



**PROPOSED  
MITIGATED NEGATIVE DECLARATION**  
Chamlian Armenian School  
Proposed Increase in Enrollment  
4444 Lowell Avenue

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>	Chamlian Armenian School Proposed Increase in Enrollment
<b>Project Location:</b>	4444 Lowell Avenue, Glendale, Los Angeles County
<b>Project Description:</b>	<p>The applicant is requesting to expand enrollment at Chamlian Armenian School by modifying existing conditions of approval that restrict enrollment to 500 students. The proposed increase would permit a maximum enrollment of 700 students. This request requires a modification to the conditions of approval of the use and standards variances and parking reduction permit, approved in May 2011 as part of a new gymnasium. No changes to the site or construction of additional buildings are proposed. The proposed increase in student enrollment will be accommodated within existing buildings by increasing class sizes and utilizing vacant classrooms.</p> <p>(A detailed description of the project is provided on page 6.)</p>
<b>Project Type:</b>	<input checked="" type="checkbox"/> Private Project <input type="checkbox"/> Public Project
<b>Project Applicant:</b>	Rodney V. Khan/Khan Consulting Inc. 1111 North Brand Boulevard, Suite 403 Glendale, CA 91202 818-507-1605
<b>Findings:</b>	The Director of the Community Development, on <b>March 26, 2014</b> , after considering an Initial Study prepared by the Planning and Neighborhood Services Division, found that the above referenced project would not have a significant effect on the environment and instructed that a Mitigated Negative Declaration be prepared.
<b>Mitigation Measures:</b>	See attached Mitigation Monitoring and Reporting Program (MMRP).
<b>Attachments:</b>	Mitigation Monitoring and Reporting Program; Initial Study Checklist
<b>Contact Person:</b>	Hassan Haghani, Director of Community Development City of Glendale Community Development Department 633 East Broadway Room 103 Glendale, CA 91206-4386 Tel: (818) 548-2140; Fax: (818) 240-0392

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## MITIGATION MONITORING AND REPORTING PROGRAM

The following mitigation measures shall apply to Chamlian School located at 4444 Lowell Avenue to reduce identified impacts to less than significant levels.

1. The applicant shall provide parking attendants to safely direct cars to the surface parking lot and asphalt play area when events, such as graduations, parent meetings, opening ceremonies, sports tournaments, school festivals and similar gatherings are scheduled for exclusive use by Chamlian School.

**Monitoring Action:** Use of Parking Attendants  
**Timing:** At the time when special events take place  
**Responsibility:** Director of Community Development

2. To offset the increase in trips associated with the proposed increase in enrollment to 700 students, the applicant shall provide bus service, transporting Chamlian students to and from the campus. At no point shall the number of trips to and from the campus exceed the total number of existing trips established in the Traffic and Transportation Plan prepared by Jano Baghdanian & Associates dated February 24, 2014. School enrollment shall not exceed 500 students without first securing the necessary buses needed to transport the students to and from the campus. The number of buses shall be determined by the number of students enrolled and the home addresses of the students to the satisfaction of the Director of Community Development.

All buses shall be provided to the students free of charge as part of enrollment at Chamlian School. The number of buses, bus stop location(s) and route(s) shall be included in the traffic control plan approved by the Director of Public Works and Director of Community Development. The school shall submit on an annual basis, shuttle location(s) and route(s) and student ridership data to document compliance with this mitigation measure.

**Monitoring Action:** Shuttle bus service  
**Timing:** Morning drop-off and afternoon pick up times every school day  
**Responsibility:** Director of Community Development; Director of Public Works

3. The applicant shall conduct a traffic survey to ensure that the project is in compliance with Mitigation Measure 2. Said survey shall be conducted by a qualified professional acceptable to the Director of Community Development on an annual basis during the school year when enrollment is at its peak. The Director of Community Development shall have the authority to request additional studies as deemed necessary. All costs associated with the traffic study and monitoring shall be at the sole expense of the school.

**Monitoring Action:** Conduct Traffic Survey  
**Timing:** Annually or as requested by the Director of Community Development  
**Responsibility:** Director of Community Development; Director of Public Works

**Agreement to Proposed Mitigation Measures and Mitigation Monitoring Program**

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

Dated: \_\_\_\_\_  
Signature(s) of the Project Applicant(s)

Dated: \_\_\_\_\_



**INITIAL STUDY CHECKLIST**  
**Chamlian Armenian School**  
**Proposed Increase in Enrollment**  
**4444 Lowell Avenue**

1.	<b>Project Title:</b> Chamlian Armenian School Proposed Increase in Enrollment
2.	<b>Lead Agency Name and Address:</b> City of Glendale Community Development Department Planning and Neighborhood Services Division 633 East Broadway, Room 103 Glendale, CA 91206
3.	<b>Contact Person and Phone Number:</b> Roger Kiesel, Senior Planner Tel: (818) 937-8152 Fax: (818) 240-0392
4.	<b>Project Location:</b> 4444 Lowell Avenue, Glendale, Los Angeles County
5.	<b>Project Sponsor's Name and Address:</b> Western Prelacy of the Armenian Apostolic Church of America 6252 Honolulu Avenue La Crescenta, CA 91214
6.	<b>General Plan Designation:</b> Low Density Residential
7.	<b>Zoning:</b> R1 (Low Density Residential) Zone, Floor Area Ratio District II
8.	<b>Description of the Project:</b> (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary support or off-site features necessary for its implementation.)  The applicant is requesting to expand enrollment at Chamlian Armenian School by modifying existing conditions of approval that restrict enrollment to 500 students. The proposed increase would permit a maximum enrollment of 700 students. This request requires a modification to the conditions of approval of the use and standards variances and parking reduction permit, approved in May 2011 as part of a new gymnasium. No changes to the site or construction of additional buildings are proposed. The proposed increase in student enrollment will be accommodated within existing buildings by increasing class sizes and utilizing vacant classrooms.  (A detailed description of the project is provided on page 6.)
9.	<b>Surrounding Land Uses and Setting:</b> <u>North:</u> Commercial <u>South:</u> Single-family residential <u>East:</u> Single-family residential <u>West:</u> Commercial, church and single-family residential
10.	<b>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"/> Agricultural and Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                | <input type="checkbox"/> Geology / Soils                    |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials     | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                 | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                   | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems       | <input type="checkbox"/> Mandatory Findings of Significance |

**LEAD AGENCY DETERMINATION:**

On the basis of this initial evaluation:

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

*Von Keel*  
Prepared by:

March 24, 2014  
Date:

*[Signature]*  
Reviewed by:

3/26/14  
Date:

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

*Imothy Fy*  
Director of Community Development Department:

3-26-14  
Date:

## **Background**

The previous project included the construction of a new gymnasium on the campus of Chamlian Armenian School located in the R1 (Low Density Residential) zone. The gymnasium is approximately 9,345 square feet in size and located in the northeast portion of the 4.59 acre site. The rectangular-shaped building is approximately 30 feet high, with a maximum approved height of 35 feet. The gymnasium includes a basketball court with retractable bleachers, an entry lobby, restrooms and a storage area. The gymnasium is located within a portion of the existing parking lot that required a re-configuration of the lot. The building includes three points of ingress/egress, although two are designated for exit only. The building does not contain any windows. Construction of the gymnasium and re-configuration of the parking lot are currently under construction and are near complete.

Because a private school is not permitted in the R1 zone, the gymnasium project required approval of a new use variance (PVAR 2010-023) to allow the expansion of the school. A standards variance (PVAR 2010-028) was also requested and ultimately approved to allow the gymnasium to exceed the maximum permitted height and maximum floor area ratio (FAR) as described below. A parking reduction permit (PPRP 2010-008) was also required and approved.

### Standards Variance

The gymnasium project required approval of standards variances to permit the following:

- 1) To allow the gymnasium to exceed the maximum height limit of 25 feet in the R1 zone. The project was granted a variance that would allow the gymnasium to be constructed at a maximum height of 35 feet; and
- 2) To allow the gymnasium to exceed the maximum floor area ratio (FAR) standards for the school site. The project site is located in floor area ratio district II, which allows 0.40 FAR for the first 10,000 square feet of site area and 0.1 square feet thereafter. This requirement translates to a maximum of 22,994 square feet of floor area for the entire campus; the site including the gymnasium contains 54,486 square feet of floor area. The project was granted a variance to exceed the FAR.

