



**Prepared For:**

City of Glendale  
Planning and Neighborhood Services Division  
633 E. Broadway, Room 103  
Glendale, CA 91206

*Initial Study and Negative Declaration*  
**Honolulu Village Project**  
2612 Honolulu Avenue



910 Hampshire Road, Suite V  
Westlake Village, CA 91361  
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AUGUST 2016

# **Final Initial Study and Negative Declaration**

## **Honolulu Village**

**2612 HONOLULU AVENUE  
CITY OF GLENDALE**

**Prepared for:**

City of Glendale  
Planning and Neighborhood Services Division  
633 E. Broadway, Room 103  
Glendale, CA 91206

**Prepared by:**

Meridian Consultants LLC  
910 Hampshire Road, Suite V  
Westlake Village, California 91361

**August 2016**



**INITIAL STUDY**  
 Honolulu Village  
 2612 Honolulu Avenue

<p>The following 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.<sup>i</sup></p>	
<b>Project Title/Common Name:</b>	Honolulu Village Project
<b>Project Location:</b>	2608-2612 Honolulu Avenue and 2635 Sycamore Avenue, Glendale, CA 91020
<b>Project Description:</b>	<p>The project is a proposal to construct a 28-unit multi-family residential development within the Montrose neighborhood of the City of Glendale containing a total floor area of 38,287 square feet. The project consists of four two-story residential buildings over a parking garage, portions of which are considered three-stories due to site slope conditions. The project site (APNs 5611-012-003, -014, and -018) is approximately 43,609 square feet in size and currently contains a vacant commercial building and surface parking. The project would involve the demolition of these existing improvements. The project would also include a 23,534-square-foot subterranean parking garage containing 67 spaces, approximately 11,000 square feet of landscaped area, and 7,517 square feet of common open space. (Refer to page 4 for a complete project description.)</p>
<b>Project Type:</b>	<input checked="" type="checkbox"/> Private Project <input type="checkbox"/> Public Project
<b>Project Applicant:</b>	<p>Honolulu Village, LLC          501 West Glenoaks Boulevard, #556          Glendale, CA 91202          Contact: Art Simonian</p>
<b>Findings:</b>	<p>The Director of the Community Development Department, on <b>June 21, 2016</b>, after considering an Initial Study prepared by the Planning Division, found that the above-referenced project would not have a significant effect on the environment and instructed that a Negative Declaration be prepared.</p>
<b>Mitigation Measures:</b>	No mitigation measures are required.
<b>Attachments:</b>	Initial Study Checklist; Related Project Studies
<b>Contact Person:</b>	<p>Philip Lanzafame, 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</p>



**INITIAL STUDY CHECKLIST**

Honolulu Village  
2612 Honolulu Avenue

<b>1.</b>	<b>Project Title:</b> Honolulu Village
<b>2.</b>	<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
<b>3.</b>	<b>Contact Person and Phone Number:</b> Kristen Asp, Senior Planner Tel: (818) 548-2115 Fax: (818) 240-0392
<b>4.</b>	<b>Project Location:</b> 2608-2612 Honolulu Avenue and 2635 Sycamore Avenue, Glendale, Los Angeles County
<b>5.</b>	<b>Project Sponsor's Name and Address:</b> Honolulu Village, LLC 501 West Glenoaks Boulevard, #556 Glendale, CA 91202
<b>6.</b>	<b>General Plan Designation:</b> Community Commercial and Low Density Residential
<b>7.</b>	<b>Zoning:</b> C2-I – Community Commercial and R1-II – Low Density Residential
<b>8.</b>	<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 project is a proposal to construct a 28-unit multi-family residential development within the Montrose neighborhood of the City of Glendale containing a total floor area of 38,287 square feet. The project consists of four two-story residential buildings over a parking garage, portions of which are considered three-stories due to site slope conditions. The project site (APNs 5611-012-003, -014, and -018) is approximately 43,609 square feet in size and currently contains a vacant commercial building and surface parking. The project would involve the demolition of these existing improvements. The project would also include a 23,534-square-foot subterranean parking garage containing 67 spaces, approximately 11,000 square feet of landscaped area, and 7,517 square feet of common open space. (Refer to page 4 for a complete project description.)
<b>9.</b>	<b>Surrounding Land Uses and Setting:</b> <u>North:</u> C2-I – Community Commercial <u>South:</u> R1-II – Low Density Residential <u>East:</u> C2-I – Community Commercial <u>West:</u> C2-I – Community Commercial and R1-II – Low Density Residential
<b>10.</b>	<b>Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</b> None required

