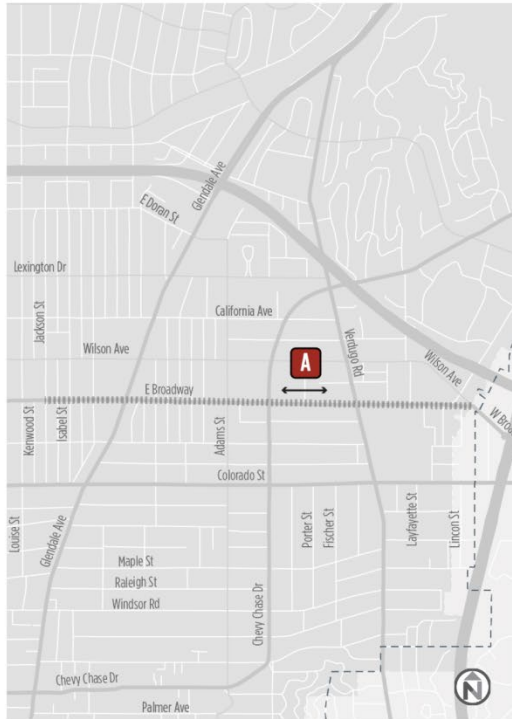
	4. Add pedestrian head start to all crossings and consider curb extensions	
3. Glendale Ave, Maple St to Cypress St	<p>G1. Upgrade zebra crossing at Raleigh St median refuge island</p> <p>G2. Add curb extension across S Glendale at Windsor</p> <p>G3. Upgrade zebra crossing at Garfield to median refuge island; move to north leg to maintain left turns</p> <p>G4. Add curb extensions across S Glendale Ave at Chevy Chase Dr or consider rechannelization</p> <p>1. Upgrade marked ladder crosswalk to median refuge island</p> <p>2. Extend concrete island to restrict left turning movements</p> <p>3. Upgrade marked ladder crossing at Palmer Ave to median refuge island</p> <p>4. Move crossing to north leg to maintain northbound left turn lane</p>	Figure 4
4. Glendale Ave, Doran St to Broadway	<p>G1. Remove left-turn pockets from cross streets at signalized intersections (Doran St, California Ave, Wilson Ave)</p> <p>1. Add curb extensions on Glendale Ave</p> <p>2. Add Zebra Crosswalk on all approach legs</p> <p>4. Remove right-turn pocket and add curb extension</p> <p>5. Add zebra crosswalk to all approach legs</p> <p>6. E Broadway configuration see Corridor No. 1 (Broadway, Jackson St to Wilson Ave)</p>	Figure 5
5. Colorado St, Brand Blvd to Kenwood St	<p>G1. Add high visibility crosswalk and curb extensions across Colorado St at all signalized intersection</p> <p>1. Add curb extensions to crosswalk at Kenwood St</p> <p>2. Move light pole to NE corner</p>	Figure 6
6. Colorado St, Adams St to Lincoln Ave	<p>G1. Upgrade marked ladder crossing to median refuge islands at Porter St, Lincoln St, Fisher St, and Lafayette St</p> <p>1. Upgrade marked ladder crossing to median refuge island</p> <p>2. Replace existing circular flashing beacon system with rectangular rapid flashing beacons (RRFB)</p>	Figure 7
7. Wilson Ave, Central Ave to Adams St	<p>G1. Designate Wilson Ave as a pedestrian priority street</p> <p>G2. Add curb extensions and zebra crosswalk across all feasible legs</p>	Figure 8
8. Glenoaks Blvd, Linden Ave to Sonora Ave	G2. Protected bike lanes, Bus Rapid Transit (BRT), and streetcar could all be feasible with lane reduction	Figure 9

	<ol style="list-style-type: none"> <li>1. Maintain fully protected left-turn phase</li> <li>2. Add zebra crosswalk to all approach legs</li> <li>3. Consider removing left-turn pockets from Allen Ave and add curb extensions (design to accommodate bike lanes)</li> <li>4. Maintain fully protected left-turn phase</li> <li>5. Add zebra crosswalk to all approach legs</li> <li>6. Remove Western Ave northbound right-turn lane and curb extension (design to accommodate bike lanes)</li> <li>7. Maintain fully protected left-turn phase</li> <li>8. Remove eastbound and westbound right-turn lane; add curb extensions</li> <li>9. Add zebra crosswalk to all approach legs</li> <li>10. Evaluate left-turn pocket removal from Sonora Ave and add curb extensions</li> </ol>	
<p>9. San Fernando Rd, Raymond Ave to Davis Ave</p>	<ol style="list-style-type: none"> <li>1. Reconstruct curb ramp on south leg of Justin Ave and align crosswalks</li> <li>2. Add zebra crosswalk to all approach legs</li> <li>3. Add protected left turns off San Fernando Ave or pedestrian head start signal treatment</li> <li>4. Install continuous, safe bicycle facility through intersection</li> <li>5. Add zebra crosswalk to all approach legs</li> </ol>	<p>Figure 10</p>
<p>11. San Fernando Rd, Garfield Ave to Los Feliz Rd</p>	<ol style="list-style-type: none"> <li>1. Add curb extensions and median refuge island across San Fernando Rd at Garfield Ave (north leg to maintain turning movements off of San Fernando Rd)</li> <li>2. Add curb extensions</li> <li>3. Add zebra crosswalk to all approach legs</li> <li>4. Make Los Feliz Rd a complete street that emphasizes transit and adds buffered bike lane, converting five lanes to three lanes from city limit to Glendale Ave</li> <li>5. Add zebra crosswalk to all approach legs</li> <li>6. Add curb extensions across San Fernando Rd (design for proposed buffered bike lanes on Los Feliz Rd)</li> </ol>	<p>Figure 11</p>
<p>12. Brand Blvd, Doran St to Colorado St</p>	<ol style="list-style-type: none"> <li>G1. Make Brand Blvd consistently two lanes each way plus median or turn pockets at intersections</li> <li>G2. Add new pedestrian space and eliminate right-turn lanes</li> <li>G3. Add zebra crosswalk at all mid-block crossings; add curb extensions</li> <li>G4. Add protected left-turn phase at Caruso Ave</li> <li>1. Expand sidewalk space between Lexington St and Milford St and eliminate northbound lane</li> </ol>	<p>Figure 12</p>

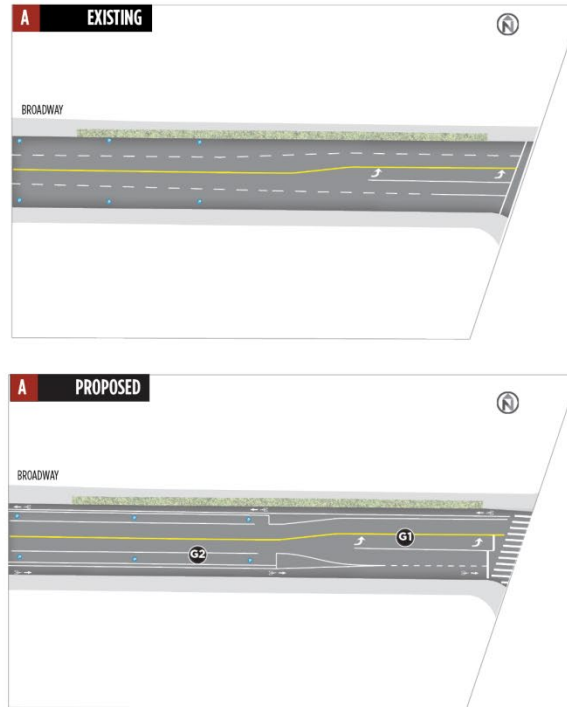
	<ol style="list-style-type: none"> <li>2. Add zebra crosswalks to all approach legs</li> <li>3. Replace third southbound lane north of Broadway with parallel parking</li> <li>4. Replace third southbound lane with bus lane to bus stop (from Wilson to Colorado)</li> <li>5. Add zebra crosswalk markings to all approach legs</li> </ol>	
13. Brand Blvd, Maple St to Garfield St	<ol style="list-style-type: none"> <li>1. Add curb extensions across all feasible legs</li> <li>2. Add zebra crosswalks to all approach legs</li> <li>3. Add curb extensions to mid-block crosswalk</li> </ol>	Figure 13
14. Pacific Ave, Stocker St to Burchett St	<ol style="list-style-type: none"> <li>1. Remove left-turn pocket and add curb extension</li> <li>2. Remove parking near intersection corners and replace with curb extensions</li> <li>3. Add zebra crosswalk at all approach legs</li> <li>4. Add median refuge island and Rectangular Rapid Flash Beacon (RRFB)</li> <li>5. Add curb extension with floating bus stop (or add curb extension at northwest corner and move bus stop westbound)</li> <li>6. Remove eastbound right-turn pocket and add curb extension</li> <li>7. Add zebra crosswalk at all approach legs</li> <li>8. See Corridor No. 8 (Glenoaks Blvd, Linden Ave to Sonora Ave) for full extent of Glenoaks Blvd improvements</li> <li>9. Add median refuge island and RRFB</li> <li>10. Add zebra crosswalk</li> <li>11. Close northbound slip lane onto Hahn Ave and replace with landscaping; install "No Left Turn" sign</li> <li>12. Add zebra crosswalk to all approach legs</li> <li>13. Remove eastbound left-turn pocket and add curb extension</li> <li>14. Remove westbound right-turn pocket and add curb extension</li> </ol>	Figure 14 & 15
15. Central Ave, Glenoaks Blvd to Wilson Ave	<ol style="list-style-type: none"> <li>G1. Add zebra crossing at all legs at all signalized intersections</li> <li>G2. Consider curb extensions at cross street with on-street parking</li> <li>G3. Install pedestrian head starts at intersections with high pedestrian volumes</li> </ol>	Figure 16
16. Doran St, Central Ave to Glendale Ave	<ol style="list-style-type: none"> <li>G1. From Central Ave to Maryland Ave, three-lane cross section with on-street parking and curb extensions at intersections</li> </ol>	Figure 17 & 18

	<p>G2. Study removal of left-turn pockets on all approaches of all cross streets</p> <p>G3. From Louise St to Glendale Ave, elevate addition of speed humps, per City of Glendale Neighborhood Traffic Calming Guidelines, to minimize cut through traffic and slow speeds</p> <ol style="list-style-type: none"> <li>1. Add zebra crosswalk to all approach legs</li> <li>2. Remove and replace southbound right turn pocket</li> <li>3. Add zebra crosswalk to all approach legs</li> </ol>	
<p>17. La Crescenta Ave, Montrose Ave to Honolulu Ave</p>	<ol style="list-style-type: none"> <li>1. Add zebra crosswalk at all approach legs</li> <li>2. Add curb extension on Montrose Ave (design for future bike lanes on Montrose Ave and La Crescenta Ave including evaluation of back-in angle or parallel parking on Montrose Ave)</li> <li>4. Add median refuge island and RRFB; requires gradual lane shift</li> <li>5. Reconfigure west leg of Piedmont Ave to shorten crossing distance</li> <li>6. Add curb extensions (design for future bike lanes on Honolulu Ave and La Crescenta Ave)</li> <li>7. Remove eastbound and northbound right-turn lane</li> <li>8. Add zebra crosswalk at all approach legs</li> <li>9. Lane reduction on Honolulu Ave (Las Palmas Ave to western city limits); add buffered bike lane</li> </ol>	<p>Figure 19</p>
<p>*Represents corresponding identification (ID) on each Figure (i.e. G1, G2 etc.)</p> <p>**Represents corresponding ID number on each Figure (i.e. 1, 2, 3 etc.)</p>		

FIGURE 2



- G1** Propose 4-2 road rechannelization maintaining left turns at intersections
- G2** Add buffered bike lanes; continue non-buffered bike lanes through transition at intersection approach



GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

# 1 Broadway

Jackson St to Wilson Ave

*Project recommendations also included in Broadway and Glendale Ave First Last Mile Analysis (Study Area 2).*

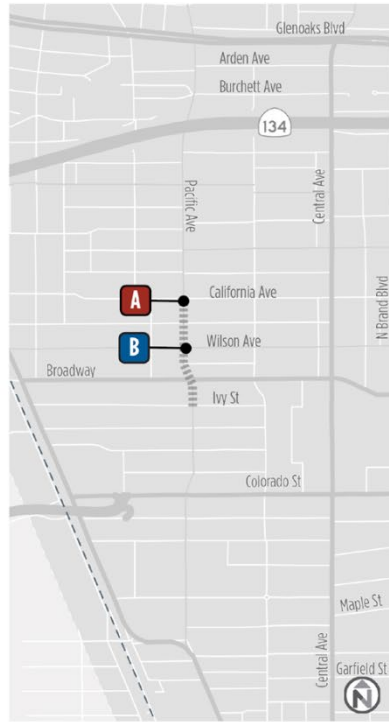
- ||||| corridor extents
- zebra crosswalk
- median refuge island

- curb extension
- turn pocket removal
- signal enhancement

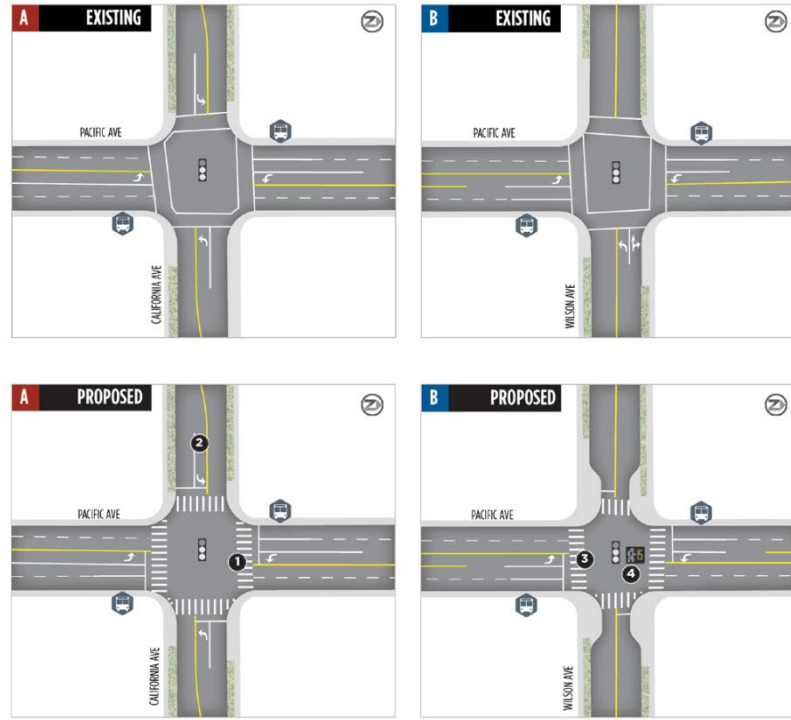
- on-street parking
- bus stop
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 3












**G1** Evaluate additional arterial traffic calming measures along Pacific Ave



- 1** Add zebra crosswalks at all approaches
- 2** Optional: Remove left-turn pockets from California Ave and add curb extensions
- 3** Add zebra crosswalks at all approaches
- 4** Add pedestrian head starts to all crossings and consider curb extensions

## 2 Pacific Ave

California Ave to Ivy St

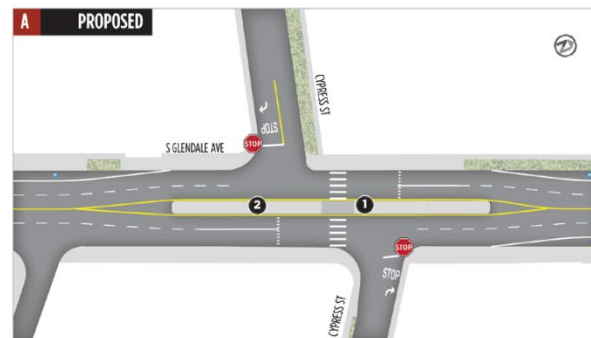
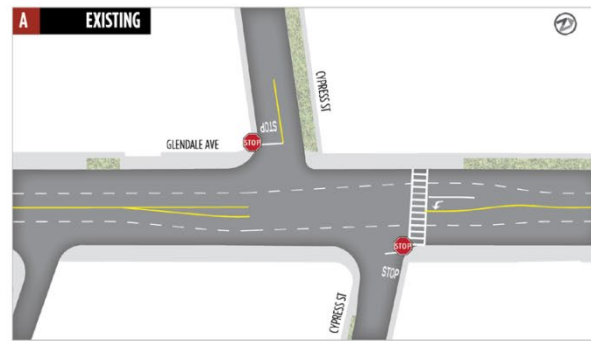
-  corridor extents
-  zebra crosswalk
-  median refuge island
-  curb extension
-  turn pocket removal
-  signal enhancement
-  on-street parking
-  bus stop
-  Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