### Parking Reduction Permit

The parking reduction permit allowed the construction of the gymnasium without providing the minimum number of parking spaces required for building square footage added to the campus. The approved 9,345 square-foot gymnasium required 25 additional parking spaces (2.7 spaces per 1,000 square feet of floor area). The campus has a total of 61 on-site parking spaces (4 located in the drop off/pick up area, 4 located in the northwestern portion of the site and 53 located in the re-configured parking lot in the eastern portion of the site). A total of 147 parking spaces are required by code.

Conditions of approval were added to the approved use and standards variance as well as the parking reduction permit to restrict the enrollment at the school to 500 students. Discretionary approvals previous to PVAR 2010-023, PVAR 2010-028 and PPRP 2010-008 contained a condition of approval capping student enrollment at Chamlian School to 500 students.

## **Project Description**

The applicant is requesting approval to expand the existing Chamlian Armenian School to allow a maximum of 700 students to enroll at the school. The discretionary approvals described above and previous approvals all contained a condition of approval restricting student enrollment to 500 students. The request to expand enrollment to 700 students requires a modification to the conditions of approval of the previously approved variances and parking reduction permit. No changes to the site or construction of additional buildings are proposed. The increase in student enrollment will be accommodated by increasing class sizes, utilizing vacant classrooms and consolidating uses to free up existing classrooms.

Chamlian Armenian School currently includes an administration building, multi-purpose building, dining hall and classroom buildings. The majority of the existing buildings are located in the western and northern portions of the site. A large outdoor playground is located in the south-central portion of the site. Staff

parking is located in the eastern portion of the site. A driveway, accessed from Lowell Avenue and containing four parking spaces, is used for drop-off/pick up of students attending the school. From this drop off/pick up area and behind a sliding gate, a long driveway adjacent to the northern property line provides access to the staff parking area. There is an existing driveway from the staff parking lot to Second Avenue, which is currently gated and locked. No changes are proposed to the drop off/pick up area or its current operation as a result of the project.

**12. Environmental Factors Potentially Affected:**

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

**A. AESTHETICS**

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

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

**No Impact.** No scenic vistas exist within, or in proximity to, the project site. No impacts to scenic vistas would occur.

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

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

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

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

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

**No Impact.** The proposed project includes modifying the conditions of approval for Use Variance Case No. PVAR 2010-023, Standards Variance Case No. PVAR 2010-028 and Parking Reduction Permit Case No. PPRP 2010-008, associated with the gymnasium project that is nearly complete. The proposed modifications to existing conditions would allow for an increase in enrollment from 500 students to 700 students. Modifying this particular condition would not result in impacts to the existing visual character or quality of the site or its surrounding, since no additional buildings are proposed.

**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.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete.



Additional lighting has been added to the project site as part of the new gymnasium for security purposes. This lighting is similar to the lighting already located on the buildings at the existing school campus. In addition, the lighting is on a timer that can be adjusted. Therefore, no significant impacts are anticipated.

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

**B. AGRICULTURE AND FOREST RESOURCES**

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

**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 agricultural use zones currently exist within the city, nor are any agricultural zones proposed. 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.** The project site is located in an urbanized area. 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 contract 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)) or timberland (as defined in Public Resources Code section 4526)?**

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

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

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

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

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

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

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

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

**C. AIR QUALITY**

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

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

**No Impact.** The project includes an increase in the student enrollment. No new buildings or additions to existing building are proposed. The previously approved gymnasium building that is nearly complete did not result in conflicts with existing plans. Therefore, the project would not conflict with or obstruct implementation of the 2007 Air Quality Management Plan (AQMP). No impacts would occur.

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

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

**Less Than Significant Impact.** The URBEMIS 2007 model (Version 9.2.4) was used to estimate air quality impacts from allowing an increase in enrollment of 200 students. Since no new construction is proposed, only the operation stage of the proposed project was evaluated. Results from the model indicate that the proposed increase in enrollment would not exceed thresholds for area or operational impacts. No significant impacts would occur.

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

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

**Less Than Significant Impact.** As indicated in the air quality model run described above, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant. No significant impacts would occur.

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

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

**Less Than Significant Impact.** Residential units are located east, west and south of the project site. However, as indicated above, the project would not result in any increase in criteria pollutant or contribute to an existing air quality violation. No significant impacts would occur.

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

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

**No Impact.** No construction activity is associated with the proposed project. Therefore, no detectable odors in proximity to the residential units east, west and south of the subject site are anticipated. No impacts would occur.

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

D. **BIOLOGICAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of				X

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. Therefore, implementation of the project would not result in any impact to species identified as endangered, threatened, sensitive or being of special concern by the California Department of Fish and Game or the United States Fish and Wildlife Service.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The subject site is located in a heavily-urbanized area. Further, no riparian habitat and/or other sensitive natural communities are present within the vicinity, and no such areas are present onsite or adjacent to the project site. No impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The subject site is located within a heavily urbanized area. Further, no federally protected wetlands are present within the vicinity, and no such areas are present onsite or adjacent to the project site. No impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The area has been substantially modified by human activity. Therefore, implementation of the project will not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. No protected biological resources are present onsite. In addition, there are no indigenous trees, as defined in Chapter 12.44 of the Glendale Municipal Code (GMC), located on the project site. Therefore, implementation of the project will not conflict with any local policy designed to protect biological resources.

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

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

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

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

**E. CULTURAL RESOURCES**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the				X

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms that were constructed in 1960. No new construction is proposed. None of the existing buildings on the subject site are listed at the federal, state or local level nor do any appear eligible for listing. Furthermore, no additions or changes to the exterior of any of the buildings are proposed. 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 CEQA Guidelines §15064.5?***

**No Impact.** The project site has been previously graded to establish the existing school campus. Grading associated with the gymnasium is complete and no surficial archaeological resources were uncovered during the grading process. No other buildings are proposed to be constructed. No impacts would occur.

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

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

**No Impact.** As indicated in Section E(2) above, grading associated with the gymnasium is complete and no paleontological resources were uncovered during the grading process. No other buildings are proposed to be constructed. No impacts would occur.

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

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

**No Impact.** As indicated in Section E(2) above, grading associated with the gymnasium is complete and no human remains were uncovered during the grading process. No other buildings are proposed to be constructed. No impacts would occur.

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

**F. 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. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				<b>X</b>
ii) Strong seismic ground shaking?			<b>X</b>	
iii) Seismic-related ground failure, including liquefaction?				<b>X</b>
iv) Landslides?				<b>X</b>
2. Result in substantial soil erosion or the loss of topsoil?				<b>X</b>
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?				<b>X</b>
4. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?				<b>X</b>
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?				<b>X</b>

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

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

**No Impact.** The subject site is not located within an Alquist-Priolo Earthquake Fault Zone or City-designated Fault Hazard Management Zone as stated in the City’s Safety Element (August 2003). No impacts would occur.

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

ii) **Strong seismic ground shaking?**

**Less than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete.

The gymnasium was issued valid building permits and is therefore, in compliance with building codes that protect the building and its inhabitants from seismic ground shaking or rupture of an earthquake fault. As a result, no significant impacts are anticipated.

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

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

**No Impact.** The project site is not located within an area prone to liquefaction as indicated in the City's Safety Element (August 2003). No impact would occur.

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

**iv) *Landslides?***

**No Impact.** The project site is not located within a designated landslide hazard zone, as indicated in the City's Safety Element (August 2003). No landslide impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. Grading associated with the gymnasium approved under the use and standard variances and parking reduction permit is complete. No other buildings are proposed to be constructed. No impacts would occur.

**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 onsite or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

**No Impact.** The project site is already developed and would not include fluid withdrawal or removal. The site is not located within an area prone to liquefaction. Grading associated with the gymnasium approved under the use and standard variances and parking reduction permit is complete. No other buildings are proposed to be constructed. 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 California Building Code (2001), creating substantial risks to life or property?***

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. In addition, valid building permits were issued for the construction of the gymnasium. 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.** The project site is connected to the City's sewer system. No impacts would occur.

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



**G. GREENHOUSE GAS EMISSIONS**

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

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

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

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

In 2006, the State passed the Global Warming Solutions Act of 2006, commonly referred to as AB 32, which set the greenhouse gas emissions reduction goal for the State of California into law. The law requires that by 2020, State emissions must be reduced to 1990 levels by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions.