**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.

        *Christa Asp*          
Reviewed by:

        6-21-16          
Date:

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

        *[Signature]*          
Director of Community Development:

        6/21/16          
Date:

## PROJECT DESCRIPTION

The project would involve the demolition of an existing vacant 10,700-square-foot commercial building and surface parking lot and the construction of a 28-unit multi-family residential complex. The project site (APNs 5611-012-003, -014, and -018) is approximately 43,609 square feet in size and is located in the Montrose neighborhood of the City of Glendale. The project site is bound by Honolulu Avenue to the north, Sycamore Avenue to the south, an auto body shop to the east, and a commercial building and multi-family residential development to the west (**Figure 1, Project Location**, and **Figure 2, Project Site Map**). Regional access to the project site is provided by Interstate Freeway 210 (I-210) via La Crescenta Avenue from the north and State Route 2 (SR 2) via Verdugo Boulevard from the east.

The project is located within the North Glendale Community Plan area, which is generally bound by the San Gabriel Mountains to the north, La Crescenta Avenue to the south, Lowell Avenue to the west, and SR 2 to the east (**Figure 3, North Glendale Community Plan Area**). The Community Plan includes comprehensive design guidelines and identifies planned public improvements for specific areas within North Glendale. As shown in **Figure 3**, the project site is located on the eastern edge of the Verdugo City Village Center portion of and the Community Plan area.<sup>2</sup> The Community Plan encourages new multi-family residential development within the Verdugo City Village Center to complement the existing mix of low-density residential neighborhoods and commercial districts.