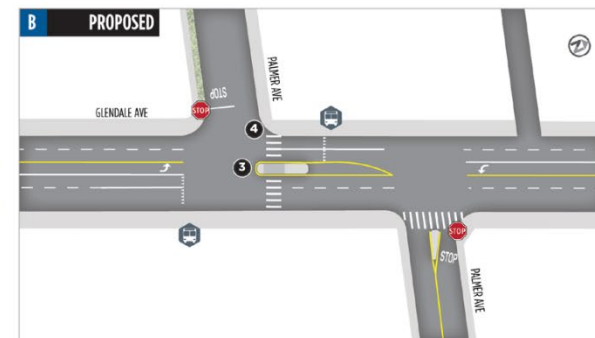
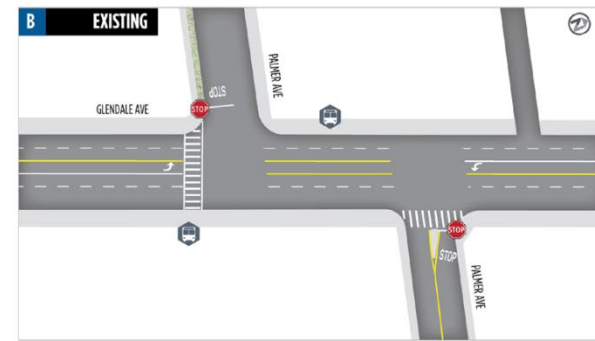
FIGURE 4



- G1** Upgrade zebra crossing at Raleigh St to median refuge island
- G2** Add curb extension across S Glendale at Windsor
- G3** Upgrade zebra crossing at Garfield to median refuge island; move to north leg to maintain left turns
- G4** Add curb extensions across S Glendale Avenue at Chevy Chase Blvd or consider rechannelization



- 1** Upgrade marked ladder crosswalk to median refuge island
- 2** Extend concrete island to restrict left turning movements



- 3** Upgrade marked ladder crossing at Palmer Ave to median refuge island
- 4** Move crossing to north leg to maintain northbound left turn

GLENDALE PEDESTRIAN PLAN

### 3 Glendale Ave

Maple St to Cypress St

*Project recommendations also included the Glendale Ave & Cypress St Grant Ready Project.*

- corridor extents
- zebra crosswalk
- median refuge island

- curb extension
- turn pocket removal
- signal enhancement

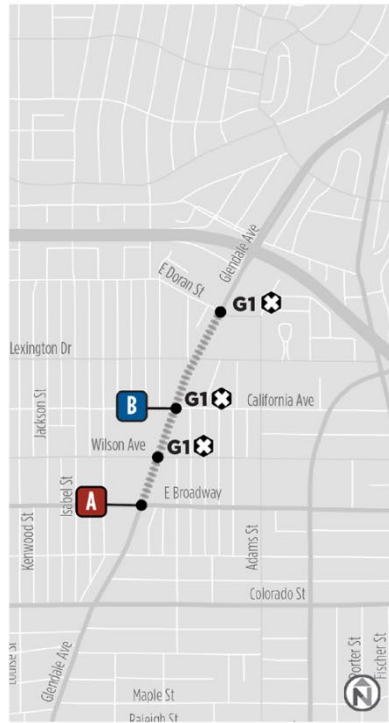
- on-street parking
- bus stop
- Pedestrian Head Start

Data Sources: City of Glendale, Nelson\Nygaard

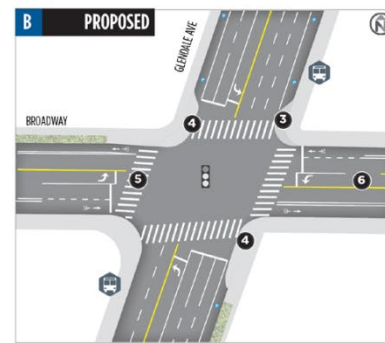
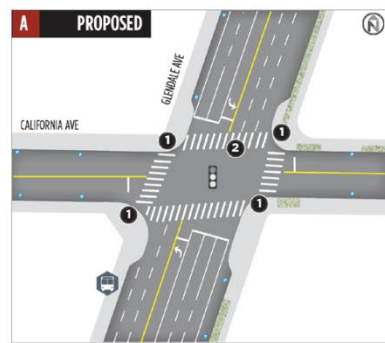
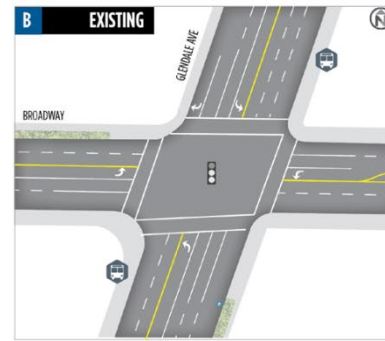
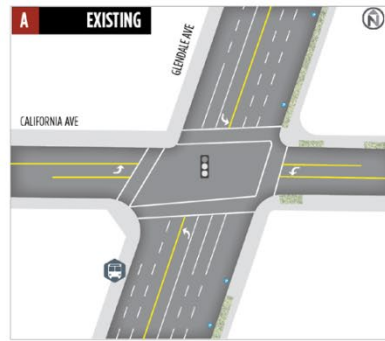
Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.



FIGURE 5



**G1** Evaluate removal of left-turn pockets from cross streets at signalized intersections (Doran St, California Ave, Wilson Ave)



- 1 Add curb extensions on Glendale Ave
- 2 Add zebra crosswalk on all approach legs

- 3 Add curb extension
- 4 Remove right-turn pocket and add curb extension
- 5 Add zebra crosswalk to all approach legs
- 6 E Broadway configuration see Corridor No. 1

# 4 Glendale Ave

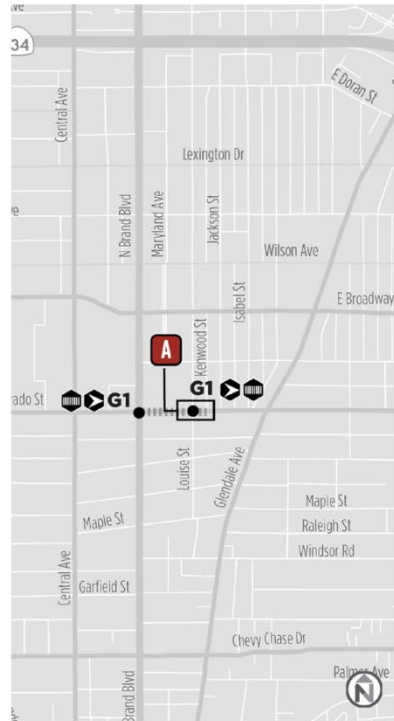
Doran St to Broadway

Project recommendations also included in Broadway and Glendale Ave First Last Mile Analysis (Study Area 2).

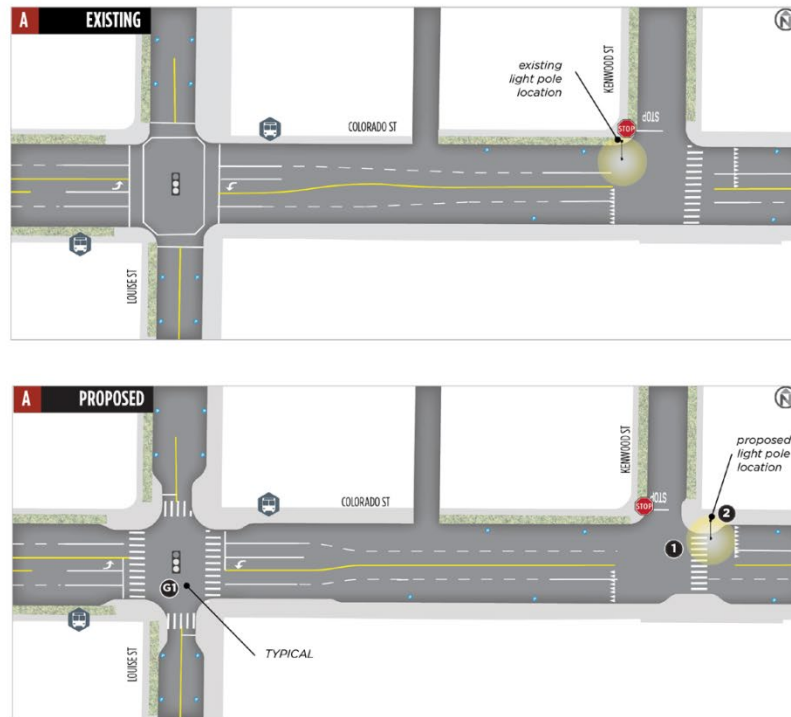
- corridor extents
- curb extension
- on-street parking
- zebra crosswalk
- turn pocket removal
- bus stop
- median refuge island
- signal enhancement
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 6



**G1** Add high visibility crosswalk and curb extensions across Colorado St at all signalized intersections












**1** Add curb extensions to crosswalk at Kenwood Street  
**2** Move light pole to NE corner

GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

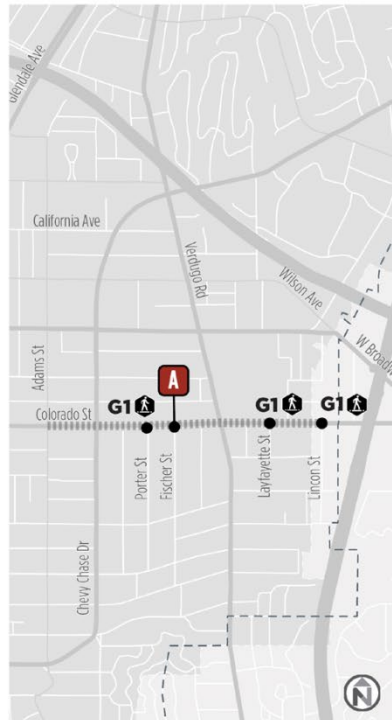
# 5 Colorado St

Brand Blvd to Kenwood St

-  corridor extents  
 zebra crosswalk  
 median refuge island
-  curb extension  
 turn pocket removal  
 signal enhancement
-  on-street parking  
 bus stop  
 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 7



**G1** Upgrade marked ladder crossing to median refuge island at Porter St, Lincoln St, Fischer St, and Lafayette St



**1** Upgrade marked ladder crossing to median refuge island  
**2** Replace existing circular flashing beacon system with rectangular rapid flashing beacons (RRFB)

# 6 Colorado St

Adams St to Lincoln Ave

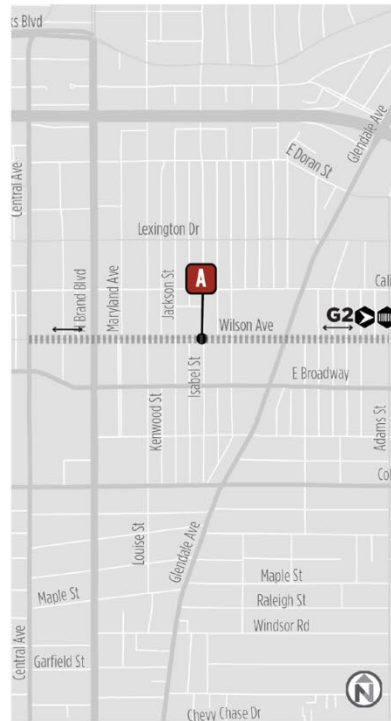
- corridor extents
- zebra crosswalk
- median refuge island

- curb extension
- turn pocket removal
- signal enhancement

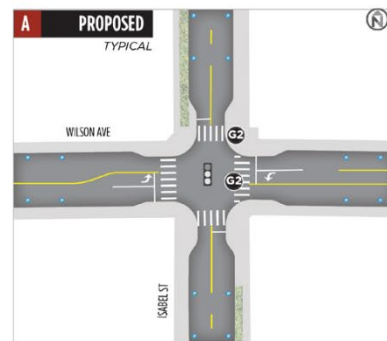
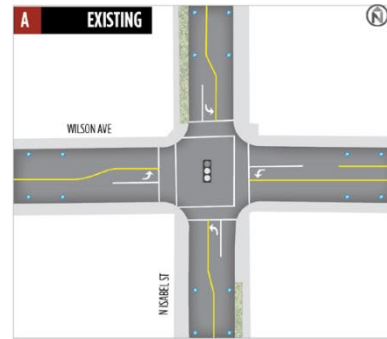
- on-street parking
- bus stop
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additional community and business outreach will be needed as projects advance.

FIGURE 8



- G1** Designate Wilson Ave as a pedestrian priority street
- G2** Add curb extensions and zebra crosswalk across all feasible legs



GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

# 7 Wilson Ave

Central Ave to Adams St

*Project recommendations also included in Broadway and Glendale Ave First Last Mile Analysis (Study Area 2).*

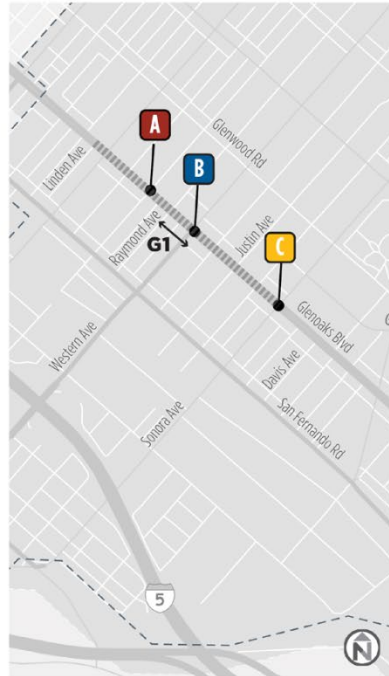
- ||||| corridor extents
- ▬▬▬ zebra crosswalk
- ⚠ median refuge island

- ⬮ curb extension
- ⊗ turn pocket removal
- ⚙ signal enhancement

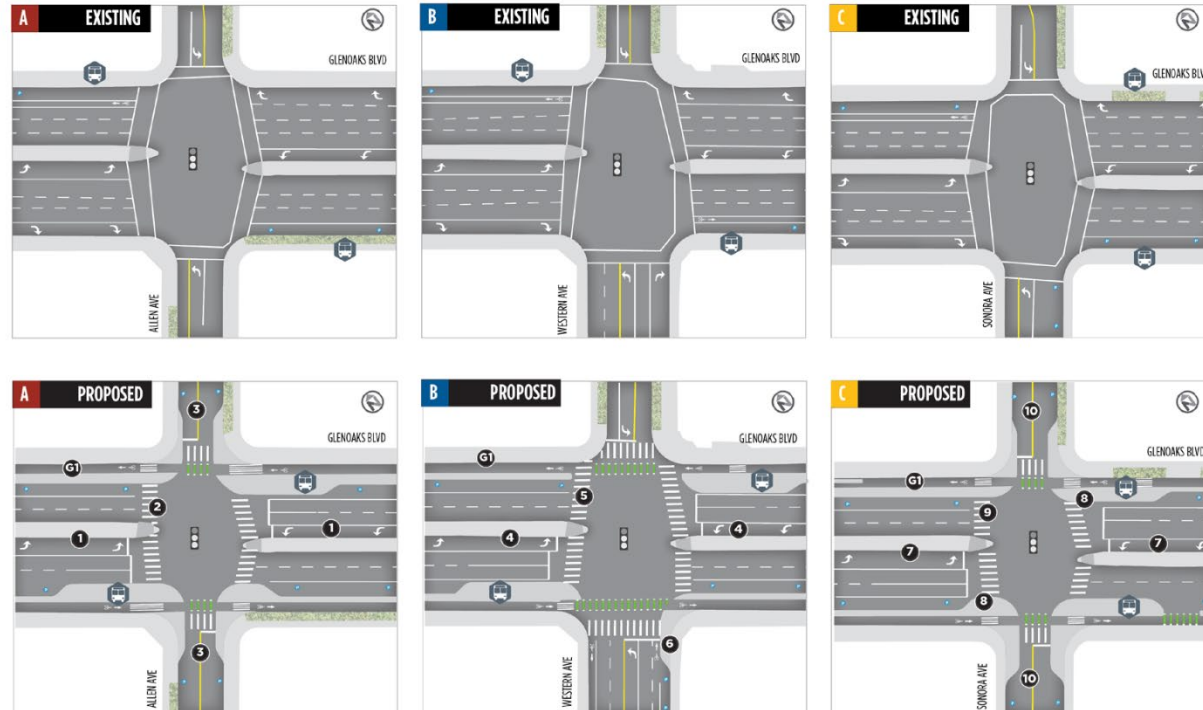
- P on-street parking
- 🚏 bus stop
- 👤 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 9



**G1** Protected bike lanes, Bus Rapid Transit (BRT), and streetcar could all be feasible with lane reduction; project drawings show one option