Senate Bill 375 (SB 375), passed in 2008, links transportation and land use planning with global warming. It requires the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles. Under this law, if regions develop integrated land use, housing and transportation plans that meet SB 375 targets, new projects in these regions can be relieved of certain review requirements under CEQA. The Southern California Association of Governments (SCAG) has prepared the region's Sustainable Communities Strategy (SCS) which is part of the Regional Transportation Plan (RTP). Glendale has an adopted Greener Glendale Plan which meets regional greenhouse gas reduction targets, as established by SCAG and adopted by the ARB. The Greener Glendale Plan uses land use development patterns, transportation infrastructure investments, transportation measures and other policies that are determined to be feasible to reduce GHG.

It should be noted that an individual project's GHG emissions will generally not result in direct impacts under CEQA, as the climate change issue is global in nature, however an individual project could be found to contribute to a potentially significant cumulative impact. This project is consistent with Greener Glendale Strategies to reduce GHGs.

The project would not result in cumulatively considerable impacts associated with GHG emissions since the project is required through mitigation to reduce vehicle trips by providing a free bus service to students. Air quality modeling was prepared for the proposed project and the results show that air

pollution impacts, including GHG emissions, fall below the thresholds established by SCAG. As a result, no new impacts are anticipated to result from the project.

In an effort to implement State mandates under AB32 and SB375 that address climate change in local land use planning, local land use jurisdictions are generally preparing GHG emission inventories and reduction plans and incorporating climate change policies into local General Plans to ensure development is guided by a land use plan that reduces GHG emissions. The City of Glendale adopted the Greener Glendale Plan with strategies to reduce GHGs. These strategies will provide direction for individual development projects to reduce GHG emissions and help the City meet its GHG emission reduction targets.

Therefore, it is determined that the project would result in less than cumulatively considerable impacts associated with GHG emissions and no mitigation is required.

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

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

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

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

**H. HAZARDS AND HAZARDOUS MATERIALS**

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

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. No transport, use or disposal of hazardous materials is proposed as a result of the project. No impacts would occur.

**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?**

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. No building demolition is proposed as a result of the project. No impact would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. As indicated in Response G-1 above, the operation of the project would not require the transport, use or disposal of hazardous materials. No impacts would occur.

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

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

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

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

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

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

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

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

**No Impact.** No private airstrips are located in the city of Glendale or in the vicinity of the project site. No impacts would occur.

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

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

**No Impact.** The project does not involve any changes to the existing street network nor would the project result in the alteration of an adopted emergency response plan or evacuation plan. No impacts would occur.

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

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

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

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

**I. HYDROLOGY AND WATER QUALITY**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on-				X

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
or off-site?				
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
6. Otherwise substantially degrade water quality?				X
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
10. Inundation by seiche, tsunami, or mudflow?				X

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. Therefore, implementation of the project is not expected to violate any water quality standards or waste water discharge requirements. No impact would occur.

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

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

**No Impact.** The project does not involve additions or withdrawals of groundwater. The amount of hardscape on the project site would be similar to the current on-site conditions. Therefore, the project would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies relative to existing conditions. 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, in a manner, which would result in substantial erosion or siltation on- or off-site?***

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The project would not alter the drainage pattern of the site, or alter the course of a stream or river since the drainage patterns will be the same as existing conditions. No impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The project area is currently paved. The amount of impervious surface area on the site would remain similar to existing conditions. The project would not alter the existing drainage pattern. No impacts would occur.

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

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

**No Impact.** The amount of permeable surface would be the similar to existing conditions. No impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The amount of impervious surface are on the site would remain similar to existing conditions. No impacts would occur.

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

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

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

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

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

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

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

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

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

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

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

**No Impact.** A review of the County of Los Angeles Flood and Inundation Hazards Map indicates that the site does not lie within the mapped tsunami inundation boundaries. No impacts would occur.

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

J. **LAND USE AND PLANNING**

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. No impacts would occur.

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

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

**Less Than Significant Impact With Mitigation Incorporated.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete.

The approved use variance allowed expansion of the private school (gymnasium construction) in an R1 zone. Private schools are not a permitted use in the R1 zone district. The subject site has been a school use since 1960. The site was developed as public elementary school. In 1983, the public school was sold and became Chamlian Armenian School. The mitigation measure contained in the mitigated negative declaration will reduce impacts related to parking and on-site circulation. The proposed increase in enrollment would not result significant impacts related to land use since the use

has been in existing since the 1960s and has operated under the approval of a use variance since the early 1980s.

The parking reduction permit allowed the gymnasium without providing the minimum number of required parking spaces. Private schools where no portion of the student body is above the ninth grade require a minimum of 2.7 parking spaces per 1,000 square feet of floor area. The school currently has 59 on-site parking spaces. The new 9,345 square foot gymnasium required 25 additional on-site parking spaces. The re-configured surface parking includes a total of 61 code compliant parking spaces. In addition, an additional 100 spaces can be accommodated when deemed necessary.

The private school, if newly built, would require a minimum of 147 parking spaces. As previously mentioned, 61 parking spaces will be provided, the vast majority of which (53 spaces) will be contained in a reconfigured surface parking lot in the eastern portion of the site. The parking lot is located immediately east and south of the new gymnasium. West of the proposed parking lot is a large asphalt play area, containing volleyball and basketball courts. The gymnasium project included a western "expansion" of the parking lot over this asphalt play area to accommodate, when necessary, 100 parking spaces. A mitigation measure was added to the project and included in the proposed expansion project requiring that a parking attendant to safely direct cars to the parking areas in the eastern portion of the site when events are scheduled for that are expected to generate a significant parking need. With this mitigation measure added to the gymnasium project was determined to have a less than significant impact. The proposed modification of the condition that would permit an increase in enrollment from 500 to 700 students would not would not change the previous finding of no significant impact since the same mitigation in still required for school events that require additional parking.

The approved standards variance allowed the gymnasium to exceed the maximum height and maximum floor area ratio permitted in the R1 floor area ratio district II zone. The maximum allowable height in R1 is 25 feet in height or 28 feet in height for any roofed area having a minimum pitch of 3 feet in 12 feet. The gymnasium building was approved with maximum height of 35 feet. Maximum height standards address shade and shadow concerns, mass and scale concerns and prevent overly high building from negatively impacting the surroundings. Given that the closest point of the gymnasium is approximately 40 feet from an interior property line (to the northeast), the gymnasium is approximately 100 feet from the southern property line and the highest point of the gymnasium will be in the center of this building, the proposed height of the building will not be a significant impact as it relates to building height.

The subject site is located in the floor area ratio (FAR) district II. This district allows an FAR of 0.40 for the first 10,000 square feet of site area and an FAR of 0.10 for each square foot thereafter. On the subject site, the maximum floor area allowed is 22,994 square feet. Prior to the construction of the gymnasium, the school had 45,141 square feet of floor area, which already exceeds the maximum floor area of the site. Development of the gymnasium (9,345 square feet) increased the total floor area to 54,486 square feet. The intent of floor area ratio standards is to regulate building mass and bulk on a site. Given the location of the gymnasium, the topography of the site and the surrounding neighborhood, the gymnasium is not easily seen by the neighborhood. Therefore, the approval of the standards variance for height and FAR was determined to have a less than significant impact on land use. The proposed modification of the condition that would permit an increase in enrollment from 500 to 700 students would not would not change the previous finding of no significant impact since no new floor area would be added.

***Mitigation Measures:*** Mitigation Measure 1 included in the MMRP (page 3 of this document) would reduce impact to less than significant levels.

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



**No Impact.** There is no habitat conservation plan or natural community conservation plan in the project site or vicinity. No impacts would occur.

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

**K. MINERAL RESOURCES**

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

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

**No Impact.** The project site is urbanized and is not within an area that has been identified as containing valuable mineral resources, as indicated in the City's Open Space and Conservation Element (January 1993). 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.** As indicated in Response J-1 above, there are no known mineral resources within the project site. No impacts would occur.

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

**L. NOISE**

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

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

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The gymnasium is expected to reduce the potential for noise impacts since events or activities that normally take place on the existing outdoor play area would now occur indoors. In addition, the building has been designed in a way to reduce the amount of interior noise from being heard outside the building due to the lack of windows and unnecessary openings. As a result, no significant impacts are anticipated.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. Therefore, the project would not generate excessive groundborne vibration or groundborne noise levels. No impacts would occur.

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

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

**Less Than Significant Impact.** As indicated in Response L-1 above, significant noise impacts are not anticipated to result from the long-term operation of the gymnasium or increase in school enrollment since many of the recess activities can now take place inside the gymnasium. A less than significant impact is anticipated as a result of the project.