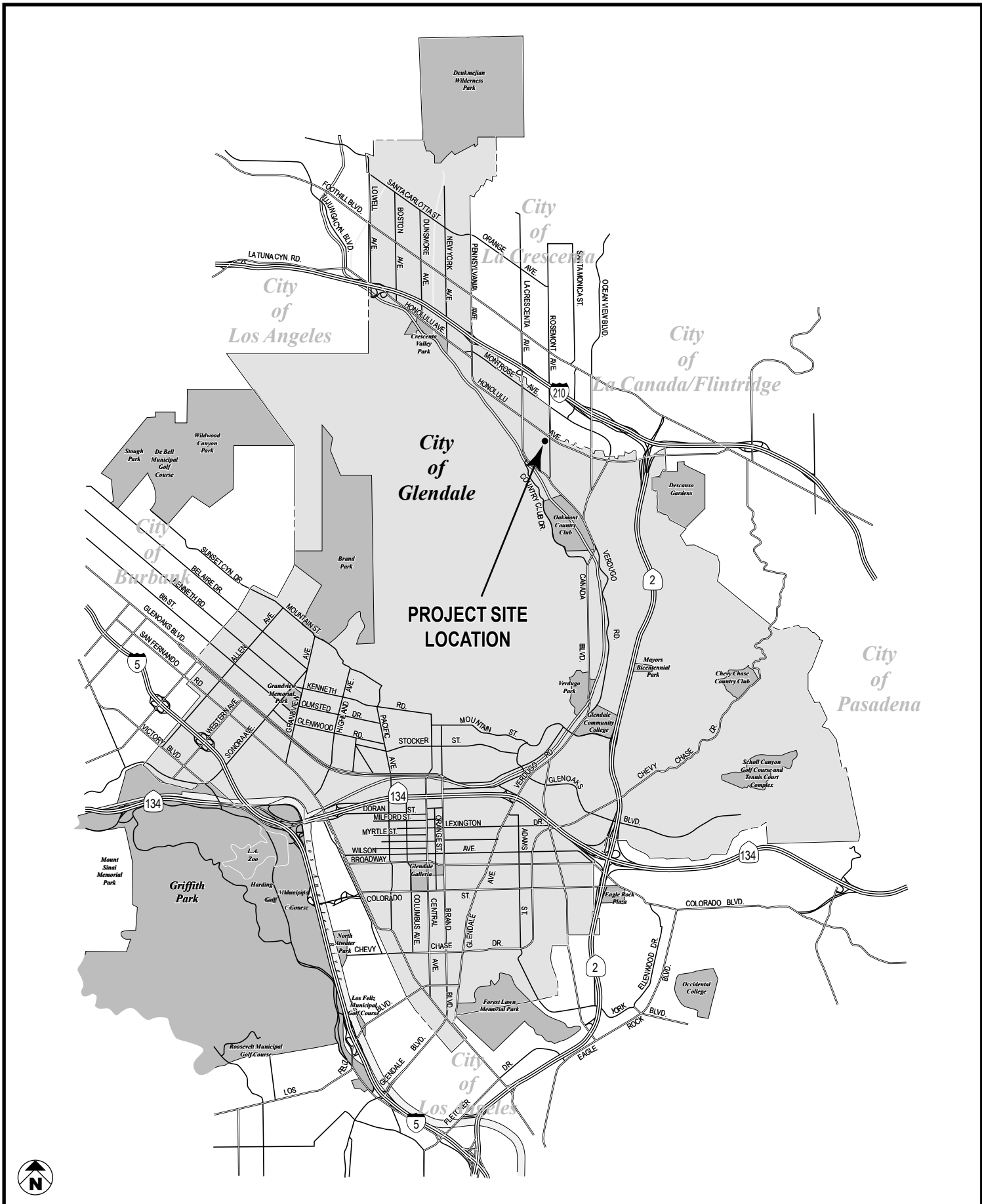
The proposed multi-family residential project would consist of four two-story residential buildings over a parking garage containing a total floor area of 38,287 square feet (**Figure 4, Site Plan**). A portion of the project is considered three-stories due to site slope conditions. Each building would contain 4 to 12 units. Overall, 8 three-bedroom and 20 two-bedroom units would be provided. Beneath the project site, a 23,534-square-foot subterranean parking garage would be constructed, consisting of a total of 67 spaces, including 7 guest spaces, 3 handicap spaces, and 1 van space. The buildings would have a maximum height of 39 feet from the grade adjacent to the ground floor to the top of the roof. Due to the 14-foot grade differential across the project site, the building height would be 39 feet on Sycamore Avenue and 27 feet on Honolulu Avenue (**Figure 5, Building Elevations**).

On the south, a 20- to 56-foot landscape buffer would shield the view of the project site from Sycamore Avenue, and an 8-foot setback would be provided along Honolulu Avenue. Minimum setbacks along the eastern and western boundaries of the project site would also be approximately 8 and 6 feet, respectively. Access to the subterranean parking garage would be provided via a driveway on Sycamore Avenue and secured by a garage door. Pedestrian access to the project site would be provided through private gates on Sycamore Avenue and Honolulu Avenue.

The buildings would have a traditional design facing Sycamore Avenue and a modern/contemporary design along Honolulu Avenue to complement the existing design character of each of these streets, with architectural materials including a mix of shingle siding, horizontal siding, metal roofing, metal balconies and railings, smooth plaster, stone, wood, and glass. The project would incorporate approximately 11,000 square feet of landscaped areas in the form of drought-tolerant trees, shrubs, and rockwork. The project would also incorporate a total of 7,517 square feet of common open space, which would include an open space area along Sycamore Avenue and various walkway areas between each of the buildings.

Construction of the project would occur over approximately 14 months starting on or after November 2016, with completion in early 2018. The project would require demolition of the existing commercial building and surface parking lot, excavation for the subterranean parking garage, construction of the new buildings, and minor roadway improvements along Honolulu Avenue and Sycamore Avenue.

The project site is currently zoned C2-I (Community Commercial) and R1-II (Low Density Residential). The existing commercial building is located on both the C2-I and R1-II portions of the project site. The applicant is requesting a zone change to apply a Precise Plan of Design (PPD) Overlay to develop the proposed project consistent with the R-1250 (High Density Residential) Zone development standards. The City's R-1250 standards currently apply to the portion of the site zoned C2-1. The City's R-1250 standards allow 1 residential unit for every 1,000 square feet of lot area when a parcel is greater than 90 feet wide. The C2-1-zoned portion of the site has a width greater than 90 feet. The PPD Overlay would permit the proposed uses and project design, as described above, to ensure consistency with the City's current goals, policies, and design guidelines and meet the overall intent and goals of the Zoning Code and General Plan.