- 1** Maintain fully protected left-turn phase
- 2** Add zebra crosswalk to all approach legs
- 3** Consider removing left-turn pockets from Allen Ave and add curb extensions (design to accommodate bike lanes)
- 4** Maintain fully protected left-turn phase
- 5** Add zebra crosswalk to all approach legs
- 6** Remove Western Ave northbound right-turn lane and add curb extension (design to accommodate bike lanes)
- 7** Maintain fully protected left-turn phase
- 8** Remove eastbound and westbound right-turn lane; add curb extensions
- 9** Add zebra crosswalk to all approach legs
- 10** Evaluate left-turn pocket removal from Sonora Ave and add curb extensions

GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

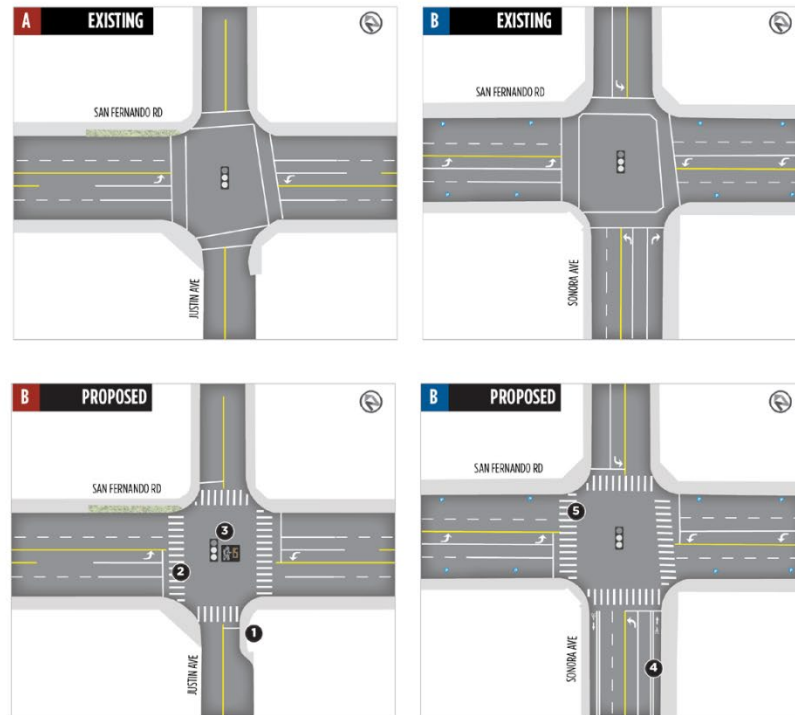
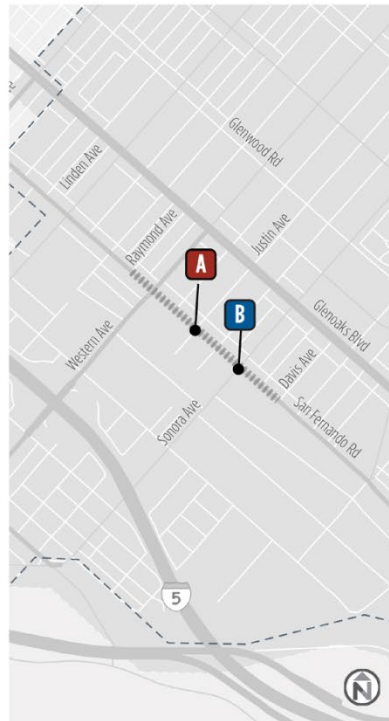
# 8 Glenoaks Blvd

Linden Ave to Sonora Ave

- corridor extents
- zebra crosswalk
- median refuge island
- curb extension
- turn pocket removal
- signal enhancement
- on-street parking
- bus stop
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 10



- 1 Reconstruct curb ramp on south leg of Justin Ave and align crosswalks
- 2 Add zebra crosswalk to all approach legs
- 3 Add protected left turns off San Fernando Ave or pedestrian head start signal treatment
- 4 Evaluate opportunities to install continuous, safe bicycle facility through intersection
- 5 Add zebra crosswalk to all approach legs

# 9 San Fernando Rd

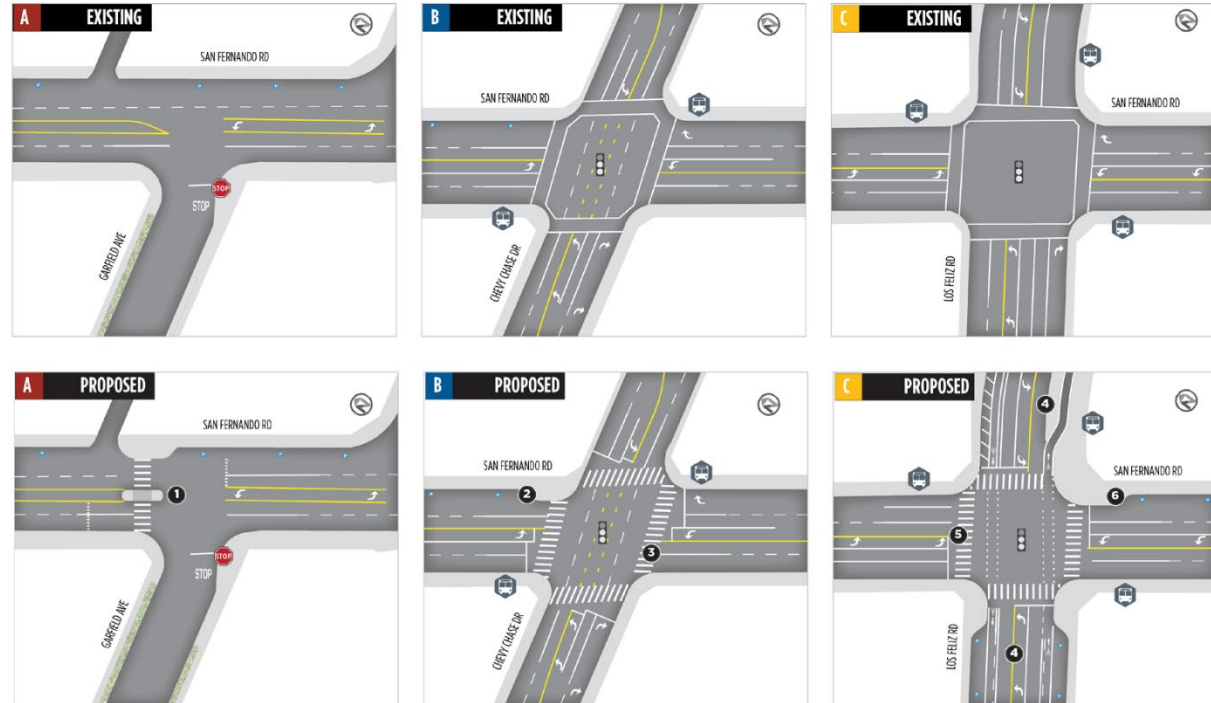
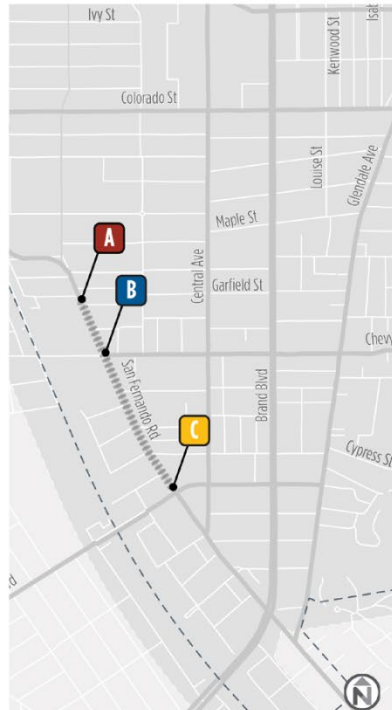
Raymond Ave to Davis Ave

- corridor extents  
 zebra crosswalk  
 median refuge island
- curb extension  
 turn pocket removal  
 signal enhancement
- on-street parking  
 bus stop  
 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.



FIGURE 11



- 1 Add curb extension and median refuge island across San Fernando Ave at Garfield Ave (north leg to maintain turning movements off of San Fernando Ave)
- 2 Add curb extensions
- 3 Add zebra crosswalk to all approach legs
- 4 Make Los Feliz Rd a complete street that emphasizes transit and adds a buffered bike lane, converting five lanes to three lanes from city limit to Glendale Ave
- 5 Add zebra crosswalk to all approach legs
- 6 Add curb extension across San Fernando Rd (design for proposed buffered bike lanes on Los Feliz Rd)

# 11 San Fernando Rd

Garfield Ave to Los Feliz Rd

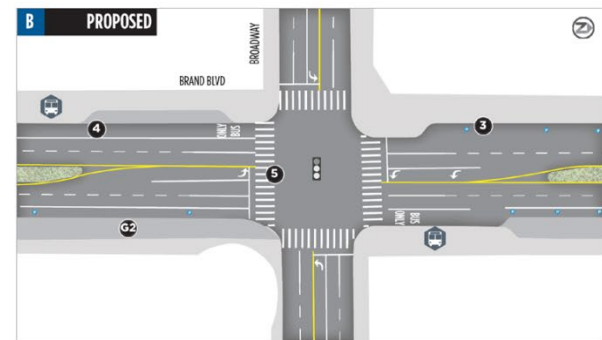
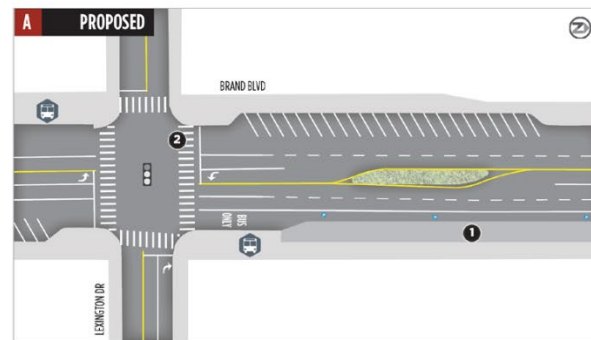
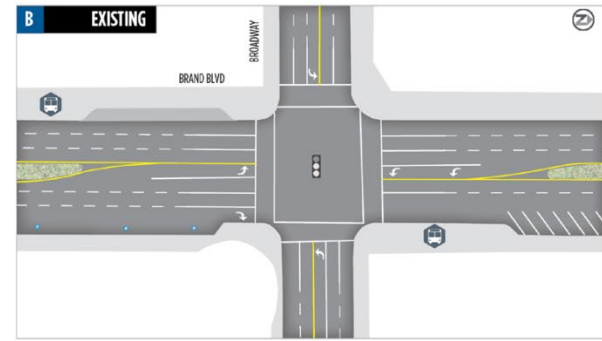
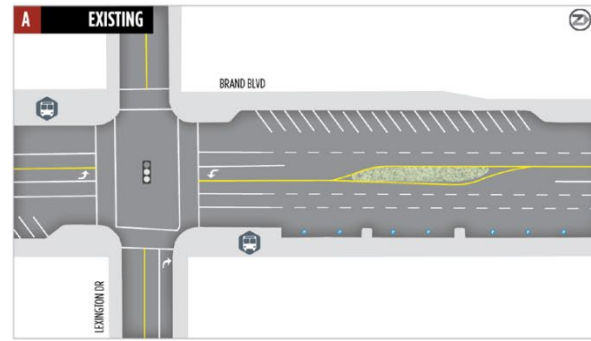
- ||||| corridor extents
- ▬ zebra crosswalk
- ⚠ median refuge island
- ⬇ curb extension
- ⬇ turn pocket removal
- ⚠ signal enhancement
- P on-street parking
- 🚌 bus stop
- 👤 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 12



- G1** Make Brand Ave consistently two lanes each way plus median or turn pockets at intersections
- G2** Add new pedestrian space and eliminate right-turn lanes
- G3** Add zebra crosswalk at all mid-block crossings; add curb extensions
- G4** Add protected left-turn phase at Caruso Ave



- 1** Expand sidewalk space between Lexington St and Milford St and eliminate northbound lane
- 2** Add zebra crosswalk to all approach legs

- 3** Replace third southbound lane north of Broadway Blvd with parallel parking
- 4** Replace third southbound lane with bus lane to bus stop (from Wilson to Colorado)
- 5** Add zebra crosswalk markings to all approach legs

# 12 Brand Blvd

Doran St to Colorado St

Project recommendations also included in Brand Blvd and 134 Freeway First Last Mile Analysis (Study Area 1).

- ▬▬▬▬▬ corridor extents
- ▬▬▬▬▬ zebra crosswalk
- ▬▬▬▬▬ median refuge island

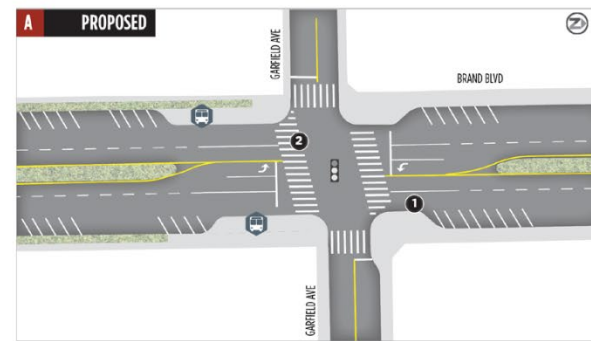
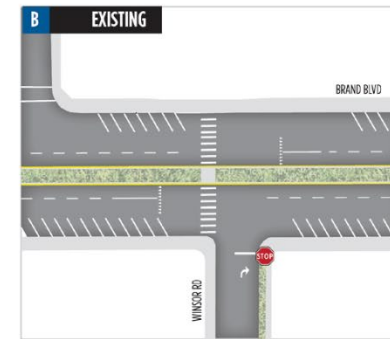
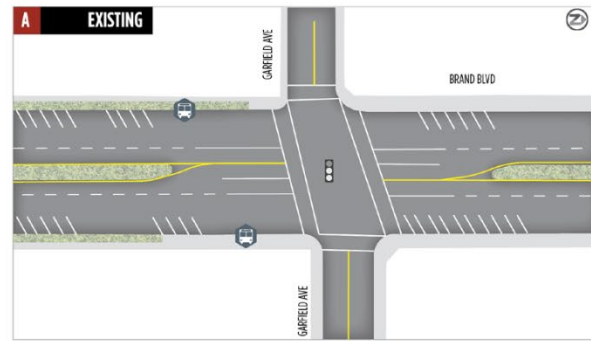
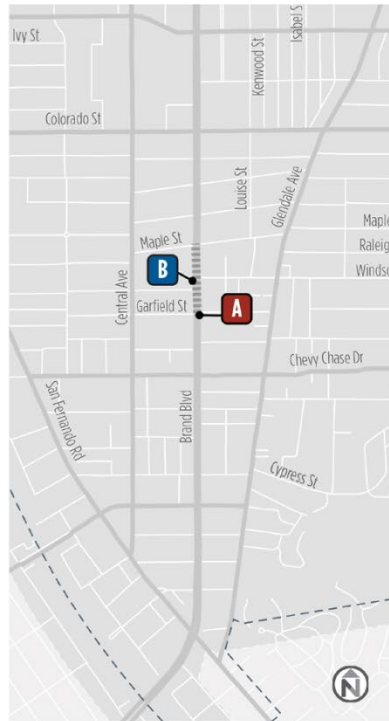
- ▬▬▬▬▬ curb extension
- ▬▬▬▬▬ turn pocket removal
- ▬▬▬▬▬ signal enhancement

- ▬▬▬▬▬ on-street parking
- ▬▬▬▬▬ bus stop
- ▬▬▬▬▬ Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.