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

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium

approved under the use and standard variances and parking reduction permit is nearly complete. As result, less than significant 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 expose people residing or working in the project site to excessive noise levels?***

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

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

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

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

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

**M. POPULATION AND HOUSING**

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. No new housing is proposed as a result of the project. Therefore, the project should not induce population growth. No impacts would occur.

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

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

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

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

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

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

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

N. **PUBLIC SERVICES**

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

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

a) ***Fire protection?***

**Less Than Significant Impact.** The City of Glendale Fire Department provides fire and paramedic services to the project site. The closest fire station is located at 4410 New York Avenue, approximately 1.2 miles away. The project can be adequately served by existing public services and is not anticipated to result in substantial adverse impacts. The overall need for fire protection services is not expected to substantially increase. No significant impacts would occur.

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

b) ***Police protection?***

**Less Than Significant Impact.** The Glendale Police Department provides police services to the project site. The project can be adequately served by existing public services and is not anticipated to result in substantial adverse impacts. The overall need for police protection services is not expected to substantially increase as a result of the proposed project. No significant impacts would occur.

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

c) **Schools?**

**No Impact.** The project will be located at an existing private school and would not place any additional demands on area schools since no housing is proposed. As student enrollment is proposed to increase at Chamlian School, enrollment at area public schools may slightly decrease. No impacts would occur.

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

d) **Parks?**

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The private school on which the project is proposed includes significant recreation courts and play yards that for use by the existing and new students. No impacts would occur.

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

e) **Other public facilities?**

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete.. The increase in enrollment will increase the use of water and sewer facilities to a slight degree. Neither Glendale Water and Power (GWP) nor the Public Works Department cited concerns related to providing these public facilities as a result of a student enrollment increase. The project can be adequately served by existing public facilities. No impacts would occur.

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

O. **RECREATION**

<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. 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?			<b>X</b>	
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?				<b>X</b>

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The private school on which the project is located includes significant recreation courts and play

yards. No increased demand for existing park or recreational facilities is anticipated. No significant impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The private school on which the project is located includes significant recreation courts and play yards. No impacts would occur.

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

**P. TRANSPORTATION/TRAFFIC**

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

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

**Less than Significant Impact with Mitigation Incorporated.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. Lowell Avenue adjacent to the project site is considered a minor arterial

street in the Circulation Element of the city's General Plan. Minor arterial streets generally carry up to 30,000 vehicle per day. The Circulation Element projected that in 2010, this segment of Lowell Avenue carried approximately 15,300 vehicles per day, significantly less than what minor arterial streets can accommodate. The gymnasium is not anticipated to generate significant additional traffic, since many of the activities already take place at the school.

The increase in enrollment from 500 students to 700 students could result in an increase in vehicle traffic along this portion of Lowell Avenue, particularly at morning drop-off and afternoon pick-up times. As part of the project, the applicant submitted a Traffic and Transportation Plan for Chamlian School produced by Jano Baghdanian & Associates. As part of the Plan, a survey was conducted to determine the number of trips that the school generates during the AM drop-off (7:15am - 8:30am) and the PM pick-up (2:30 pm – 4:30 pm) hours. The survey found that on average 342 vehicles arrived at the school during the AM peak and 309 vehicles arrived at the school during the PM peak. Further, the survey determined that the average number of students per vehicle during the AM peak was 1.4 and the average number of students per vehicle during the PM peak was 1.48 students. Using the 1.4 students per vehicle figure, adding 200 students to the school, as proposed, would generate 143 vehicles added to the AM and PM peaks.

The Traffic and Transportation Plan also identified trip reduction alternatives to reduce traffic impacts the added enrollment could create. One of the alternatives in the Plan was to provide a student shuttle service. As a mitigation measure for the project and as discussed in the submitted Plan, Chamlian School will be required to institute a bus service to provide transportation to and from the school. The project will result in a less than significant impact with mitigation measures incorporated.

**Mitigation Measures:** Mitigation Measures 2 and 3 included in the MMRP (page 3 of this document) would reduce impact to less than significant levels.

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

**Less than Significant Impact.** The proposed increase in student enrollment would result in an increase in traffic that can be mitigated. As a result, the project would not conflict with any congestion management plan. No significant impacts would occur.

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

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

**No Impact.** The project site is not located within an airport land use plan or within the vicinity of a private air strip. No impacts would occur.

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

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

**Less than Significant Impact With Mitigation Incorporated.** The project would not result in any changes to the existing public roadway network. The site contains a long driveway adjacent to the northern property line of the site, which leads to the surface parking lot in the eastern portion of the site. At points, the driveway is as narrow as 10 feet wide. A mitigation measure requires that the play area west of the proposed surface parking lot be opened when certain types of events are held at the school. To facilitate the operation of this additional parking, a mitigation measure will be added to the project requiring personnel to be stationed at each end of the driveway to prevent two-way traffic, which would create a bottleneck in the narrow portions of the driveway.

Mitigation Measures: Implementation of Mitigation Measure 1 listed in Section J(2) above would reduce impacts related to hazardous design features to less than significant.

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

**No Impact.** The project does not involve changes to the existing street network or to existing emergency response plans. No impacts would occur.

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

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

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

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

**Q. UTILITIES AND SERVICE SYSTEMS**

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

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium



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approved under the use and standard variances and parking reduction permit is nearly complete. There will be an increase in the need for wastewater treatment due to the increase in student enrollment numbers. However, this increase is considered minimal due to the small scale nature of the project. Operation of the school would continue to be required to comply with all applicable wastewater treatment requirements. No significant impacts would occur.

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

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. Existing water or wastewater treatment facilities are sufficient to support the proposed project. No significant impacts are anticipated.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The project would not result in an increase in the amount of storm water generated by the site since the gymnasium is located in an area that was previously paved. No impacts would occur.

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

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. Although there will be an increase in the need for water, this demand is considered minimal since the proposed enrollment increase would be accommodated within the existing buildings that utilize existing facilities. No significant impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. Although there will be an increase in the amount of wastewater generated due to the increase enrollment and use of restrooms, there is adequate capacity to serve the project. No impacts would occur.

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

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

**No Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. Although the project would result in a slight

increase in solid waste disposal needs, there is sufficient capacity to accommodate the slight increase in disposal needs. No impacts would occur.

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

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

**No Impact.** The project will comply with all federal, state, and local statutes and regulations relating to solid waste. No impacts would occur as a result of the proposed project.

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

**R. MANDATORY FINDINGS OF SIGNIFICANCE**

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

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

**No Impact.** The project site is currently developed with a private elementary school. No impacts would occur to the quality of the environment, fish or wildlife habitats, fish or wildlife populations, plant or animal communities, or to rare, threatened or endangered plant and animal species. No important examples of major periods of California history or prehistory exist on the project site. No impacts would occur.

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

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**Less than Significant Impact.** Development of the proposed project will not result in an increase in population. Potential impacts could occur as a result of the increase traffic due to 200 additional students on the campus; however, the mitigation measures added to the project would ensure that impacts would remain less than significant.

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

**Less Than Significant Impact.** The proposed increase in student enrollment would be accommodated within the existing classrooms. No new construction is proposed. The gymnasium approved under the use and standard variances and parking reduction permit is nearly complete. The project would not create either direct or indirect adverse effects on humans with the added mitigation measures.

13. **Earlier Analyses**

Mitigated Negative Declaration No. PEIF 2010-011

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 and Neighborhood Services Division Office, 633 E. Broadway, Rm. 103, Glendale, CA 91206-4386. Items used are referred to by number on the Initial Study Checklist.

1. Environmental Information Form application and materials submitted on February 28, 2014.
2. The City of Glendale's General Plan, as amended.
3. The City of Glendale's Municipal Code, as amended.
4. "Guidelines of the City of Glendale for the Implementation of the California Environmental Quality Act of 1970, as amended," August 19, 2003, City of Glendale Planning Division.
5. Public Resources Code Section 21000 et seq and California Code of Regulations, Title 14 Section 15000 et seq.
6. "CEQA Air Quality Analysis Guidance Handbook," updated October 2003, South Coast Air Quality Management District.