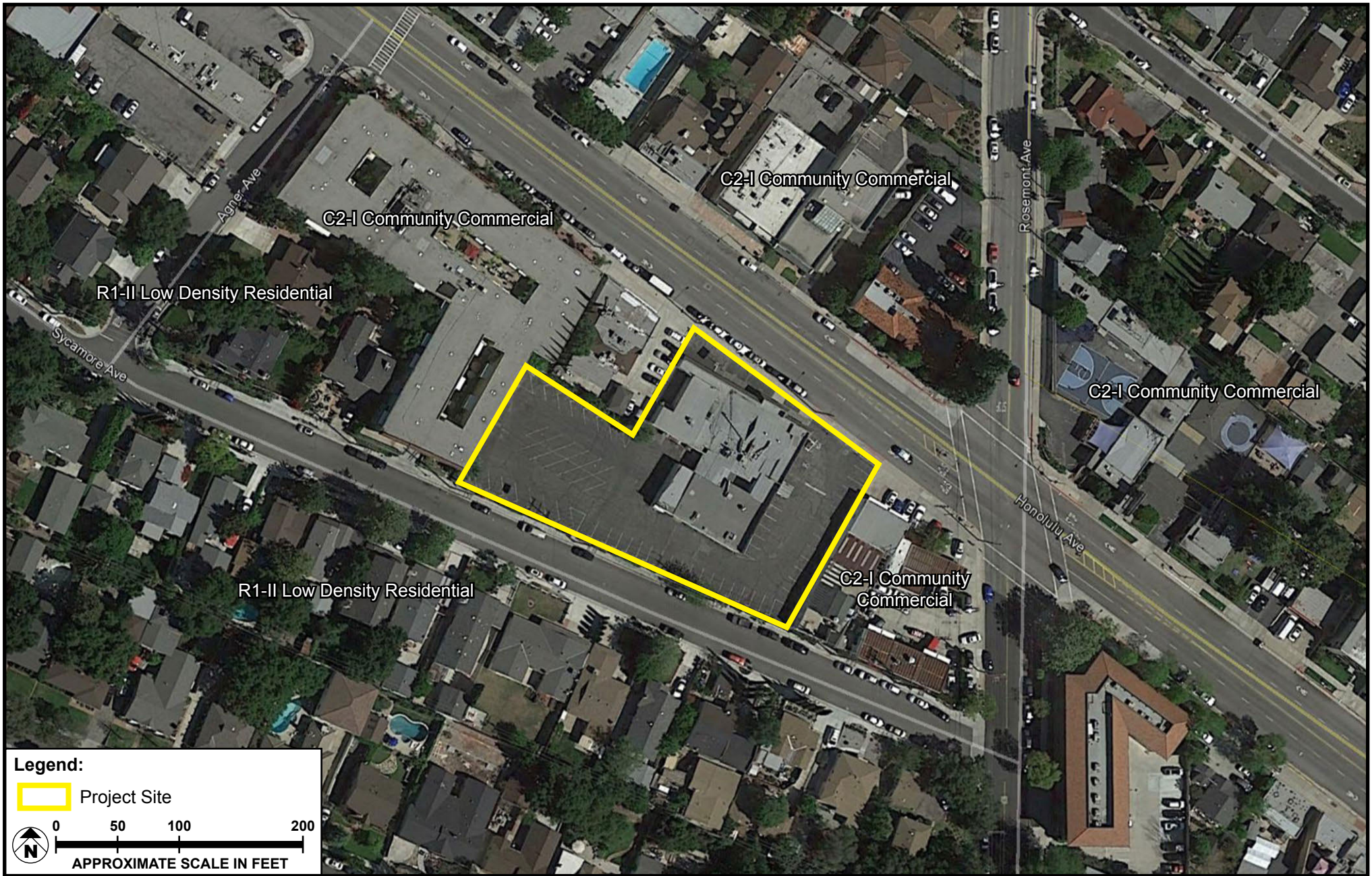
SOURCE: Meridian Consultants, LLC - 2016