FIGURE 13












- 1 Add curb extensions across all feasible legs
- 2 Add zebra crosswalk to all approach legs

- 3 Add curb extensions to mid-block crosswalk

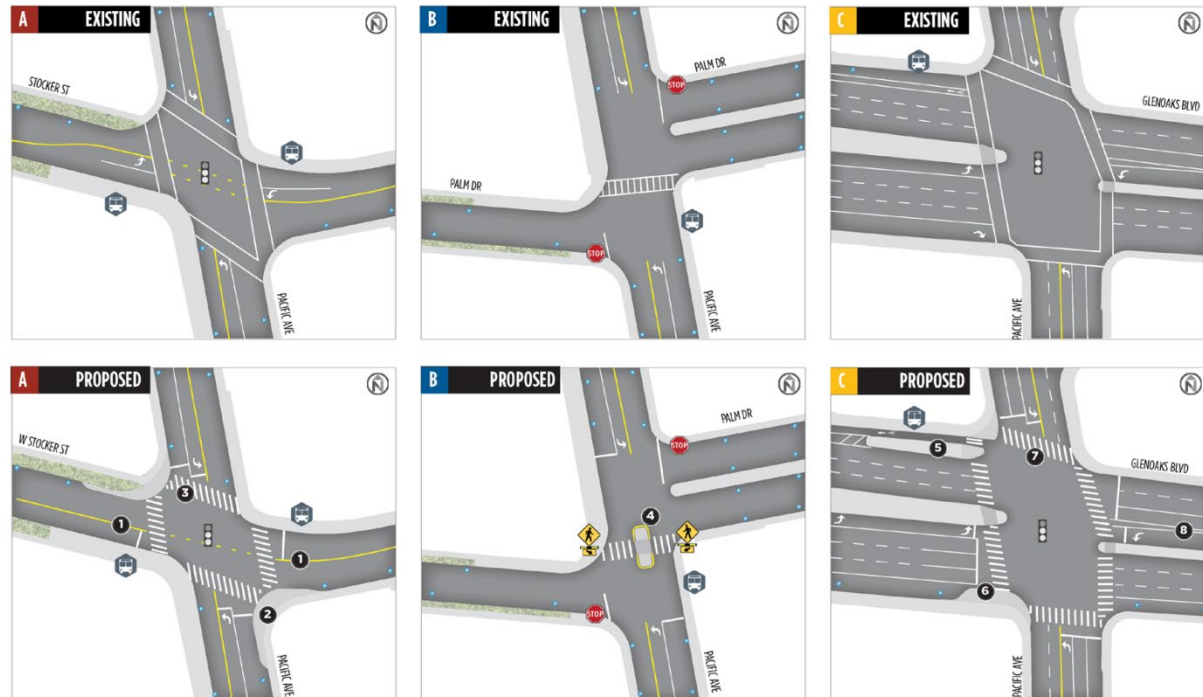
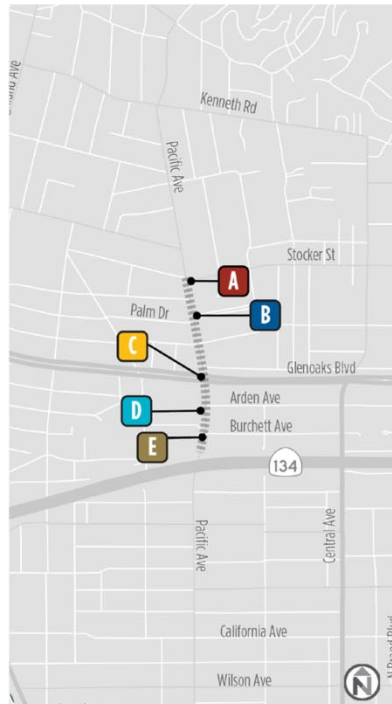
# 13 Brand Blvd

Maple St to Garfield St

-  corridor extents
-  zebra crosswalk
-  median refuge island
-  curb extension
-  turn pocket removal
-  signal enhancement
-  on-street parking
-  bus stop
-  Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 14



- 1 Remove left-turn pocket and add curb extension
- 2 Remove parking near intersection corners and replace with curb extensions
- 3 Add zebra crosswalk at all approach legs
- 4 Add median refuge island and Rectangular Rapid Flash Beacon (RRFB)
- 5 Add curb extension with floating bus stop (or add curb extension at northwest corner and move bus stop westbound)
- 6 Remove eastbound right-turn pocket and add curb extension
- 7 Add zebra crosswalk at all approach legs
- 8 See Corridor No. 8 for full extent of Glenoaks Blvd improvements, pending streetcar feasibility study

GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

# 14 Pacific Ave

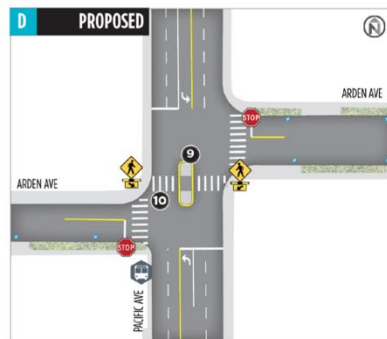
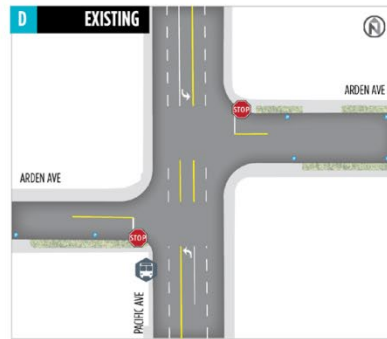
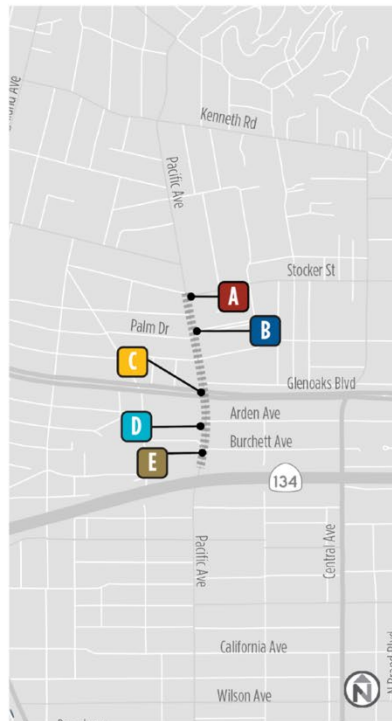
Stocker St to Burchett St

Project recommendations also included in Stocker St & Pacific Ave Grant Ready Project.

- corridor extents
- zebra crosswalk
- median refuge island
- curb extension
- turn pocket removal
- signal enhancement
- on-street parking
- bus stop
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 15












- 9 Add median refuge island and Rectangular Rapid Flash Beacon (RRFB)
- 10 Add zebra crosswalk

- 11 Close northbound slip lane onto Hahn Ave and replace with landscaping; install "No Left Turn" sign
- 12 Add zebra crosswalk to all approach legs
- 13 Remove eastbound left-turn pocket and add curb extension
- 14 Remove westbound right-turn pocket and add curb extension

# 14 Pacific Ave

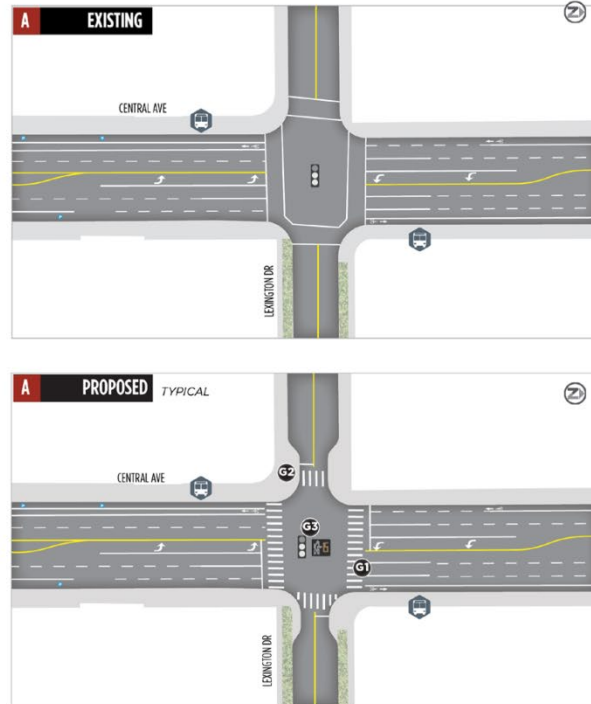
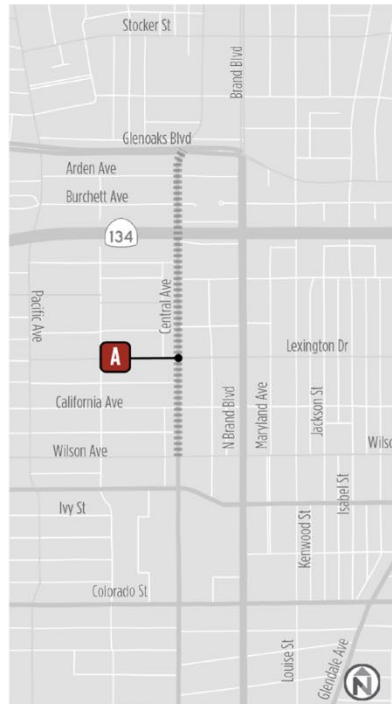
Stocker St to Burchett St

Project recommendations also included in Stocker St & Pacific Ave Grant Ready Project.

-  corridor extents  
 zebra crosswalk  
 median refuge island
-  curb extension  
 turn pocket removal  
 signal enhancement
-  on-street parking  
 bus stop  
 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 16



- G1** Add zebra crossing at all legs at all signalized intersections
- G2** Consider curb extension at cross street with on-street parking
- G3** Install pedestrian head starts at intersections with high pedestrian volumes

GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygard

# 15 Central Ave

Glenoaks Blvd to Wilson Ave

*Project recommendations also included in Brand Blvd and 134 Freeway First Last Mile Analysis (Study Area 1).*

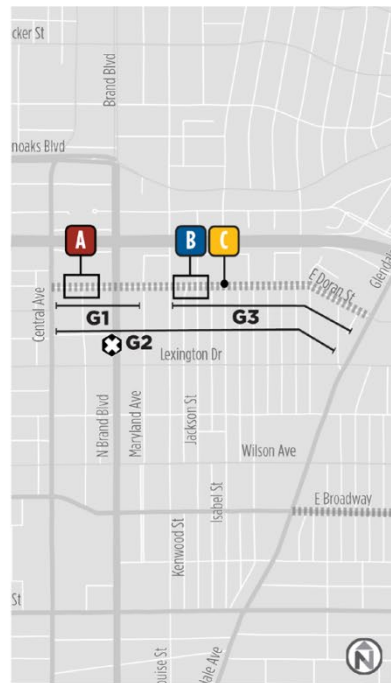
- ||||| corridor extents
- ▬ zebra crosswalk
- 🚶 median refuge island

- 🚶 curb extension
- ✖ turn pocket removal
- 🚦 signal enhancement

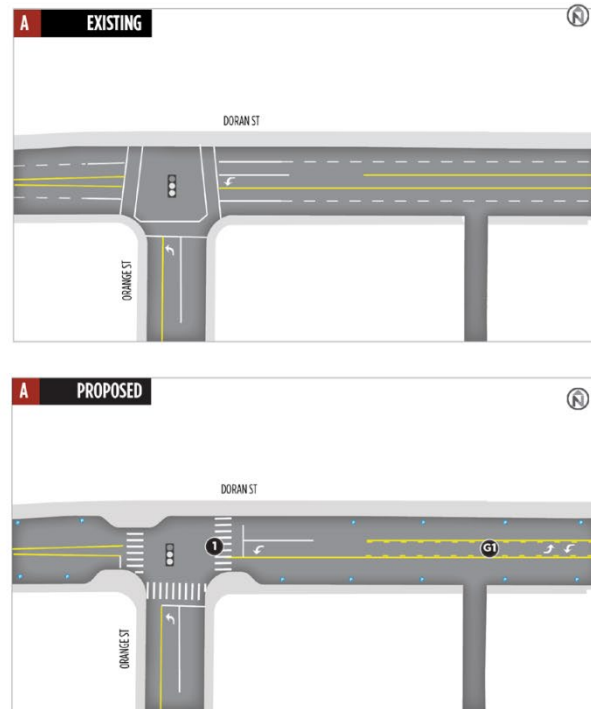
- P on-street parking
- 🚏 bus stop
- 🚶 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 17



- G1** From Central Ave to Maryland Ave, three-lane cross section with on-street parking and curb extensions at intersections
- G2** Study removal of left-turn pockets on all approaches of all cross streets
- G3** From Louise Ave to Glendale Ave, evaluate addition of speed humps, per City of Glendale Neighborhood Traffic Calming Guidelines, to minimize cut through traffic and slow speeds



- 1** Add zebra crosswalk to all approach legs

GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

# 16 Doran St

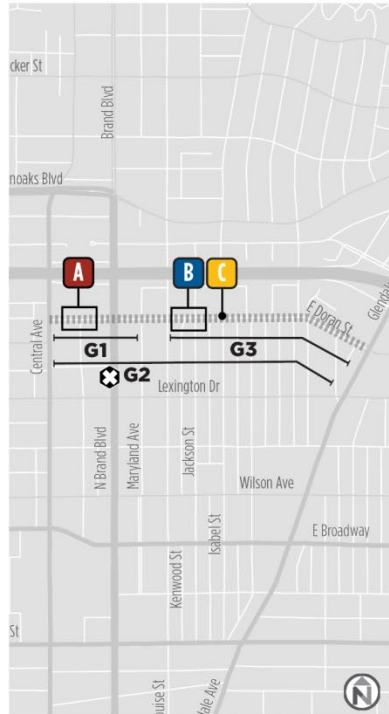
Central Ave to Glendale Ave

Project recommendations also included in Brand Blvd and 134 Freeway First Last Mile Analysis (Study Area 1).

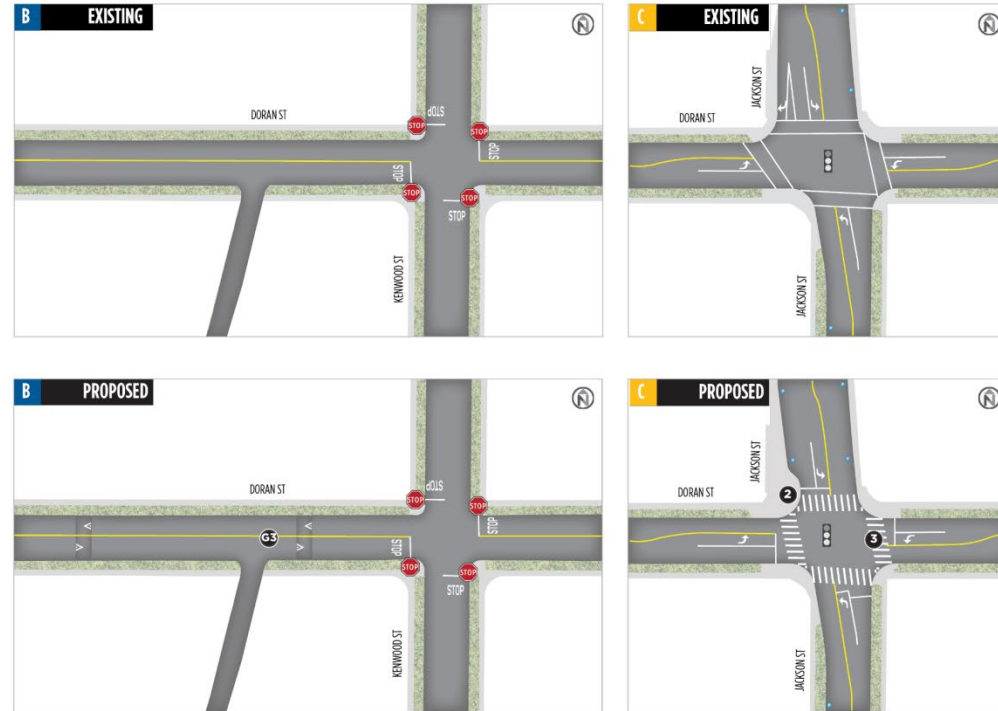
- corridor extents  
 zebra crosswalk  
 median refuge island
- curb extension  
 turn pocket removal  
 signal enhancement
- on-street parking  
 bus stop  
 Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

FIGURE 18



- G1** From Central Ave to Maryland Ave, three-lane cross section with on-street parking and curb extensions at intersections
- G2** Study removal of left-turn pockets on all approaches of all cross streets
- G3** From Louise Ave to Glendale Ave, evaluate addition of speed humps, per City of Glendale Neighborhood Traffic Calming Guidelines, to minimize cut through traffic and slow speeds



- 2** Remove and replace southbound right-turn pocket with curb extension
- 3** Add zebra crosswalk to all approach legs