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## Vahan and Anoush Chamlian Armenian School

### Traffic and Transportation Plan

February 24, 2014



Prepared by:

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Jano Baghdanian & Associates

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# Vahan and Anoush Chamlian Armenian School

## Traffic and Transportation Plan

### 1. Introduction

The Vahan and Anoush Chamlian Armenian School (Chamlian School) is a private school located in Glendale, CA. The purpose of this Traffic and Transportation Plan is to address access and circulation needs of the school if the school's student enrollment is increased.

### 2. Increase in Student Capacity

Currently the Chamlian School has a maximum limit of 500 students. Given the lack of similar Armenian schools in Glendale, and an increase in the population of Armenian students, the Chamlian School is faced with a projected demand of 200 additional students in the 1<sup>st</sup> through 8<sup>th</sup> grade levels.

Based on this increased demand, the school has evaluated the following key factors to be able to meet this demand and receive the necessary approvals from the City of Glendale:

- a. Need for additional teachers: The current student to teacher ratio will allow the addition of 200 students without the need to add more teachers. By increasing the current 20 student per classroom to 25 per classroom and converting 19 part-time teachers to 10 full time teachers, there will be no need for additional teachers. As a result there will be no need for additional faculty parking and the current 61 parking spaces on-site will be adequate to meet the parking needs of the school in case of increased enrollment .
- b. Construction of New Classrooms There are currently 30 classrooms available for students however only 24 classrooms are being used at any one time. In case there is a need for additional classrooms, up to four classrooms can be added by remodeling existing library and parents' auxiliary rooms.
- c. Additional trips generated by the new students: To evaluate the impact of additional trips generated by the 200 new students, this study has evaluated the existing school trip generation, access driveways , pick-up and drop-off activities , and possible alternatives in reducing existing school trips as well as new trips from the potential addition of new students .

### 3. Chamlian School Location and Access:

The Chamlian School is located at 4400 Lowell Avenue as shown in **Exhibit A**. The School has a one-way circular driveway with two lanes that provides drive through access for parents in the morning and afternoon to drop-off and pick-up students respectively. In addition curb space on the east side of Lowell Avenue between the northerly and southerly driveway have been designated by the City to allow drop-off and pick-up of students.

Access to the on-site faculty parking is provided from an access gate via an access road along the north side of school as shown in **Exhibit A**. The school also has an emergency access driveway on the east side of the school to Second Street.

#### Morning Drop-Off Activity

Every morning from 7:15 AM to 8:30AM the student drop-off activity occurs at the following locations.

- a. The majority of parents drop-off students by driving northbound on Lowell Avenue and entering the circular driveway (as shown in **Exhibit B**) and drop-off their children at the main entrance to the school. Two on-site security staff supervise this activity by directing traffic on site, helping students enter the school safely and monitoring all other activities during this period.
- b. In addition, parents also drop-off students on the east side of Lowell Avenue in the designated curb space. Then either the parent or the security guard escorts the student to the main entrance of the school. If a parent escorts a student, the parent temporarily (1-2 minutes) parks their car and takes the student to the entrance of the school.
- c. Parents park their car at the Albertson Market parking lot on Foothill Boulevard and walk their children to the school. It is important to note that a City of Glendale School Crossing guard is also stationed at the Abella Street and Lowell Avenue intersection to assist students and parents crossing this intersection.

#### Afternoon Pick-Up Activity

Every afternoon from 2:30 PM to 4:30 PM the student pick-up activity occurs at following locations. Generally student pick-up activity creates the most congestion near schools as there is limited curb space adjacent to the school. However, the afternoon pick-up activity at the Chamlian School is very unique compared to other private and public schools.

- a. The majority of parents pick-up students by driving northbound on Lowell Avenue and wait in a queue south of the circular driveway (as shown in **Exhibit**

- B)** . As soon as the school bell rings, the security guard asks each parent in their vehicle the name of the student to be picked up as they enter the circular driveway. The name of the student is then announced via a loud speaker in the school grounds and students come to the main entrance to meet their parent. This process allows takes a few minutes and expedites the process of student pick-up and moves the vehicle queue.
- b. In addition, parents pick-up students from the main entrance of the school and then walk them to their vehicles parked on the east side of Lowell Avenue in the designated curb space.
  - c. Parents park their car at the Albertson Market parking lot on Foothill Boulevard and walk to the school and pick-up their children from the main entrance of the school. Parents safely cross the signalized intersection of Foothill Boulevard and Lowell Avenue using the pedestrian signal.

#### 4. Traffic Control Measures Adjacent to the Chamlian School:

Over the years, the Chamlian School in cooperation with the City of Glendale has implemented a number of traffic regulations to improve traffic access and circulation adjacent to the school as follows:

- A City of Glendale School Crossing guard is also stationed at the Abella Street and Lowell Avenue intersection to assist students and parents at this intersection.
- Restricted southbound left turns in the morning and afternoon hours from Lowell Avenue onto Abella Street.
- Restricted southbound left turns in the morning and afternoon hours and the northerly school driveway onto Lowell Avenue.
- Worked closely with school PTA to limit parking by parents on adjacent residential streets.
- Sends information and flyers to parents regarding school pick-up and drop-off requirements and consults parents if there are any violations.
- Schools conducts annual PTA meetings with the Glendale Police Department to educate parents about traffic safety and restrictions adjacent to the school.

#### 5. Drop-off and Pick-up Survey

To determine the number of trips that are generated during the AM and PM drop-off and pick-up hours, a four day survey was conducted starting on Tuesday, January 21 through Friday, January 24 during 7:15 AM-8:30 AM and 2:30 PM-4:30 PM. No survey was conducted on January 20 as it was a holiday.

### Survey Methodology

The survey was designed to provide the school information about the number of vehicles and students arriving at school, the ridership mix (single occupant, double occupant, or three or more), average number of students and cars per day, and average ridership per vehicle (student per vehicle).

During the AM Drop-off period, surveyors counted vehicles entering the school driveway as well as loading zone on Lowell Avenue. The surveyors also counted the students in each vehicle. In addition, parents that may have parked their vehicle in the Albertson Market lot or on any nearby street and walked their kids to the school were also accounted for in the count.

During the PM Pick-up period, surveyors were stationed at the two entry gates to the school, and counted each student that was being pick-up and boarded vehicles. Parents that parked at the Albertson lot and walked to the school were also counted when they came to the gate to pick-up their student. The four day survey tables are shown in Appendix A. The surveys also categorizes the vehicles by number of student riders (single, double, and three or more per car).

It is important to note that on a daily basis not all the 500 students were accounted for during the AM survey period due to students being sick and or arrived late to school outside the survey period. In the PM period, a number of students stayed beyond the 4:30 PM pick-up time due to different activities in school.

The following table shows a summary of the four day survey:

<b>Drop-off 7:15-8:30AM</b>		
Time	# of Cars	# of Students
	AM	AM
Tuesday	322	444
Wednesday	425	488
Thursday	313	491
Friday	308	493
<b>Total</b>	1368	1916
<b>Average # of Students /car</b>	<b>1916/1368= 1.4</b>	

<b>Pick-up 2:30-4:30 PM</b>		
Time	# of Cars	# of Students
	PM	PM
Tuesday	311	457
Wednesday	332	474
Thursday	320	454
Friday	272	449
<b>Total</b>	1235	1834
<b>Average # of Students /car</b>	<b>1834/1235= 1.48</b>	



### Key Observations from the Survey:

Overall the following key observations can be made from the survey in order to project possible alternatives to reduce the number of the trips that can be generated if 200 additional students are added to the current student enrollment of 500 students.

- On the average, there were 479 and 459 students that were dropped-off or picked-up during the AM and PM periods respectively.
- On the average, there were 342 and 309 vehicles arrived at the school during the AM and PM periods respectively.
- The Average Vehicle Ridership (AVR, # of students/vehicle) is 1.4 and 1.48 in the AM and PM periods respectively are approximately the same. The 1.4 ratio will be used for calculating number of vehicles that can be generated by 200 additional students.
- In the AM period: 60% of the vehicles had single occupant, 34% double occupant, and 6% had three or more occupants.
- In the PM period: 65% of the vehicles had single occupant, 27% double occupant, and 8% had three or more occupants.
- Using the 1.4 AVR ratio, it can be estimated that a total number of **357** (500 students/1.4) vehicles will arrive at the school each day in the AM and PM period if all 500 students attended school and arrived and departed in the designated drop-off and pick-up periods.
- In addition to the students, there are 77 full time and part-time teachers and administrative staff that generate about 55 trips in the AM period arriving at the school. The remaining 12 staff members are security and maintenance staff, part-time teachers and administrative staff. In the PM period the faculty leaves at various hours between 3:30 PM and 5:00 PM.
- Based on an AVR of 1.4, adding 200 new students will generate 143 vehicles added in the AM and PM periods if all new students attended school.
- The trips generated by faculty are not added to the student AM and PM trips as there will be no change in the trips generated by the faculty. The potential conversion of 19 part-time teachers to 10 full time teachers will add 10 AM trips for a total of 65 AM trips. The PM peak hour trips will vary because teachers leave at different hours due to class schedules and school activities.