FIGURE 1



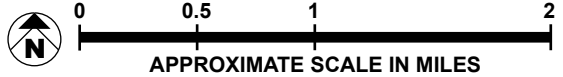
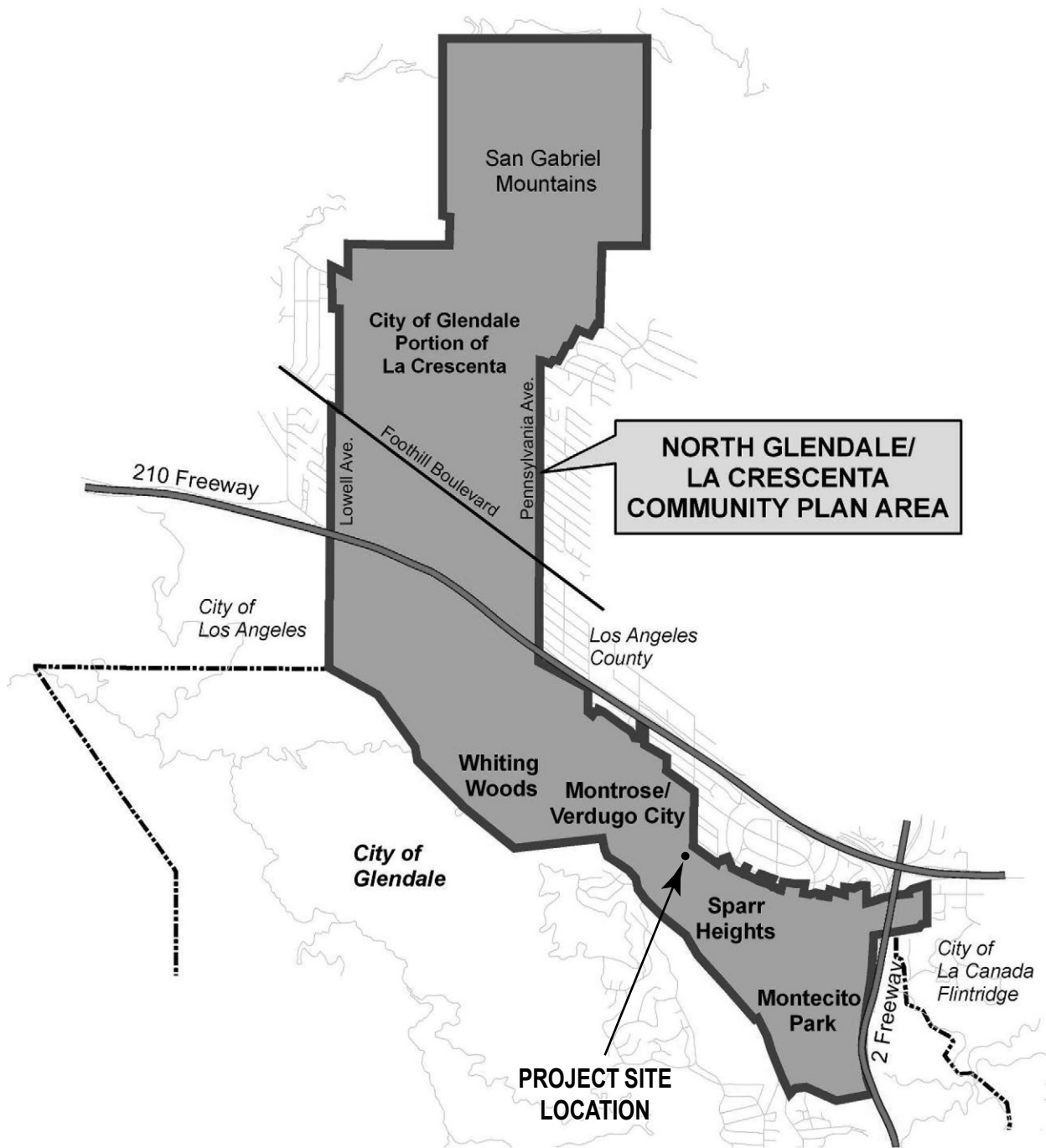
Project Location Map