GLENDALE PEDESTRIAN PLAN

Data Sources: City of Glendale, Nelson\Wygaard

# 16 Doran St

Central Ave to Glendale Ave

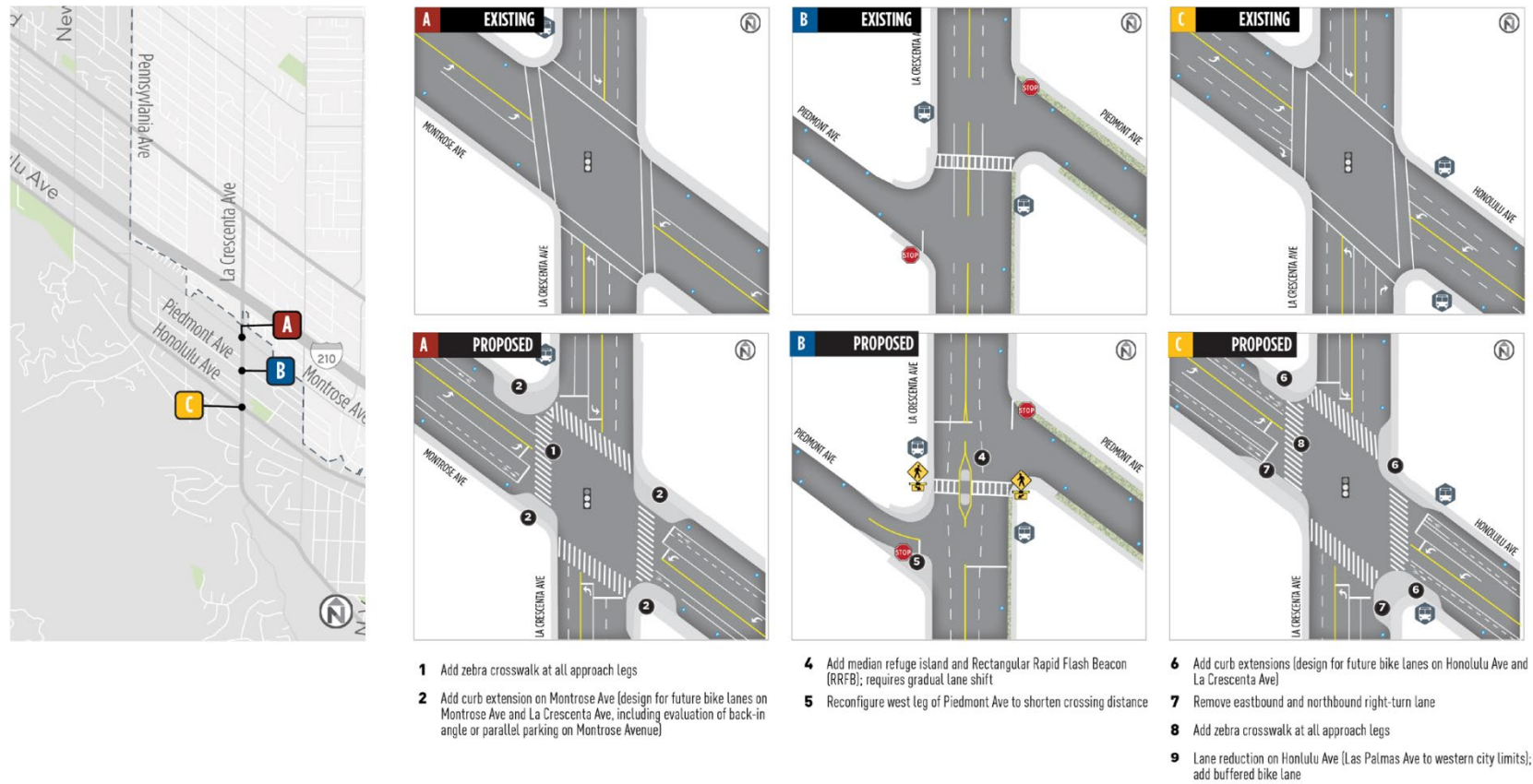
Project recommendations also included in Brand Blvd and 134 Freeway First Last Mile Analysis (Study Area 1).

- corridor extents
- zebra crosswalk
- median refuge island
- curb extension
- turn pocket removal
- signal enhancement
- on-street parking
- bus stop
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.



FIGURE 19



# 17 La Crescenta Ave

Montrose Ave to Honolulu Ave

*Project recommendations also included the Honolulu Ave & La Crescenta Ave Grant Ready Project.*

- corridor extents
- zebra crosswalk
- median refuge island
- curb extension
- turn pocket removal
- signal enhancement
- on-street parking
- bus stop
- Pedestrian Head Start

Traffic studies will be required to assess potential impacts of all proposed changes, including lane and turn pocket removals. Additionally, community and business outreach will be needed as projects advance.

## The First and Last Mile in Glendale

As part of the Citywide Pedestrian Plan, three transit stops in Glendale were selected for a First Last Mile Analysis using the methodology in Metro’s First Last Mile Strategic Plan (FLMSP). The FLMSP describes how Metro and its partners can make improvements to transit-adjacent areas so that it is easier and more pleasant to access Metro transit (See Appendix B).

Bus stops were chosen for the study because of the heavy concentration of surrounding points of interest and their central location in the city. The three areas of study are the following:

*Study Area 1: Brand Blvd and 134 Freeway* — This downtown central area sits at the site of a potential future transit hub in Glendale. With a concentration of retail activity, many people access this area daily.

*Study Area 2: Broadway and Glendale Ave* — Adjacent to Glendale’s Civic Center and near the Glendale Fashion Center, both Glendale Ave and Broadway are busy mixed-use transit corridors.

*Study Area 3: Verdugo Rd and Cañada Blvd* — Glendale Community College and Verdugo Park surround this transit node with residential areas to the north and 2 Freeway to the east.

More detail about each of these areas and the First Last Mile Analysis improvements are described in Table 2 and Figures 20 through 23 below.

### Study Area 1

#### *Downtown Core: Brand Blvd & 134 Freeway*

Situated in the Downtown Core, this study area at Brand Blvd and the 134 Freeway represents a future transit node, which could take the form of a bus rapid transit stop, rail station, or other regional connection point. This would also be the future home of Space 134, a freeway cap park atop the 134 Freeway, envisioned by the city as a 25+ acre green space that would reconnect north and south Glendale within Downtown. This study area also includes Safety Corridor Projects 12, 15, and 16.

Figure 20 below shows the first and last mile “Pathway Network” for this transit study area. These recommendations also incorporate the improvements from Safety Corridor Projects 12, 15, and 16. Brand Blvd is identified as the main arterial where most first last mile improvements would be clustered, and may include traffic calming<sup>1</sup>, crosswalk enhancements, wayfinding, and bus stop enhancements. Glenoaks Blvd, Central Ave, and Louise St are identified as collectors, which are secondary pathway streets. In this area, improved bicycle and pedestrian connections over the 134 Freeway are critical for first last mile access.

### Study Area 2

#### *Civic Center: Broadway & Glendale Ave*

Glendale City Hall, the U.S. Post Office, Police Department, and Los Angeles County Courthouse are located at or near the intersection of Broadway and Glendale Avenue. Additionally, two busy shopping destinations, the Glendale Fashion Center, and Whole Foods Market are located one –two blocks to the north on Glendale Avenue. Both Glendale Avenue and Broadway are busy streets with substantial amounts of vehicular traffic; Glendale Avenue is a major north-south connector. Safety Corridor Projects 1, 4, and 7 all intersect First Last Mile Study Area 2.

Figure 21 below shows the first last mile “Pathway Network” for Study Area 2. Glendale Avenue and Broadway are identified as locations where first last mile improvements should be concentrated. These improvements include traffic calming and lighting along Glendale Avenue, bicycle improvements, and traffic calming along Broadway. The transit area would also benefit from wayfinding signage and the addition of enhanced crossings in key areas. These recommendations also incorporate the improvements from Safety Corridor Projects 1, 4, and 7 identified in Table 1 and Figures 2-19.

<sup>1</sup> Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. (Lockwood, Ian. ITE Traffic Calming Definition. ITE Journal, July 1997, pg. 22.)



**Study Area 3*****Educate and Recreate: Verdugo Rd. & Cañada Blvd.***

Many educational institutions and recreational opportunities are located in the area surrounding the intersection of Verdugo Road and Cañada Boulevard. Schools include Glendale Community College, College View School, and Verdugo Woodlands Elementary. Passive and active recreational areas include Verdugo Park, multiple sports fields, and a skate park.

Figure 22 below shows the first last mile Pathway Network for Study Area 3. First last mile improvements are clustered on Verdugo Road and Cañada Boulevard, the network arterials. Arterial improvements include traffic calming, enhancing lighting and crosswalks, and improving the bicycle infrastructure. Providing safe crossings and reducing traffic speeds are essential in increasing safety in this area with a high percentage of students.

FIGURE 20 - STUDY AREA 1

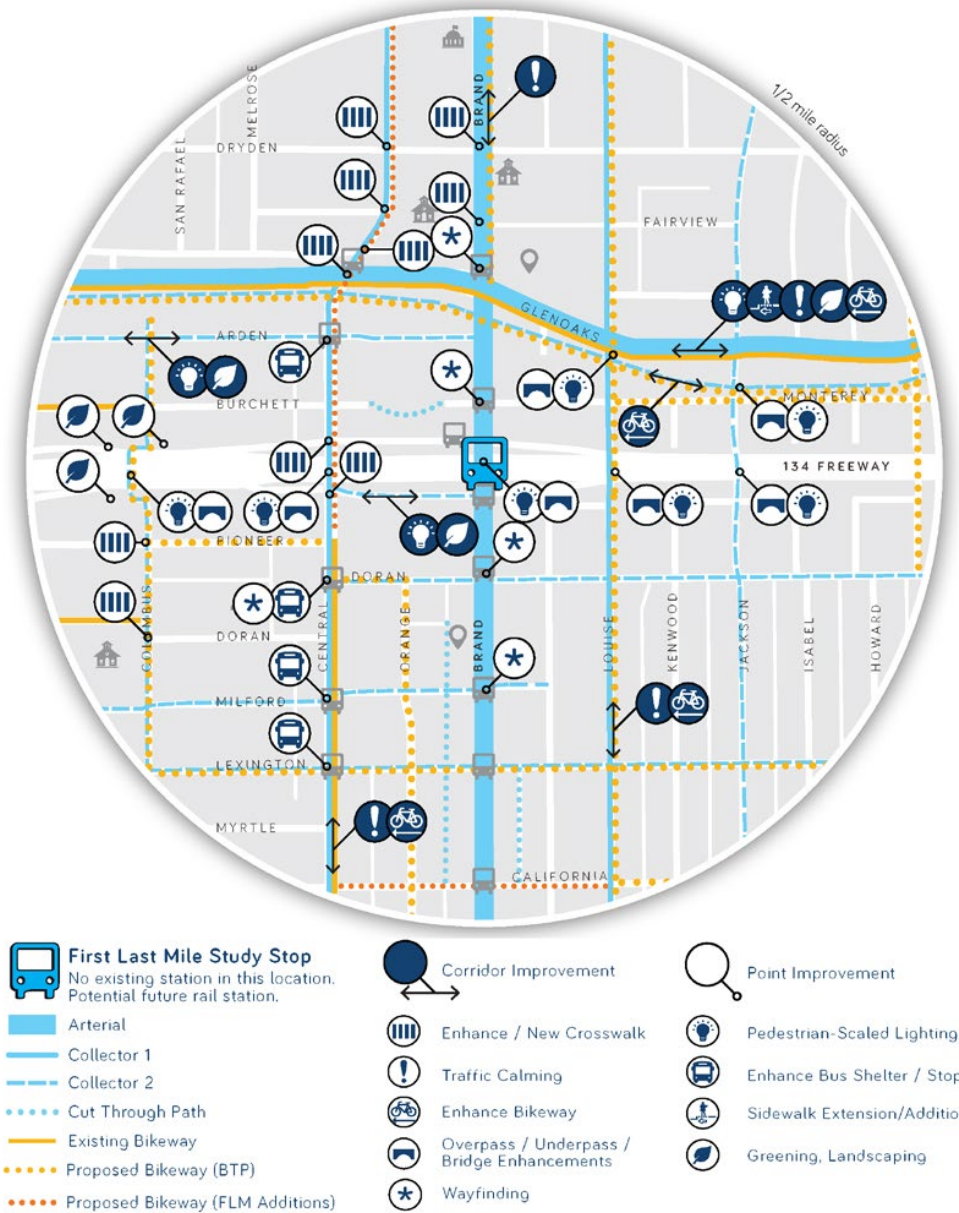
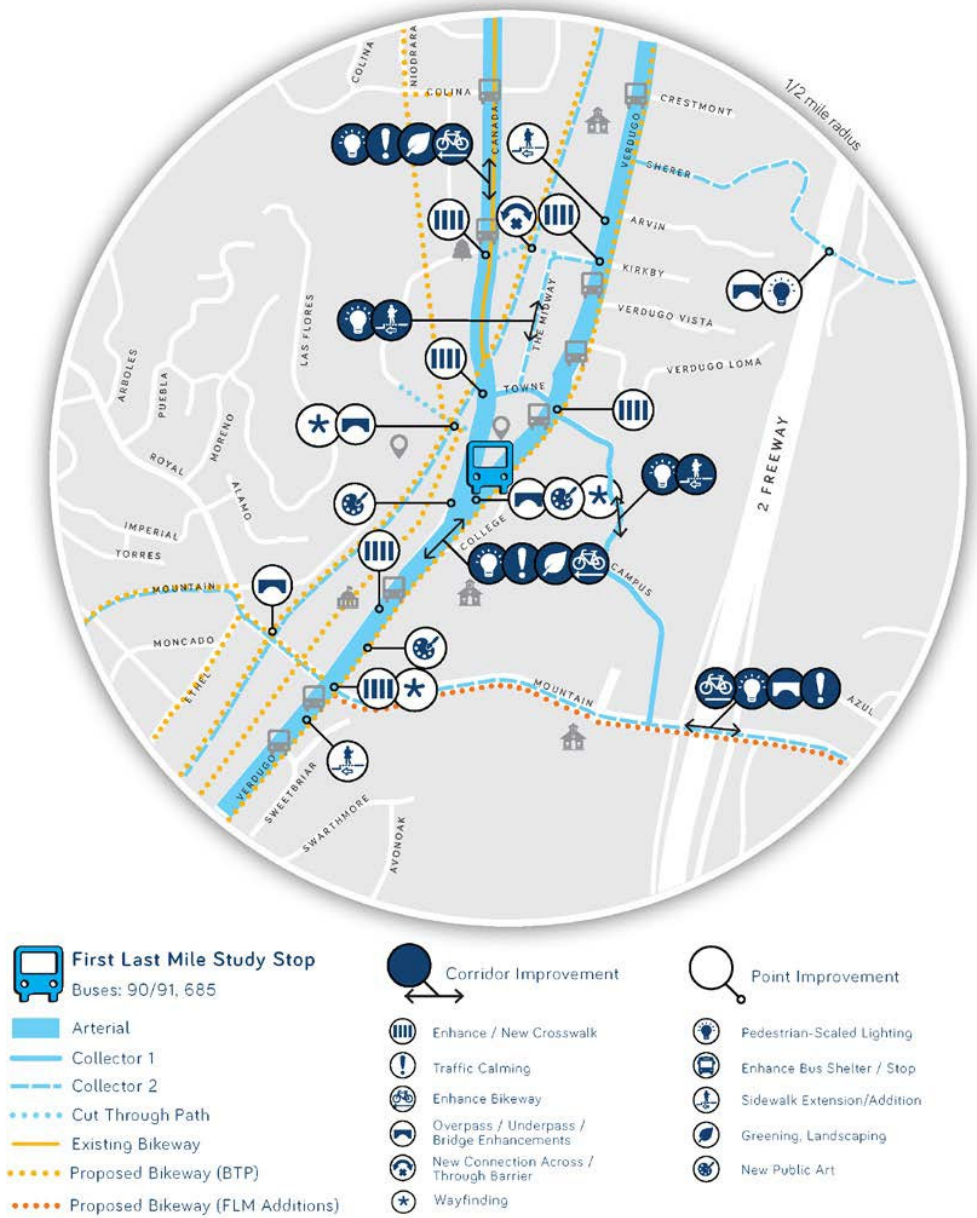


FIGURE 21 - STUDY AREA 2



FIGURE 22 - STUDY AREA 3



## Grant-Ready Projects

In line with the Pedestrian Plan’s goal to organize for implementation, three safety corridor locations were identified for an advanced level of project development, making them Grant-Ready Projects. These projects are at some of the highest-priority locations and demonstrate a variety of pedestrian safety improvements.

The three locations selected for grant-ready project sheet development were the following:







1. Glendale Ave & Cypress St
2. Honolulu Ave & La Crescenta Ave
3. Stocker St & Pacific Ave

The grant-ready project sheets outline existing problems at each location and propose detailed solutions, including schematic designs, cost estimates, and an assessment of project benefits. These project sheets position the City of Glendale for rapid implementation of this plan through competitive funding applications.