Based on the above key observations, it is estimated that a total of **500** (357 +143) drop-off and 500 pick-up trips will be generated in each AM and PM period. Using this 500 figure, the following trip reduction alternatives have been evaluated to reduce the impact of adding 200 additional students.

## 6. Trip Reduction Alternatives

The following alternatives can be considered in order to reduce the number of trips generated by the addition of 200 students:

### Alternative 1

Currently there are 293 students that reside in zip codes 91201, 91202, 91203, 91204, 91205, and 91206. It is possible to shuttle students from a central location such as Saint Mary's Armenian Church to and from the Chamlian School. Dedicated School buses can transport the students to the school in the morning and bring them back in the afternoon. Essentially this plan can be implemented as follows:

#### AM Period

- School buses will enter the church parking lot and park in a designated area (See **Exhibit C**).
- Parents can drive into the Central Church parking lot ,park their vehicles in the church parking lot , board the students onto the bus , and leave the parking lot
- School buses will transports the students to the Chamlian school and drop off the students on Lowell Avenue loading zone on the west side of Lowell Avenue (see **Exhibit C**)
- School security will escort the students through the school driveway into the school.

#### PM Period

- School buses will arrive and park on the east side of Lowell Avenue and wait for students to board the buses.
- Similar to the existing pick-up operation, students will be assembled and boarded on the buses by school security and staff and transported to the Church Parking lot.
- Parents can drive into the Central Church parking lot (See **Exhibit B**) park their vehicles and wait for the arrival of the school buses.
- Upon arrival of the school buses, students will get off the buses and meet their parents.
- One or two school coordinators will be available to receive the students in case parents are not present to pick-up their children.

The logistics of this School Bus Alternative will be developed in coordination with the Chamlian School Administration and the Saint Mary's Church Administration to address the following factors:

- All students can participate in the School Bus program. Given the younger age of the students in grade 1-2, it will be more practical to select students that should be bused to school based on their grade 3<sup>rd</sup> through 8<sup>th</sup>.
- Selection of students that should be bused to school could be based on a lottery system.
- Students that may have siblings in different grade may not be required to be bused because of the school "bell schedule". However there will be no restrictions for siblings to participate in the busing programs.
- Parents that are willing to car pool to the school may be exempt from busing if they agree to car pool on a weekly basis.

#### Number of Students to be Bused

Based on the above Alternative, it is estimated the 500 trips in the AM and PM periods can be reduced as follows:

Using school buses, up to 210 students can transported to and from Saint Mary's Armenian Church on Central to Chamlian School on a daily basis. Using the calculated AVR of 1.4, a total of 150 vehicles ( $210 / 1.4 = 150$ ) can be eliminated. This 150 vehicle reduction will be more than the number of trips generated by adding 200 students ( $200 / 1.4 = 143$  vehicles).

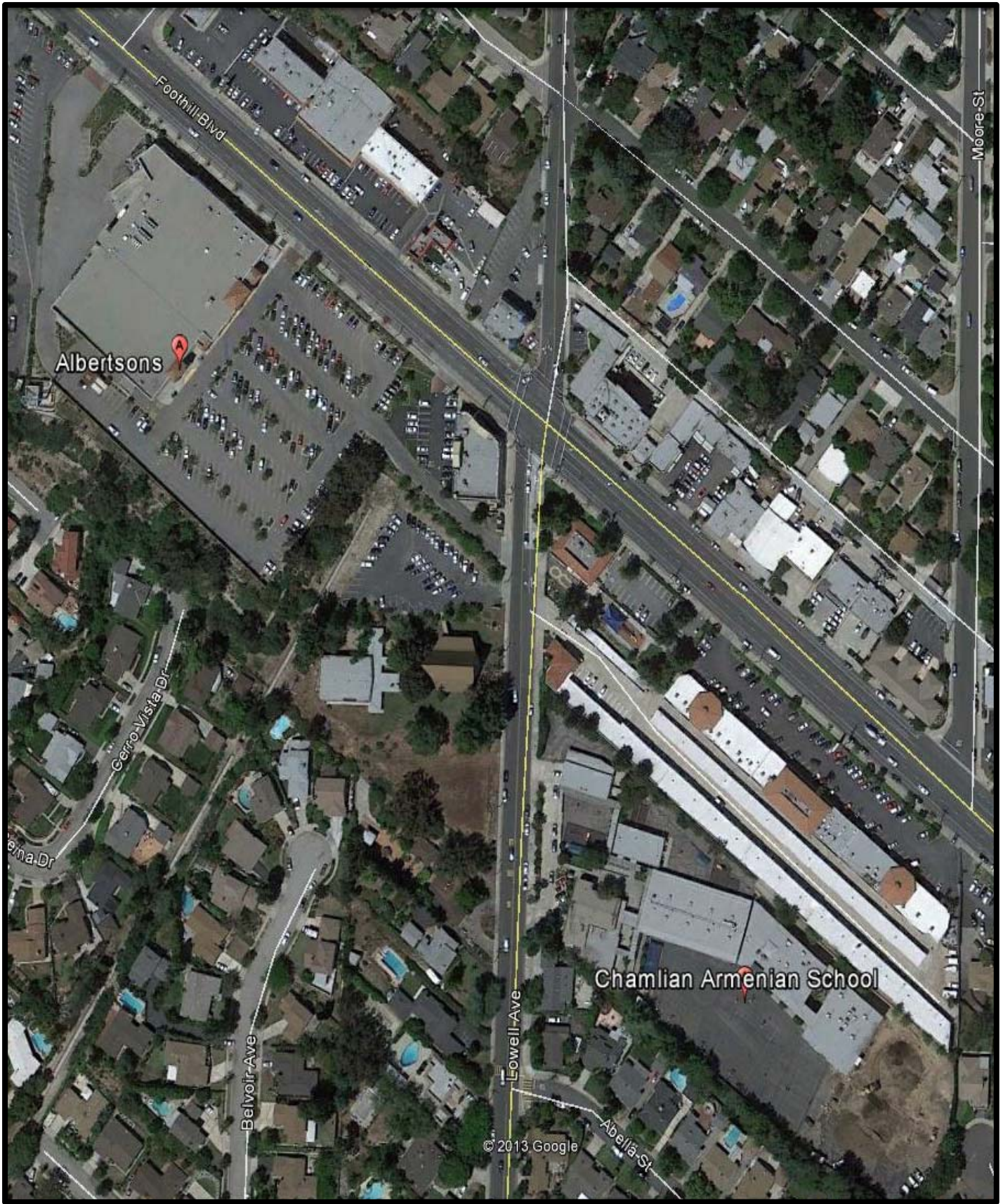
Implementation of the busing system will reduce the total number of AM and PM trips to 350 (500-150) daily trips. In comparison to the surveyed average number of AM trips (342) and average number of PM trip (309), the potential impact of the additional trips from 200 new students can be mitigated.

It is important to note that buses will be added on an incremental basis based on student enrollment. For example, for 1-70 new students one bus will be added then a second bus for the 71 to 140 students. The logistics of adding the additional buses can be addressed as part of the approval process by the Chamlian School. In addition, the Chamlian School will continue promoting car pooling by parents to further reduce trips in the AM and PM peak hours.

### Other Potential Improvements

To further improve the operational efficiency and safety of the Chamlian School drop-off and pick-up activities the following improvement are recommended:

- a. Add a third security staff member if 200 additional students are added to assist and coordinate loading and unloading of students from school buses.
- b. Add one or two security staff at the Saint Mary's Armenian Church to coordinate -and assist in school busing in the AM and PM drop-off and pick-up periods.
- c. Restripe the school driveway to clearly demarcate the drive through lanes and add delineators. Restripe the driveway to show a clear path of travel for students from Lowell Avenue loading area to and from the school entry gates.
- d. Develop educational safety flyers for parents.
- e. As part of the Federal Cycle 3 Safe Route to School Grant Program applied for by the City of Glendale Public Works Department, Chamlian School has been included to receive construction funding to improve the intersections near the school as well as non-educational funding that include school safety education for parents, children and faculty. This grant program will enhance safety near the Chamlian School.