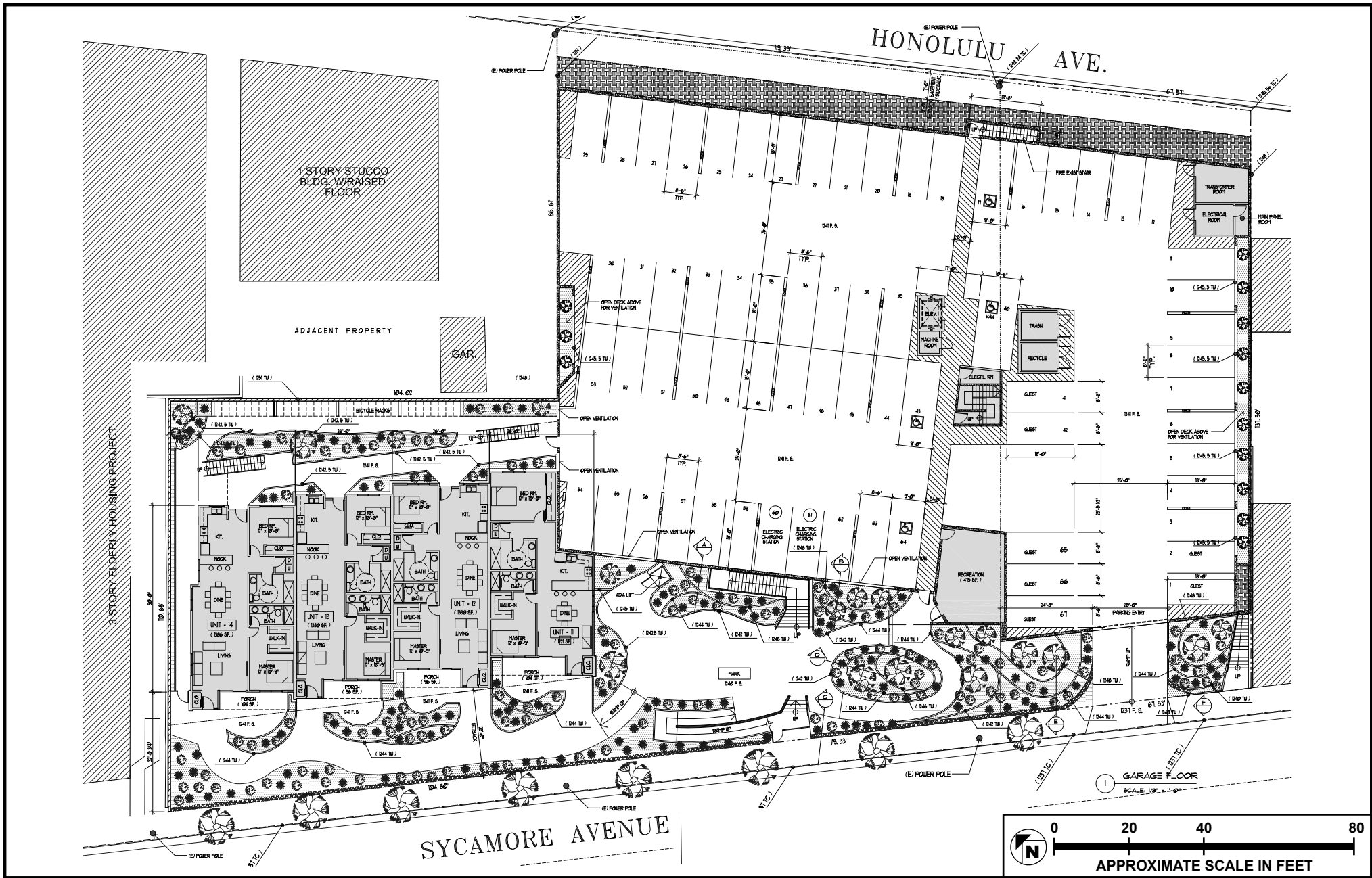
SOURCE: Google Earth - 2016

FIGURE 2



SOURCE: City of Glendale, "North Glendale Community Plan" (November 29, 2011).