### 1. Glendale Ave & Cypress St

#### Key Connections



-  Cerritos Elementary School  
Theodore Roosevelt Middle School  
Horace Mann Elementary School
-  Glendale Memorial Hospital and Health Center
-  Palmer Park  
Cerritos Mini-Park  
Maryland Mini-Park
-  Armenian Church of the Nazarene  
Armenian Ecclesiastical  
Glendale Japanese Free Methodist Church  
Faith Center Church  
Forest Lawn Memorial Park
-  Beeline Routes 1, 2, and 4 connecting to Glendale Galleria and Glendale Transportation Center  
Metro Lines 90/91, 92, and 183 connecting to Sylmar Station, Los Angeles Mission College, Discovery Cube, Glendale Community College, Glendale (Metrolink) Station, downtown Burbank, downtown Los Angeles, and the North Hollywood Red and Orange Line Stations
-  Brand Boulevard of Cars  
Mariposa neighborhood retail

#### Project Scope

The intersection of South Glendale Avenue and East Cypress Street—part of Safety Corridor Project 3, Glendale Ave., Maple St. to Cypress St; identified in Table 1 and Figure 4—has one of the highest rates of pedestrian-involved collisions in the City of Glendale, with four pedestrian-involved collisions in the last five years. Consistent with the improvements in Safety Corridor Project 3, installing a raised median with pedestrian refuge and a newly aligned high visibility crosswalk will decrease crossing distances for people walking, make people walking more visible to drivers, and reduce vehicle-turning movements to lower the risk of pedestrian-involved collisions. By enhancing the safety and comfort of people walking at this location, residents in this High Quality Transit Area (HQT) will have safer, more affordable transportation options.

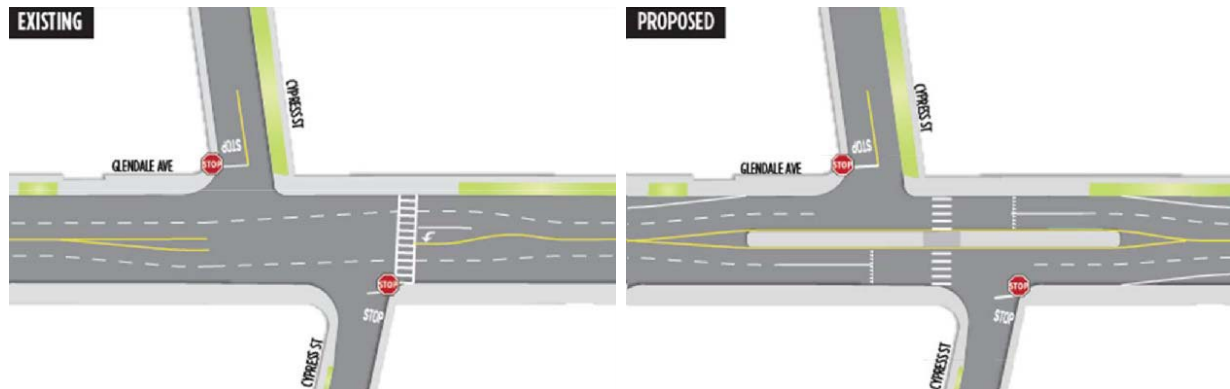
The project intersection, located in a high-need/disadvantaged community, is used by people of all ages to access the nearby Glendale (Metrolink) station, schools, places of worship, parks, health centers, and local retail establishments, as well as local bus stops. Local transit in this area serves the greater Glendale and Burbank-Los Angeles corridors, including the North Hollywood Red and Orange Line Stations. In addition, increased short trips by walking can contribute to reductions in vehicle miles traveled (VMT) and improve public health outcomes.



## Project Description

Install a raised median with pedestrian refuge island and newly aligned high visibility crosswalk at the intersection of South Glendale Avenue and East Cypress Street. This change will prevent left turning movements onto East Cypress Street and increase the comfort and safety of people crossing while reducing the risk of pedestrian-involved collisions. These recommendations also incorporate the improvements from Safety Corridor Project 3.

## Proposed Improvements



## 2. HONOLULU AVE & LA CRESCENTA AVE

### Project Scope





The intersection of Honolulu Avenue and La Crescenta Avenue—part of Safety Corridor Project 17—has one of the highest rates of pedestrian-involved collisions in Glendale. Upgrading the intersection to include high visibility crosswalks and curb extensions and removing right-turn lanes on Honolulu Avenue will decrease crossing distances for people walking, make pedestrians more visible to vehicles, and slow turning vehicles to reduce the risk of pedestrian-involved collisions.

In addition, as many as 23 bicyclists per hour have been observed at this location. Converting travel lanes to buffered bike lanes on Honolulu Avenue will create a buffer for people walking while encouraging more people of all ages and abilities to bicycle along the corridor and reducing the risk of bicycle-involved collisions.

By enhancing the friendliness of active transportation options at this location, residents will have access to affordable transportation options that serve people of all ages and abilities and connect to nearby destinations like schools, places of worship, parks, local bus stops serving the greater Glendale area, and local retail establishments. In addition, increased short trips by bicycling and walking can contribute to reductions in VMT and improve public health outcomes.

## Key Connections

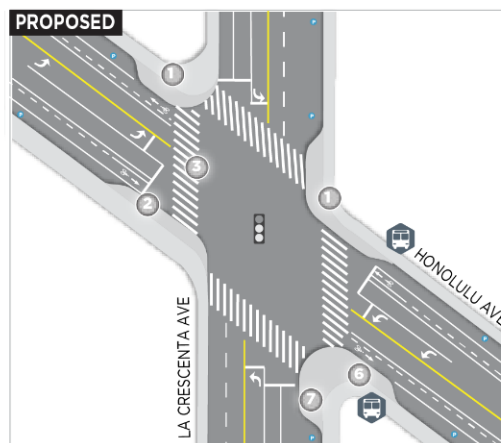
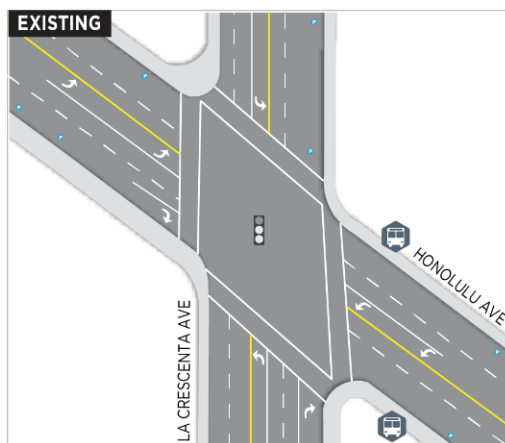


-  Rockhaven Historic Sanitarium
- 
  - Crescenta Valley Church
  - Antioch Presbyterian Church
  - Crescenta Valley United Methodist Church
  - Holy Gate Evangelical Church
  - La Crescenta Presbyterian Church
  - Unity Church of the Valley
-  Beeline Route 3/31/32, connecting to Jet Propulsion Laboratories in Pasadena, Town Center La Cañada Flintridge, Glendale Community College, and Glendale Fashion Center.
- Metro Line 90/91, connecting to Sylmar Station, Los Angeles Mission College, Discovery Cube, Glendale Community College, and Glendale (Metroink) Station.
-  Montrose neighborhood retail

## Project Description

Install high visibility crosswalks and curb extensions at the intersection of Honolulu Avenue and La Crescenta Avenue and buffered bike lanes on Honolulu Avenue to increase the comfort and safety of people walking and biking, and reduce the risk of pedestrian- and bicycle-involved collisions. These recommendations also incorporate the improvements from Safety Corridor Project 17.

## Proposed Improvements



- 1** Add curb extensions; design for future bike lanes on Honolulu Ave and La Crescenta
- 2** Convert eastbound and northbound right-turn lane
- 3** Add zebra crosswalk at all approach legs

## 3. STOCKER ST & PACIFIC AVE

### Project Scope

The intersection of West Stocker Street and North Pacific Avenue—part of Safety Corridor Project 14—has one of the highest rates of pedestrian-involved collisions in Glendale. Upgrading the intersection to include high visibility crosswalks and curb extensions and removing left-turn pockets on Stocker Street will require people to cross fewer lanes, make people walking more visible to drivers, and slow turning vehicles to reduce the risk of pedestrian-involved collisions.

By enhancing the safety and comfort of people walking at this location, residents in this High Quality Transit Area (future Bus Rapid Transit service) will benefit from increased affordable transportation options that serve people of all ages and abilities. This project will encourage walking to nearby destinations like schools, places of worship, parks, and local retail establishments, as well as local bus stops currently serving the greater Glendale and Burbank-Los Angeles corridors. In addition, increased short trips by walking can contribute to reductions in VMT and improve public health outcomes.





**12. Environmental Factors Potentially Affected:**

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

**A. AESTHETICS**

Except as provided in Public Resources Code Section 21099, would the project:	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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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

**No Impact.** The proposed project consists of the adoption of the Glendale Citywide Pedestrian Plan that would result in development of pedestrian improvements on existing rights-of-way within the City. Projects that would result in physical changes to the environment are located along 16 corridors throughout the city, three first last mile study areas and three grant ready projects. A complete list of the 16 corridors is provided on page 8 along with the three first last mile study areas on page 33 and the three grant ready projects on page 38 of this MND. Figure 1 on page 9 shows the corridor locations within Glendale. Each of the changes proposed in the Plan are shown and detailed in Figures 2-19 for the corridors, Figures 20-22 for the three first last mile study areas and Figures 23-25 for the grant ready projects. As described in detail in Table 1 of the Project Description and depicted in these figures, pedestrian improvements within the Plan, such as the addition of curb extension, median refuge islands and zebra crosswalk markings are proposed at grade within the existing street network that already consists of curbs, gutters, right-of-ways, signalizations that will be modified to improve safety and walkability. As a consequence, the installation of these improvements would not result in the removal or disturbance of existing scenic vistas or scenic resources. Therefore, adoption of the Plan would not result in impacts to a scenic vista.

**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 impact to scenic resources within a state scenic highway would occur.

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

- 3) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

**No Impact.** The Plan area is located entirely within the City of Glendale, within an urban area. The project consists of the adoption of the Citywide Glendale Pedestrian Plan. Adoption of the Plan would not result conflict with applicable zoning as the improvements will be located within public right of way areas reserved for public movement, transportation and circulation. In addition, the project will not result in impacts on visual character or quality of public views because with the exception of the additional pedestrian lighting, as identified and analyzed immediately below in Section 4, project improvements in the Plan occur at the street level within existing rights-of-way as identified in Figures 2-19 shown above. Therefore, the Plan would not degrade visual character or quality of site or surrounding area. No impacts would occur.

**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.** During walking tours of the project area as part of the Plan preparation, it was determined that there is a lack of pedestrian lighting on certain residential and non-major streets. The lack of street lighting impedes nighttime vision and pedestrian safety. Based on these observations, improvements to pedestrian lighting are included in the Plan as follows:

- Install pedestrian scale lighting along Glendale, Colorado and Chevy Chase
- Overall pedestrian lighting, landscaping and wayfinding near the future high capacity transit station and freeway cap park (134 Freeway & Brand Blvd)
- Improve bike infrastructure, lighting, wayfinding, etc. (Cerritos Ave)
- Pedestrian lighting, traffic calming, landscaping and bikeway enhancements along Cañada and Verdugo.

These pedestrian lighting improvement projects identified in the Plan in Table 1 on pages 9-13 would be designed to minimize light spillover onto sensitive uses and be designed to improve pedestrian safety. The new lighting would therefore not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. Because the proposed lighting improvements do not have spillover they would not create a new source of substantial light or glare and would adversely affect day or nighttime views. No significant impacts would occur.

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

**B. AGRICULTURE AND FOREST RESOURCES**

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, as updated) 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:	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)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				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 impacts 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 impacts 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)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?***

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

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

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

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

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

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

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

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

**C. AIR QUALITY**

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.

Would the project:	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. 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?			X	
3. Expose sensitive receptors to substantial pollutant concentrations?			X	
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X

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

**Less Than Significant Impact.** As previously noted, the Plan would result in development of pedestrian improvements on existing rights-of-way within the City. These improvements include the addition of curb extensions, median refuge islands and zebra crosswalk markings as identified in the project description in Table 1 and Figures 1-22 shown above. While some projects would result in minor alterations to local pedestrian, bicycle, and vehicular circulation patterns, for example, bulb outs and lane modifications, by their nature none of the projects in the Plan generate uses which would increase traffic congestion such that there would be a substantial increase in vehicular pollutants or greenhouse gas emissions, or a conflict with or obstruction of the implementation of an air quality plan, neither would the proposed project violate air quality standards, nor expose sensitive receptors to pollutants or objectionable odors. Projects that would be implemented under the Plan are intended to enhance the existing pedestrian environment, with the larger objective of making walking a safer, more attractive and convenient mode of transportation within the City. An increase in walking as an alternative to use of the automobile could thereby reduce overall vehicular emissions in the City and improve regional air quality.

Construction of pedestrian improvement projects could result in temporary air quality impacts from minor ground disturbance that would occur to install new pedestrian features, such as sidewalks and street signs. However, implementation of the City’s standard construction-period emissions and dust control measures, which are consistent with the South Coast Air Quality Management District (SCAQMD) Rules, would ensure that these impacts would be less than significant. Therefore, the Plan would not result in significant air quality impacts.

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

**2) 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?**

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

**Less Than Significant Impact.** Although sensitive receptors are located though out the Plan area, the projects identified in the Plan (see project description including Table 1 and Figures 1-22 above) such as installation of bulb outs and medians involve minimal ground disturbance. All construction

work will be required to adhere to South Coast Air Quality Management District (SCAQMD) Rule 403 - Fugitive Dust, which would reduce construction-related impacts to less than significant levels. As a result, the project would not expose sensitive receptors to a substantial pollutant concentration or create emissions that exceed known thresholds. Furthermore, once installed no increase to substantial pollutant concentrations would occur.

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

**4) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

**No Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential operational airborne odors result from cooking activities associated with residential and restaurant uses. The proposed Glendale Citywide Pedestrian Plan does not consist of any of the above-described odor causing activities or uses. Furthermore, the purpose of the Plan is to increase the use of the city streets by modes other than vehicles that combust fuels associated with creating exhaust odors. Construction activities would be of short/intermittent duration and subject to SCAQMD rules to reduce, among other things fugitive dust. Based on the foregoing adoption of the Plan would not result in any impacts related to odors or other emissions that adversely affect a substantial number of people. None of the policies, programs, or projects contained in the plan would have the potential to generate odors. Therefore, no impacts would occur.

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

**D. BIOLOGICAL RESOURCES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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?				<b>X</b>
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?				<b>X</b>
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				<b>X</b>
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?				<b>X</b>
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
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?				<b>X</b>

**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 Plan would result in development of pedestrian improvements consisting of the project on identified in Table 1 and Figures 1-22 on existing rights-of-way within the City. None of the project improvements included in the project description detailed above would require the removal of a significant number of trees. Rather, the Plan suggests adding trees throughout the City to add forms of shade to make walking more enjoyable. If individual trees would be removed to allow for the implementation of pedestrian features, such removal would not have a significant impact on protected species due to the location of the project (in an urbanized area, where wildlife is adapted to urban conditions). Due to the scale and nature of specific projects outlined in the Plan, it is not expected that a large number of the City’s tree canopy would be removed to implement pedestrian improvements. Several proposed improvements include the greening/landscaping including the planting of trees to soften the pedestrian experience; new street trees would incrementally contribute to the quality of urban wildlife habitat. No projects under the Plan would result in significant impacts to biological resources, including: habitat for special status species; wetlands or any riparian habitat; movement of migratory species; or protected trees.

**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?***

The projects within the Plan are located in areas of the City that has been heavily urbanized for many years. No riparian habitat or other sensitive natural community are present within the vicinity, and no such areas are present onsite or adjacent to any of the project areas identified in the Plan shown on Figure 1. No impacts would occur.

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

- 3) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

The projects within the Plan are located in areas of the City that has been heavily urbanized for many years. No federally protected wetlands are present within the vicinity, and no such areas are present onsite or adjacent to any of the project areas identified in the Plan shown on Figure 1. 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?***

The projects within the Plan are located in areas of the City that has been heavily urbanized for many years. No natural vegetation exists on or adjacent to the project sites. No wildlife species other than those which can tolerate human activity and/or are typically found in urban environments are known to exist within the project areas. These human-tolerant species are neither sensitive, threatened, nor endangered. Implementation of the Plan would not result in any impact to species identified as endangered, threatened, sensitive or being of special concern by the California Department of Fish and Game or the United States Fish and Wildlife Service. The project areas do not provide suitable habitat for endangered or rare species. 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 projects within the Plan are within an area of the City that has been heavily urbanized for many years. No protected biological resources are present within the various existing rights of ways which have been developed as improved roadways, and related improvements such as curbs, gutters, street lighting, traffic and pedestrian control equipment and sidewalks. Any indigenous trees, as defined pursuant to Chapter 12.44 of the Glendale Municipal Code (GMC), located on or within 20 feet of the project sites will be protected in place. Implementation of the Plan will not conflict with any local policy designed to protect 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.** The Plan area is not within any adopted or other approved local, regional, or State habitat conservation plan or natural community conservation plan, and would thus not conflict with such plans.