**Exhibit A**  
**Chamlian Armenian School**

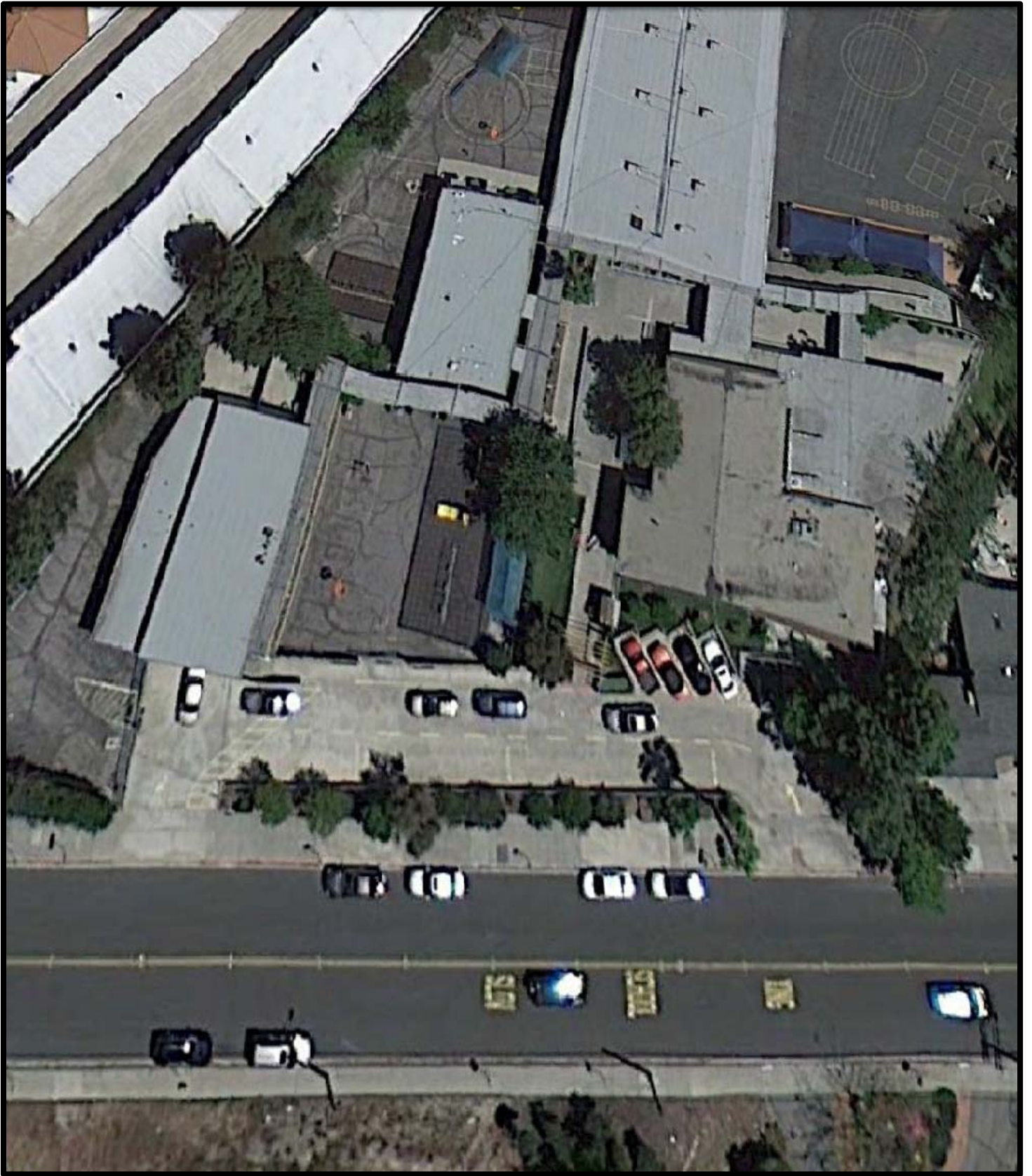
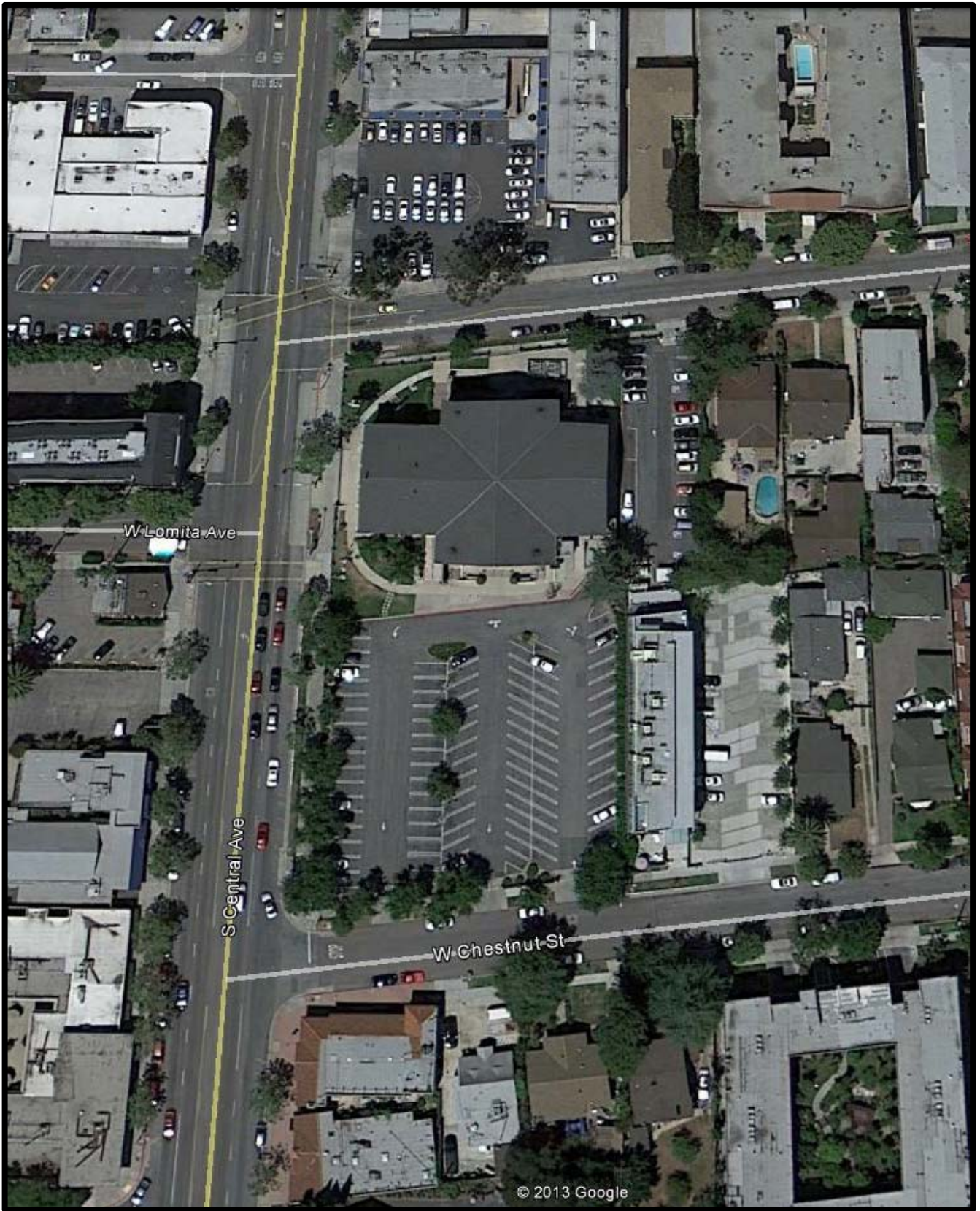


Exhibit B  
School Driveway



**Exhibit C**  
**Student Drop-Off & Pick-Up Location**

# **APPENDIX A**

Chamlian Survey



<b>Drop-Off 7:15-8:30AM</b>		
Time	# of Cars	# of Students
	AM	AM
Tuesday	322	444
Wednesday	425	488
Thursday	313	491
Friday	308	493
<b>Total</b>	1368	1916
<b>Average # of Students /car</b>		<b>1916/1368= 1.4</b>