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

**E. CULTURAL RESOURCES**

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

**No Impact.** The Citywide Pedestrian Safety Plan would not result in an impact on historic resources. Proposed actions in the Plan that include pedestrian awareness and promotional programs would not result in physical impacts on the environment. Pedestrian projects that do involve physical improvements, described in detail in the project description and corresponding Figures 1-22 are proposed on the City’s existing street network and thus, would not result in the disturbance/removal of any historic resources as defined pursuant to §15064.5 of the State CEQA Guidelines. Furthermore, because all work would be conducted to existing public infrastructure within only City right-of-way, no impacts would occur.

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

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

**No Impact.** The Citywide Pedestrian Safety Plan would not result in an impact on archaeological resources. Proposed actions in the Plan that include pedestrian awareness and promotional programs would not result in physical impacts on the environment. Pedestrian projects that do involve physical improvements, described in detail in the project description and corresponding Figures 1-22 are proposed on the City’s existing street network and thus, would not result in the disturbance/removal of any archaeological resources as defined pursuant to §15064.5 of the State CEQA Guidelines resources due to the minimal ground disturbance necessary to install the pedestrian improvements identified in the Plan. Because all work would be conducted to existing public infrastructure within only City right-of-way, no impacts would occur.

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

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

**No Impact.** The Citywide Pedestrian Safety Plan would not result in an impact on human remains. Proposed actions in the Plan that include pedestrian awareness and promotional programs would not result in physical impacts on the environment. Pedestrian projects that do involve physical improvements, described in detail in the project description and corresponding Figures 1-22 are proposed on the City’s existing street network and thus, would not result in the disturbance/removal of any human remains interred outside formal cemeteries due to the minimal ground disturbance necessary to install the pedestrian improvements identified in the Plan within existing right-of way areas. Because all work would be conducted to existing public infrastructure within only City right-of-way, no impacts would occur.

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

**F. ENERGY**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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?**

**No Impact.** The Glendale Citywide Pedestrian Plan proposes improvements to the existing pedestrian circulation network and rights of way areas to provide safe alternative modes of transportation. The construction of these pedestrian improvements would require the use of construction equipment and generate construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. The use of this fuel energy is necessary to complete pedestrian improvements and would not be consumed for unnecessary or wasteful purposes. Furthermore, the energy used to construct the pedestrian facilities would support non-vehicular travel within the City by providing a safe, efficient pedestrian network.

Certain new facilities such as pedestrian signals, lights, etc. would consume electricity and a small, incremental increase in City fuel use may result from maintenance activities of these facilities; however, the Plan is anticipated to reduce vehicle trips and, therefore, fuel use in the City over the long-term, which may result in a net beneficial effect on energy consumption. For these reasons, the Plan would not constitute a significant impact for demand on fuel, electricity, or natural gas energy resources and would not result in the wasteful, inefficient, or unnecessary use of these resources. Furthermore, the proposed project involves construction and development of pedestrian facilities. These activities would not conflict with or obstruct any state or local policies for renewable energy or energy efficiency since the Plan encourages walking as an alternative mode of transportation thereby reducing the dependence on private automobiles. None of the proposed pedestrian improvements in the Plan would interfere with the installation of any renewable energy system. No impacts to energy resources would occur.

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

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

**No Impact.** The Plan involves enhancements to the existing pedestrian infrastructure, described in detail in Table 1 of the project description and corresponding Figures 1-22 that would enhance walkability in the City, thereby reducing dependence on vehicle travel. The Plan would not conflict with or obstruct state or local plans for renewable energy or energy efficiency. No impacts would occur.

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

**G. GEOLOGY AND SOILS**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
1. Directly or indirectly cause 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 Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?				X
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

1) **Directly or indirectly cause 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.**

**No Impact.** Locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to use as public right-of-way. Projects within the Plan primarily consist of surface-level, at-grade paving improvements and other above-grade improvements, described in detail in Table 1 of the project description and corresponding Figures 1-22, and would not increase risks to human health or safety related to fault rupture, ground shaking, ground failure, or liquefaction compared to existing conditions. Proposed improvements in the Plan would be constructed to City standards, which include compliance with standard geotechnical engineering standards. No impacts would occur.

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

ii) **Strong seismic ground shaking?**

**Less than Significant Impact.** Please refer to Response G-1(i) above.

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

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

**No Impact.** The Plan identifies safety corridor improvement projects located throughout Glendale, described in detail in Table 1 of the project description and corresponding Figures 1-22. With the exception of one project, none of the improvement projects are located within an area prone to liquefaction as indicated in the City's Safety Element (August 2003). One site located on San Fernando Road from Raymond Avenue to Davis Avenue is located in a liquefaction zone. However, the proposed safety improvement at this site would not result in changes to any infrastructure – meaning that the proposed improvements are replacements/enhancements to existing right-of-way improvements that would not impact existing conditions relating to seismic-related ground failure including liquefaction. Therefore, no impacts associated with seismic-related ground failure or liquefaction would occur.

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

**iv) *Landslides?***

**No Impact.** As indicated above, locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to use as public right-of-way. Projects within the Plan primarily consist of surface-level, at-grade paving improvements (e.g., curb cuts, infill of sidewalk gaps) and other above-grade improvements (e.g., installation of audible signals along pedestrian corridors), and would not increase risks to human health or safety related to landslides compared to existing conditions. Furthermore, landslide areas are primarily in the City's hillside areas that are not located where the pedestrian improvements are proposed in the Plan; as reflected in the project description and corresponding Figures 1-22 herein. Accordingly, the Plan would not be impacted by landslides or create conditions affecting landslides.

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

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

**Less than Significant Impact.** Exposed soils could be subject to erosion during construction and grading activities associated with the projects identified in Table 1 and Figures 1-22. However, due to the small footprint of these improvements, such as installation bulb outs, installation of new street lighting, re-striping, the amount of soil exposed during construction would be superficial (no excavation) and minimal. Construction of projects in areas susceptible to erosion would comply with City standards for mitigating potentially significant construction-period impacts related to loss of topsoil and erosion (e.g., using standard erosion-control features, such as hay bales, at sites where ground is disturbed) and adherence to National Pollutant Discharge Elimination System (NPDES) stormwater permit provisions when required. Adherence to these standards would ensure that impacts related to erosion would be 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?***

**No Impact.** Locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to use as public rights-of-way. Furthermore, projects in the Plan primarily consist of surface-level, at-grade paving improvements (e.g., curb cuts, infill of sidewalk

gaps) and other above-grade improvements (e.g., installation of audible signals along pedestrian corridors), and would not result in increased risk of landslides, lateral spreading, subsidence, liquefaction, or collapse when compared to existing conditions. Proposed improvements would be constructed to City standards, which include compliance with standard geotechnical engineering standards. No impacts would occur.

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

**4) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating direct or indirect substantial risks to life or property?***

**No Impact.** As previously noted, the Plan would result in development of pedestrian improvements on existing rights-of-way within the City that are already paved or otherwise developed areas subject to pedestrian use. Some of these locations could contain expansive soils that could damage new paved areas, if improvements are not properly constructed. However, all pedestrian improvements undertaken as part of the Plan would be constructed in compliance with standard geotechnical engineering standards, which would ensure that improvements would not be substantially damaged by expansive soils. No impacts would occur.

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

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

**No Impact.** Projects that would be implemented under the Plan would not require the treatment or disposal of wastewater; therefore, the Plan would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

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

**6) *Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?***

**No Impact.** Plant and animal fossils are typically found within sedimentary rock deposits. Geologic units within the City consist of poorly or crudely stratified sand, silt, and gravel in the lowlands, with dense crystalline rock forming most of the hillsides (Open Space and Conservation Element, January 1993). These areas are not known to contain paleontological resources. The hills in the southeastern portion of the City are composed of stratified sedimentary rocks, typically sandstone, conglomerate and shale, where paleontology resources may be found. Pedestrian projects that involve physical improvements, described in detail in Table 1 of the project description and corresponding Figures 1-22 are proposed on the City's existing street network not within areas that contain sedimentary rock and therefore, would not directly or indirectly destroy any unique paleontological or geological features. Therefore, the Plan would not result in impacts on paleontological resources either directly or indirectly.

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



**H. GREENHOUSE GAS EMISSIONS**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 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?**

**No Impact.** There is a growing recognition of the role that walking can make in reducing greenhouse gas (GHG) emissions by substituting motorized travel, particularly on short trips. Replacing short car trips with walking can be achieved by providing high quality infrastructure for walking that may influence day-to-day travel decisions. Since the Plan will result in public improvements to encourage pedestrian travel as a mode of transportation throughout the City, a reduction in the amount of greenhouse gas emissions is expected to occur. As a result, no impacts would occur.

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

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

**No Impact.** The Plan would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Plan is consistent with Objective UD5 of the Greener Glendale Plan, specifically with concept No 2 (see below), since the Plan incorporates sustainability concepts by planning for infrastructure improvements that promote walking as an alternative form of transportation.

Objective UD5 – Incorporate Greener Glendale sustainability concepts into Community Plans and other General Plan documents

Concept No. 2 - “Plan and build infrastructure for alternative forms of transportation such as walking, biking, and public transit, in accordance with strategies to ensure streets are designed for all users (“Complete Streets”).”

These improvements ensure that streets are designed for all users. No impacts would occur.

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

**I. HAZARDS AND HAZARDOUS MATERIALS**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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 or excessive noise for people residing or working in the project area?				X
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			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.** Although small quantities of commercially available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within project areas, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of projects that would be implemented under the Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

**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.** None of the projects that would be implemented under the Plan would result in emissions of hazardous materials or the regular handling of hazardous waste other than from the de Minimis use of commercially-available pesticides, fuels, and paint, that would be used temporarily during construction of certain projects and during landscape maintenance activities. However, the use of these materials would not pose a significant hazard to the public or the environment.

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

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

**No Impact.** See Response I-2 above. The use of hazardous materials such as commercially-available pesticides for landscape maintenance, fuels, and paint during maintenance or construction of the projects identified in Table 1 of the project description and Figures 1-22 would be de Minimis and would therefore not pose a hazard to students at schools in Glendale or surrounding cities.

**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.** No improvements proposed under the Plan are located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.

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

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

**No Impact.** No projects that would be implemented under the Plan would be located in an airport land use plan or within two miles of a public or public use airport. There are no airports located within the City of Glendale. Therefore, implementation of the Plan would not expose people to airport-related hazards.

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

**No Impact.** There are no private airstrips located within the City of Glendale. The project site is not located within the vicinity of a private airstrip. Therefore, implementation of the Plan would not expose people to airport-related hazards.

**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.** Implementation of the Plan would enhance pedestrian access and circulation within the City, and would improve the ability of pedestrians to gain access to alternative modes of travel in the event of an emergency or evacuation. Implementation of the Plan would not impair the implementation of or substantially interfere with an adopted emergency response plan or emergency evacuation plan because no improvements on the City's or County evacuation routes are proposed. The Plan will not result in substantial increase to vehicle congestion such that emergency access or evacuation would be hindered. Projects identified within the Plan that would require street or lane closures would be required to develop a traffic control plan to ensure that emergency access is maintained at all times. No significant impacts are anticipated.

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

8) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

**Less Than Significant Impact.** Projects that would be developed under the Plan primarily consist of surface-level, at grade paving improvements (e.g., curb cuts, infill of sidewalk gaps) and other

above-grade improvements (e.g., installation of audible signals along pedestrian corridors) on existing rights-of-way. These projects would not introduce inappropriate uses or materials to these rights-of-way; for example, these types of projects do not involve installation of roadway infrastructure or landscaping prone to fire, and the construction of habitable structures is not part of the Plan. Any landscaping installed would be drought tolerant and fire resistant. Therefore, the Plan would have a less-than significant (and potentially beneficial) effect on wildfire risks.

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

**J. HYDROLOGY AND WATER QUALITY**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface of groundwater quality?			X	
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

**1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface of groundwater quality?**

**Less than Significant Impact.** Projects that would be developed under the Plan would be within existing rights-of-way, most of which are already paved. However, some projects could increase impervious surfaces at certain locations. Water quality runoff impacts would be less-than significant with implementation of standard City storm water management measures (e.g., use of straw bales to reduce soil erosion, and installation of perforated curbs and permeable paved surfaces) and adherence to National Pollutant Discharge Elimination System (NPDES) stormwater permit provisions when required. None of the projects would violate water quality standards or waste discharge requirements by generating large volumes of polluted storm water runoff.

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

**2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**No Impact.** None of the projects included in the Plan would require the use or extraction of groundwater. Because the projects in the Plan, identified in Table 1 of the project description and Figures 1-22 above, are located within the existing street network, the Plan will result in insignificant (if any) change to the existing amount of impervious surfaces. Therefore, the Plan will not substantially interfere with groundwater recharge, nor would they deplete groundwater supplies. No impacts would occur.

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

**3) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:***

***i) result in substantial erosion or siltation on- or off-site;***

**Less than Significant Impact.** Exposed soils could be subject to erosion during construction and grading activities for projects that would be implemented under the Plan. The potential for soil erosion exists during the period of construction activities and between the time when construction is completed and new vegetation is established or hardscape is installed. Such projects include bulb outs/curb extensions and median refuge islands. Construction of projects in areas susceptible to erosion would comply with City standards for mitigating potentially significant construction-period impacts related to loss of topsoil and erosion (e.g., using standard erosion-control features, such as hay bales, at sites where ground is disturbed) and adherence to National Pollutant Discharge Elimination System (NPDES) stormwater permit provisions when required. Adherence to these standards would ensure that impacts related to erosion would be less than significant.

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

***ii) 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.** All projects included in the Plan are located within the existing right-of-way street network and storm water drain network. Projects described in the project description and included in Figures 1-22 would slightly change surface drainage patterns where bulb outs/curb extensions and median refuge islands are suggested. However, these alterations would be minor and would not cause changes in the drainage pattern (no or nominal additional impervious services) such that substantial increase in the rate or amount of surface runoff would result in flooding on or off site. No significant impacts are anticipated.

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

***iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***

**Less than Significant Impact.** All projects included in the Plan are located within the existing right-of-way and street network. Projects described in the project description and included in Figures 1-22 would slightly change drainage patterns where bulb outs/curb extensions and median refuge islands are suggested. However, these alterations would be minor and would not cause changes in the amount of runoff water that would exceed the capacity of existing stormwater drainage system. No significant impacts are anticipated.

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

***iv) impede or redirect flood flows?***

**Less than Significant Impact.** All projects included in the Plan are located within the existing right-of-way and street network. Projects described in the project description and included in Figures 1-22 would slightly change drainage patterns where bulb outs/curb extensions and median refuge islands are suggested. However, these alterations would not impede or redirect flood flows because these improvements would be designed and reviewed by the Public Works Engineering Division to ensure code compliance, and to ensure that the proper methods have been developed to maintain and/or enhance the existing drainage pattern and storm drain systems already in place within the existing

street network. The Plan would not create any significant impact by impeding or re-directing flood flows.

**Less than Significant Impact.** Please refer to Response J-3i above.

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

**4) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

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

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

**5) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

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

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



**K. LAND USE AND PLANNING**

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

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

**No Impact.** The programs and infrastructure implemented under the Plan would result in either no impacts or less than significant physical impacts on the environment with respect to physical improvements. The pedestrian projects that do involve physical improvements (e.g., walkway enhancements, crossing enhancements, operational improvements) are proposed on the existing street network and public right of ways, and thus, would not physically divide a community. Therefore, no impacts would occur.

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

**2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** The Plan supports and implements the Glendale Safe and Healthy Streets Plan, specifically Policy 5.1 to maintain and update design standards that reduce vehicular speeds related to improving the pedestrian environment within the City, and Policy 5.2 to incorporate best practices in pedestrian and bicycle facility design. The Plan promotes plans and policies adopted for the purpose of avoiding or mitigating an environmental effect, particularly those that support reduced reliance on motor vehicle transportation as discussed below.

The grant-ready projects described in the Project Description beginning on page 33 of this MND are consistent with Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and support implementation of those plans' recommendations because these projects:

- support transit integration by improving first/last mile access to the Glendale (Metrolink) Station in a High Quality Transit Area, consistent with Transit, Passenger Rail, and Active Transportation strategies in the 2016-2040 Southern California Association of Governments (SCAG) RTP/SCS.
- encourage short trip-making by investing in quality sidewalks and crossing treatments to make walking more attractive to people 8-80 years old consistent with Active Transportation strategies in the 2016-2040 SCAG RTP/SCS.
- advance the goals of safety and public health by encouraging safe walking consistent with Metro's Active Transportation Strategic Plan.
- improve safety and access to transit consistent with the goals of Metro's Complete Streets Policy.
- promote Healthy Neighborhoods and Community Development as principles of Metro's Countywide Sustainability Policy because they improve the safety and walkability of the pedestrian infrastructure.