<b>Pick-Up 2:30-4:30 PM</b>		
Time	# of Cars	# of Students
	PM	PM
Tuesday	311	457
Wednesday	332	474
Thursday	320	454
Friday	272	449
<b>Total</b>	1235	1834
<b>Average # of Students /car</b>		<b>1834/1235= 1.48</b>

**Chamlian Parking Survey      Date: Tuesday, Jan 21,14**

Time	DWY		CURB		DWY & CURB		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
7:15 AM	7	7	2	2	9	9	9	0	0	9	100%	0%	0%
7:30 AM	31	48	19	27	50	75	30	18	2	50	60%	36%	4%
7:45 AM	59	91	56	81	115	172	71	31	13	115	62%	27%	11%
8:00 AM	22	53	43	29	65	82	48	17	0	65	74%	26%	0%
8:15 AM	54	76	14	13	68	89	49	18	1	68	72%	26%	1%
8:30 AM	15	17	0	0	15	17	13	2	0	15	87%	13%	0%
<b>Total</b>					<b>322</b>	<b>444</b>	<b>220</b>	<b>86</b>	<b>16</b>	<b>322</b>	<b>68.3%</b>	<b>26.7%</b>	<b>5.0%</b>

Time	North Gate		South Gate		Both Gates		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
2:30 PM	15	21	1	2	16	23	11	4	1	16	69%	25%	6%
2:45 PM	30	37	0	0	30	37	24	5	1	30	80%	17%	3%
3:00 PM	17	20	0	0	17	20	14	3	0	17	82%	18%	0%
3:15 PM	30	46	56	76	86	122	56	24	6	86	65%	28%	7%
3:30 PM	36	60	37	59	73	119	40	22	11	73	55%	30%	15%
3:45 PM	14	19	21	32	35	51	24	7	4	35	69%	20%	11%
4:00 PM	0	0	25	43	25	43	9	14	2	25	36%	56%	8%
4:15 PM	0	0	9	15	9	15	6	2	1	9	67%	22%	11%
4:30 PM	0	0	4	7	4	7	3	0	1	4	75%	0%	25%
LATE			16	20	16	20	12	4	0	16	75%	25%	0%
<b>Total</b>					<b>311</b>	<b>457</b>	<b>187</b>	<b>81</b>	<b>27</b>	<b>295</b>	<b>63.4%</b>	<b>27.5%</b>	<b>9.2%</b>

**Chamlian Parking Survey**

**Date: Wednesday, Jan 22,14**

Time	DWY		CURB		DWY & CURB		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
7:15 AM	9	11	2	2	11	13	9	2	0	11	82%	18%	0%
7:30 AM	47	78	21	13	68	91	44	18	6	68	65%	26%	9%
7:45 AM	61	99	81	59	142	158	74	58	10	142	52%	41%	7%
8:00 AM	65	89	49	37	114	126	80	30	4	114	70%	26%	4%
8:15 AM	63	81	16	7	79	88	59	18	2	79	75%	23%	3%
8:30 AM	10	11	1	1	11	12	10	1	0	11	91%	9%	0%
<b>Total</b>					<b>425</b>	<b>488</b>	<b>276</b>	<b>127</b>	<b>22</b>	<b>425</b>	<b>64.9%</b>	<b>29.9%</b>	<b>5.2%</b>

Time	North Gate		South Gate		Both Gates		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
2:30 PM	7	7	2	3	9	10	8	1	0	9	89%	11%	0%
2:45 PM	28	30	0	0	28	30	26	2	0	28	93%	7%	0%
3:00 PM	11	15	0	0	11	15	7	4	0	11	64%	36%	0%
3:15 PM	43	78	56	77	99	155	62	23	14	99	63%	23%	14%
3:30 PM	37	54	31	43	68	97	42	23	3	68	62%	34%	4%
3:45 PM	22	34	29	36	51	70	35	13	3	51	69%	25%	6%
4:00 PM	0	0	51	79	51	79	31	14	6	51	61%	27%	12%
4:15 PM	2	2	5	7	7	9	5	2	0	7	71%	29%	0%
4:30 PM	0	0	8	9	8	9	7	1	0	8	88%	13%	0%
LATE		9											
<b>Total</b>					<b>332</b>	<b>474</b>	<b>223</b>	<b>83</b>	<b>26</b>	<b>332</b>	<b>67.2%</b>	<b>25.0%</b>	<b>7.8%</b>

**Chamlian Parking Survey      Date: Thursday, Jan 23,14**

Time	DWY		CURB		DWY & CURB		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
7:15 AM	0	0	0	0	0	0	0	0	0	0			
7:30 AM	40	69	20	29	60	98	32	21	7	60	53%	35%	12%
7:45 AM	59	109	47	84	106	193	36	57	13	106	34%	54%	12%
8:00 AM	49	81	22	25	71	106	41	26	4	71	58%	37%	6%
8:15 AM	56	70	12	15	68	85	52	15	1	68	76%	22%	1%
8:30 AM	8	9	0	0	8	9	7	1	0	8	88%	13%	0%
<b>Total</b>					<b>313</b>	<b>491</b>	<b>168</b>	<b>120</b>	<b>25</b>	<b>313</b>	<b>53.7%</b>	<b>38.3%</b>	<b>8.0%</b>

Time	North Gate		South Gate		Both Gates		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
2:30 PM	5	6	2	2	7	8	6	1	0	7	86%	14%	0%
2:45 PM	34	39	1	1	35	40	31	3	1	35	89%	9%	3%
3:00 PM	15	20	0	0	15	20	10	5	0	15	67%	33%	0%
3:15 PM	55	84	58	74	113	158	77	28	8	113	68%	25%	7%
3:30 PM	21	37	43	55	64	92	46	11	7	64	72%	17%	11%
3:45 PM	27	45	13	20	40	65	23	10	7	40	58%	25%	18%
4:00 PM	24	40	13	15	37	55	25	8	4	37	68%	22%	11%
4:15 PM	2	3	2	2	4	5	3	1	0	4	75%	25%	0%
4:30 PM	5	11	0	0	5	11	3	0	2	5	60%	0%	40%
LATE													
<b>Total</b>					<b>320</b>	<b>454</b>	<b>224</b>	<b>67</b>	<b>29</b>	<b>320</b>	<b>70.0%</b>	<b>20.9%</b>	<b>9.1%</b>

**Chamlian Parking Survey    Date: Friday, Jan 24,14**

Time	DWY		CURB		DWY & CURB		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
7:15 AM	5	7	0	0	5	7	3	2	0	5	60%	40%	0%
7:30 AM	37	62	20	28	57	90	32	19	6	57	56%	33%	11%
7:45 AM	53	96	42	83	95	179	21	64	10	95	22%	67%	11%
8:00 AM	46	72	29	41	75	113	44	29	2	75	59%	39%	3%
8:15 AM	48	70	12	15	60	85	38	20	2	60	63%	33%	3%
8:30 AM	15	18	1	1	16	19	14	1	1	16	88%	6%	6%
<b>Total</b>					<b>308</b>	<b>493</b>	<b>152</b>	<b>135</b>	<b>21</b>	<b>308</b>	<b>49.4%</b>	<b>43.8%</b>	<b>6.8%</b>

Time	DWY		CURB		DWY & CURB		Single Rider	Double Rider	3+ Rider	Total # of Cars	Single Rider	Double Rider	3+ Rider Percentag
	# of Cars	# of Students	# of Cars	# of Students	# of Cars	# of Students							
2:15 PM	0	0	9	11	9	11	7	2	0	9	78%	22%	0%
2:30 PM	0	0	0	0	0	0	0	0	0	0			
2:45 PM	19	25	0	0	19	25	14	4	1	19	74%	21%	5%
3:00 PM	27	38	4	5	31	43	19	12	0	31	61%	39%	0%
3:15 PM	21	39	43	85	64	124	32	19	13	64	50%	30%	20%
3:30 PM	47	82	39	61	86	143	42	33	11	86	49%	38%	13%
3:45 PM	28	48	11	17	39	65	17	18	4	39	44%	46%	10%
4:00 PM	20	31	4	7	24	38	12	12	0	24	50%	50%	0%
4:15 PM					0	0							
4:30 PM					0	0							
LATE													
<b>Total</b>					<b>272</b>	<b>449</b>	<b>143</b>	<b>100</b>	<b>29</b>	<b>272</b>	<b>52.6%</b>	<b>36.8%</b>	<b>10.7%</b>