Therefore, no impacts would occur.

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

**L. MINERAL RESOURCES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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?				<b>X</b>
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?				<b>X</b>

**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.** There are no areas in the City that are designated as mineral resource extraction areas by the State of California. Additionally, no mineral extraction operations occur in the City. In addition, implementation of the Plan would occur within existing public right-of-way areas. Therefore, the Plan would not result in the loss of availability of a known mineral resource or mineral resource recovery sites. No impacts 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.** Please refer to Response L-1 above.

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

**M. NOISE**

<i>Would the project result in:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Generation of excessive groundborne vibration or groundborne noise levels?			X	
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

**1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than Significant Impact.** Improvements in the Plan, as described in detail in the project description and Figures 1-22 are located within existing public right-of-way already subject to motor vehicle use and associated noise. The operational aspects of projects, such as audible signals to help persons with visual impairments to cross streets safely would result in new sources of noise), however, the noise generated from audible pedestrian street crossings are designed to be heard by nearby pedestrians to assist them with street crossing and would be minor, and would not exceed local standards. In terms of temporary noise impacts, installation of certain improvements could result in short-term noise increases during the construction phase are discussed in Section M-2 below. However, such increases would be of short duration, during permitted day-time hours, temporary in nature during construction, and would not permanently increase area noise levels and would therefore not be considered significant. The Plan would not increase vehicle trips or introduce other generators of high noise levels to the site. Therefore, the Plan would not expose persons to or generate high noise levels in excess of established standards.

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

**2) Generation of excessive groundborne vibration or groundborne noise levels?**

**Less than Significant Impact.** Construction of projects contained in the Plan would require excavation and earthwork activities. In addition, project locations are adjacent to residential areas and school sites; see Figures 1-22 for precise locations. Although construction activities could result in a temporary increase in noise levels, this noise would not be sustained and would occur only during permitted daytime hours for construction. No pile driving or other construction activity that would generate very high noise levels or ground borne vibration would be required to construct the pedestrian improvements outlined in the Plan. Project construction would comply with the City's noise standards for construction and demolition activities (Section 8.36 of the City's Municipal Code, which regulates the hours of construction activities). Construction activities would be prohibited between the hours of 7:00 p.m. on one day and 7:00 a.m. of the next day or from 7:00 p.m. on Saturday to 7:00 a.m. on Monday or from 7:00 p.m. preceding a holiday. Therefore, the Plan would not expose people to or generate excessive ground-borne vibration or noise and the temporary increase in noise levels during the construction period would be less than significant.

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

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

**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.

**N. POPULATION AND HOUSING**

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

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

**No Impact.** Implementation of the Plan would result in improvements to pedestrian facilities within existing rights-of-way, would not add housing or businesses, or extend any roads, and thus, would not directly or indirectly induce population growth.

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

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

**No Impact.** Implementation of the Plan would not remove any existing housing. Implementation of the Plan would not displace any people, and therefore no construction of replacement housing would be necessary. No impacts would occur.

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

**O. PUBLIC SERVICES**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. 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.** Proposed projects within the Plan would be constructed or installed within existing right-of-way and would not result in new fire hazards or increase demand for fire services. While projects within the Plan, described in detail in Table 1 of the project description and Figures 1-22 would result in minor alterations to local pedestrian, bicycle, and vehicular circulation patterns, these projects would not substantially impair emergency access because improvements under the plan would not occur on streets designated as city or county evacuation routes. Overall, the City would continue to be served by the Glendale Fire Department, and the Plan would thus result in less-than-significant impacts to fire protection services.

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

b) **Police protection?**

**Less than Significant Impact.** The Plan would result in pedestrian improvement projects within existing right-of-way and would not result in new demand for police services. While the Plan includes recommendations for programs to increase enforcement of traffic violations that reduce pedestrian safety, these programs would not result in the need for additional police facilities, in fact the proposed improvements are designed to make streets safer. Overall, the City would continue to be served by the Glendale Police Department, and the Plan would thus result in less than significant impacts to police services.

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

c) **Schools?**

**No Impact.** The Plan does not involve the construction of housing or creations of employment centers. Therefore, it would not increase demand for school services.

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

**d) Parks?**

**Less Than Significant Impact.** The Plan enhances pedestrian safety and access to facilities in the City used to promote walking. Development of the proposed improvements under the Plan would improve pedestrian connections to existing recreational facilities and parks within the City, and could result in an incremental increase in people accessing parks on foot. The improvements in the Plan improve sidewalks and paths in and of themselves do not result in uses or structures that increase population as the proposed improvements are not growth inducing (no expansion of right of way), and would not result in the physical deterioration of parks.

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

**e) Other public facilities?**

**No Impact.** The Plan would not increase demand for other public facilities, such as libraries, because the Plan would not result in population or employment growth in the City, or cause other demographic changes or traffic and circulation changes that would increase the demand for such facilities. The proposed projects to be implemented under the Plan would replace/update existing infrastructure within existing right of way, and not expand or create new right of way that would induce growth. No impacts would occur.

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



**P. RECREATION**

	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.** As noted in O-1d, the Plan would not result in a substantial increase in park use. Development of the Plan would increase walkability to existing recreational facilities and parks within the City, which could incrementally increase use of these facilities. However, the increase in use of these facilities as a result of implementation of the Plan would be small, and would not result in physical deterioration because the Plan does not increase population or employment centers and would not have any growth inducing impacts. Therefore, the Plan would not result in significant deterioration of parks or 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 noted in O-1d, the Plan does not include recreational facilities or require the construction or expansion of recreation facilities, and would not substantially increase use of local recreational facilities. The Plan does not induce population growth or create employment centers that would result in these impacts. Therefore, the Plan would not have a significant impact on recreational facilities.

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

**Q. TRANSPORTATION**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
1. Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?		X		
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
4. Result in inadequate emergency access?				X

**1) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

**Less than Significant Impact.** The improvements and programs included in the Plan are consistent with both the Health and Safe Streets Plan (April 2011) and the Bicycle Transportation Plan (August 2012) as well as the Complete Streets Plan that was added to Circulation Element in 2011, in that the Plan furthers policies that include multimodal transportation by enhancing the pedestrian environment as detailed in Table 1 of the project description and Figures 1-22. Implementation of the improvements identified in the Plan will be subject to the Mitigation Measures TRANS-1 and TRANS-2 identified below. No significant impacts are anticipated.

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

**2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

**Less than Significant Impact with Mitigation Incorporated.** Section 15064.3 of the State CEQA Guidelines codifies a switch from Level of Service (LOS) to Vehicle Miles Traveled (VMT) as metric for transportation impact analysis. The City of Glendale is currently in the process of developing VMT standards and will perform a VMT analysis, as appropriate, where a Plan component is authorized for implementation.

The Plan implementation does not include components that would generate new vehicle trips or increase the existing traffic load. Rather, implementation of the projects and programs identified in the Plan would improve the City’s pedestrian infrastructure, enhance pedestrian safety, and encourage walking as a viable form of transportation throughout the City. During the construction phase of the Plan, contractors will be obligated by contract to provide traffic control measures to minimize disruptions.

However, there are components of the Plan that could reduce the vehicle capacity of intersections and/or increase congestion through physical changes at intersections that favor pedestrian movements (e.g., signal timing adjustment). Implementation of Mitigation Measure TRANS-1 identified below, would ensure that changes to intersections, such as the addition of bulb outs would not substantially increase congestion.

Several of the projects in the Plan include modification or construction of bulb outs. The bulb out projects are intended to reduce pedestrian crossing distance and increase visibility of and for pedestrians. Bulb outs can also serve to reduce the turn radius for turning vehicles, thereby resulting in increased pedestrian safety by reducing the speed of vehicular traffic. Implementation of the Mitigation Measure TRANS-2 would ensure that projects involving new bulb outs or modifications to existing bulb outs would not substantially increase traffic congestion.

**Mitigation Measures:** Implementation of the following mitigation measure would reduce impacts to less than significant levels.

**TRANS-1:** Prior to implementation of the pedestrian projects involving the elimination or removal of vehicle travel lanes, the City shall prepare a level of service (LOS), or VMT analysis as applicable, and queuing analysis of the affected intersection to determine whether the project would cause a significant impact per the City's LOS thresholds or VMT standards as applicable, or would result in queuing that could affect traffic operations at adjacent intersections.

If the proposed improvements shown in the Plan would result in a significant impact to LOS or operation of the intersection, or create significant VMT impacts, the City shall pursue one of the two following outcomes for each affected intersection: 1) the project shall be modified to lessen the impact of the pedestrian improvements to below the City's LOS threshold for the existing condition, or VMT thresholds, as applicable, OR; 2) the City shall make findings, that significant beneficial pedestrian impacts and/or other beneficial impacts would reduce the adverse LOS/intersection operation or VMT threshold impact to a less-than-significant level.

**TRANS-2** The City shall ensure that bulb outs would not extend beyond the parking lane into the through lanes of the roadway to the degree that they would eliminate through travel lanes or narrow travel lanes below minimum widths as described in the City's Circulation Element. If the City determines that removing or narrowing through travel lanes is necessary to accommodate pedestrian movements or improve safety, then a level of service (LOS), VMT analysis as applicable, and queuing analysis shall be prepared to determine whether the project would cause a significant impact per the City's LOS thresholds or VMT thresholds as applicable, or would result in queuing that could affect traffic operations at adjacent intersections.

If the proposed bulb out improvements would result in a significant impact to LOS, VMT thresholds, or result in queuing that could affect traffic operations at adjacent intersections, the City shall pursue one of the two following outcomes for each affected bulb out: 1) the design of the bulb out shall be modified to reduce the impact below the City's LOS or VMT threshold as applicable, OR; 2) the City shall make findings, that significant beneficial pedestrian impacts and/or other beneficial impacts would reduce the adverse LOS/intersection operation impact or VMT impact, as applicable, to a less-than-significant level.

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

**Less Than Significant Impact.** The improvements proposed in the Plan are intended to reduce hazards to pedestrians. Physical modifications to intersections, such as the construction of bulb outs and reduction of turn radii would reduce vehicle speed, provide more visibility for pedestrians, and enhance the safety of intersections. No increase in hazards due to a design feature is anticipated from implementation of the Plan. No significant impacts are anticipated.

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

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

**Less than Significant Impact.** To increase pedestrian safety and visibility, several of the projects in the Plan include the construction or widening of pedestrian refuge islands in the median of roadways and the addition of bulb outs at intersections. The construction of these features could result in narrowing of traffic lanes and/or reduction of turn radii at intersections and possibly eliminate right turn lanes such that access for emergency vehicles is impeded. The City's Safety Element designates a number of streets as city and county evacuation routes. Planned improvements are

located at some of these routes; however, the proposed improvements are on the arterial streets leading onto these routes and not on the routes themselves. Therefore, implementation of the pedestrian projects in the Plan would not result in a significant adverse effect to emergency access.

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

**R. TRIBAL CULTURAL RESOURCES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			<b>X</b>	
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.			<b>X</b>	

1) ***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.*** Written notice was given to the Fernandeno Tataviam of Mission Indians, Gabrielino-Tongva Tribe 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 any of the three tribal organizations within the 30-days of notice.

The Plan would not result in any impact on buried cultural resources including archaeological resources, paleontological resources, and human remains because the actions proposed in the Plan would either not result in physical impacts on the environment, or are superficial modifications to existing right-of-way surfaces within the existing roadway or sidewalk systems. The pedestrian projects that do involve physical improvements would not require substantial grading/ground disturbance. As such, the potential to uncover tribal cultural resources and human remains is highly unlikely. Therefore, no significant impacts are anticipated.

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

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.** As mentioned R-1i above, the potential for any impact on tribal cultural resources is low. Written notice was given to the Fernandeno Tataviam of Mission Indians, Gabrielino-Tongva Tribe 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 any of the three tribal organizations within the 30-days of notice. As such, impacts would be less than significant.

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

**S. UTILITIES AND SERVICE SYSTEMS**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
3. 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
4. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

**1) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

**Less Than Significant Impact.** Implementation of the Plan would not generate wastewater or require the use of substantial quantities of water. A small increase in water use would occur with landscape irrigation for projects in the Plan that includes landscaping or tree planting. Greening/Landscaping consist of adding trees along streets to soften the pedestrian experience, provide shade and visual interest, filter the air, and in some cases help to filter stormwater. The city Prop 84 Green Streets Project along Colorado Street is a good example of how landscaping can benefit the cleaning of stormwater runoff. However, such improvements would require the planting of native species and other water-efficient landscaping. The Plan would not require the construction of new wastewater or water facilities, or the expansion of existing facilities. No significant impacts are anticipated.

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

**2) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

**Less than Significant Impact.** Projects in the Plan that include landscaping or street tree planting could require small amounts of water for irrigation. However, once established these plants would require little if any supplemental watering since such improvements would require the planting of native species and other water-efficient landscaping. No significant impacts to water supply are anticipated.

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



- 3) ***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.** Projects that would be implemented under the Plan would not generate wastewater and would not result in an increase in demand for wastewater treatment. No impacts would occur.

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

- 4) ***Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

**No Impact.** Implementation of the Plan would not generate solid waste, beyond whatever small quantities of construction waste could not be recycled and reused. Existing landfills would have sufficient capacity to accommodate this potential minor increase in construction waste. No significant impacts are anticipated.

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

- 5) ***Comply with federal, state, and local management and reduction 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, <i>would the project:</i>	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.** Locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to pedestrian use. These projects, as described in Table 1 of the project description and Figures 1-22 consist of surface-level, at-grade paving improvements, such as bulb outs, zebra crosswalk marking and other above-grade improvements such as pedestrian lighting and shade trees, and would not substantially impair an adopted emergency response plan or emergency evacuation plan. Furthermore, proposed improvements are not located in or near state responsibility area or lands classified as very high fire hazard severity zones. No impacts would occur.

**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 T-1 above, proposed improvements included in the Plan are not located in or near state responsibility area or lands classified as very high fire hazard severity zones. No impacts would occur.

**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 T-1 above, proposed improvements primarily consist of surface-level, at-grade paving improvements (e.g., curb cuts, infill of sidewalk gaps) and other above-grade improvements (e.g., installation of audible signals along pedestrian corridors), and would not require the installation or maintenance of roads that would exacerbate fire risk. No impacts would occur.

**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.** Locations for projects that would be implemented under the Plan are paved or otherwise developed areas already subject to pedestrian use, within non-hillside areas of Glendale. These projects primarily consist of surface-level, at-grade paving improvements and other above-grade improvements and therefore, would not expose people or structures to significant risk. No impacts would occur.

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

**U. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

**No Impact.** As discussed in the biological and historical analysis above, the Plan as described in detail in the project description and as identified in Table 1 and Figures 1-22, would not have significant impacts in these areas. Development of projects under the Plan would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history because improvements under the plan would only occur within public right-of-way to the existing public street network where none of these habitats or populations are located. As discuss throughout the MND no impacts in these areas would occur with implementation of the Plan.

- 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.** The Plan’s impacts would be individually limited and not cumulatively considerable because improvements under the plan would only occur within public right-of-way to the existing public street network. In addition, most of the Plan’s less than significant impacts would result from construction-period activities for individual projects, and would be temporary. All traffic impacts that could occur as a result of implementation of the Plan (i.e. construction) would be reduced to less-than-significant levels through implementation of the mitigation measures included in the Mitigation Measures and Monitoring Program (MMRP) prepared for this project.

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

**No Impact.** The Plan would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings because improvements under the plan would only occur within public right-of-way to the existing public street network. No impacts in these areas 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*, "Circulation Element," as amended.
3. California Department of Conservation, *Farmland Mapping and Monitoring Program*, Los Angeles County Important Farmland 2010 (September 2011).
4. California Department of Conservation, Division of Mines and Geology, *Special Publication 42* (Revised 1997, Supplements 1 and 2 added 1999).
5. South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 2005).
6. City of Glendale, *General Plan*, "Safety Element" (2003).
7. California Governor's Office of Planning and Research, *State of California General Plan Guidelines* (2017).
8. City of Glendale Municipal Code, as amended.
9. Glendale Safe and Healthy Streets Plan, April 2011.
10. Glendale Citywide Pedestrian Plan, July 2017.
11. Greener Glendale Plan, Community Activities, March 27, 2012.
12. Greener Glendale Plan, Municipal Operations, November 1, 2011.

APPENDIX A – Draft Pedestrian Safety Plan

APPENDIX B – Metro’s First Last Mile Strategic Plan (FLMSP)