FIGURE 3

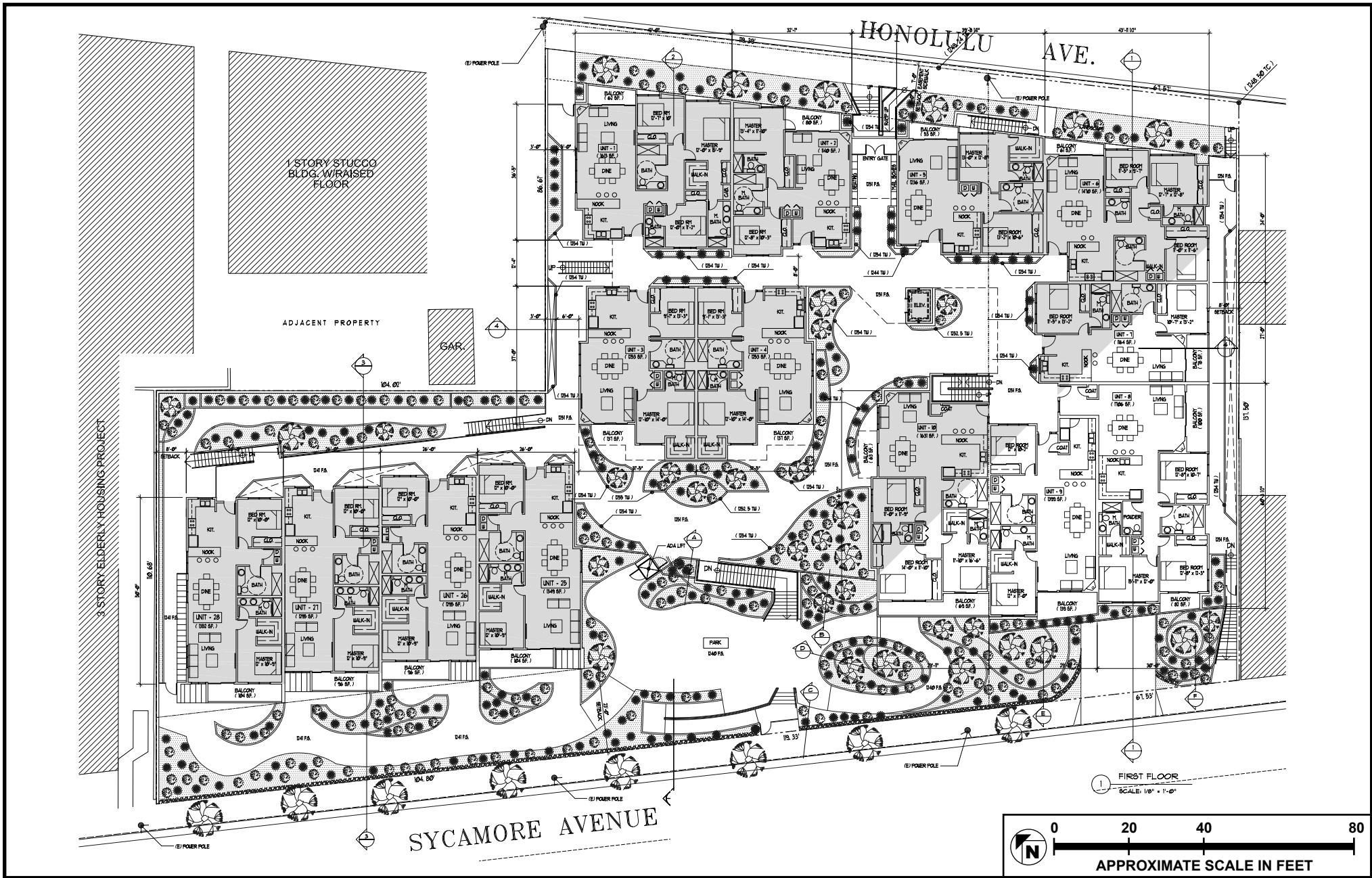


SOURCE: Metro Investments - 2016

FIGURE 4a

**Meridian**  
Consultants

## Site Plan—Garage Floor

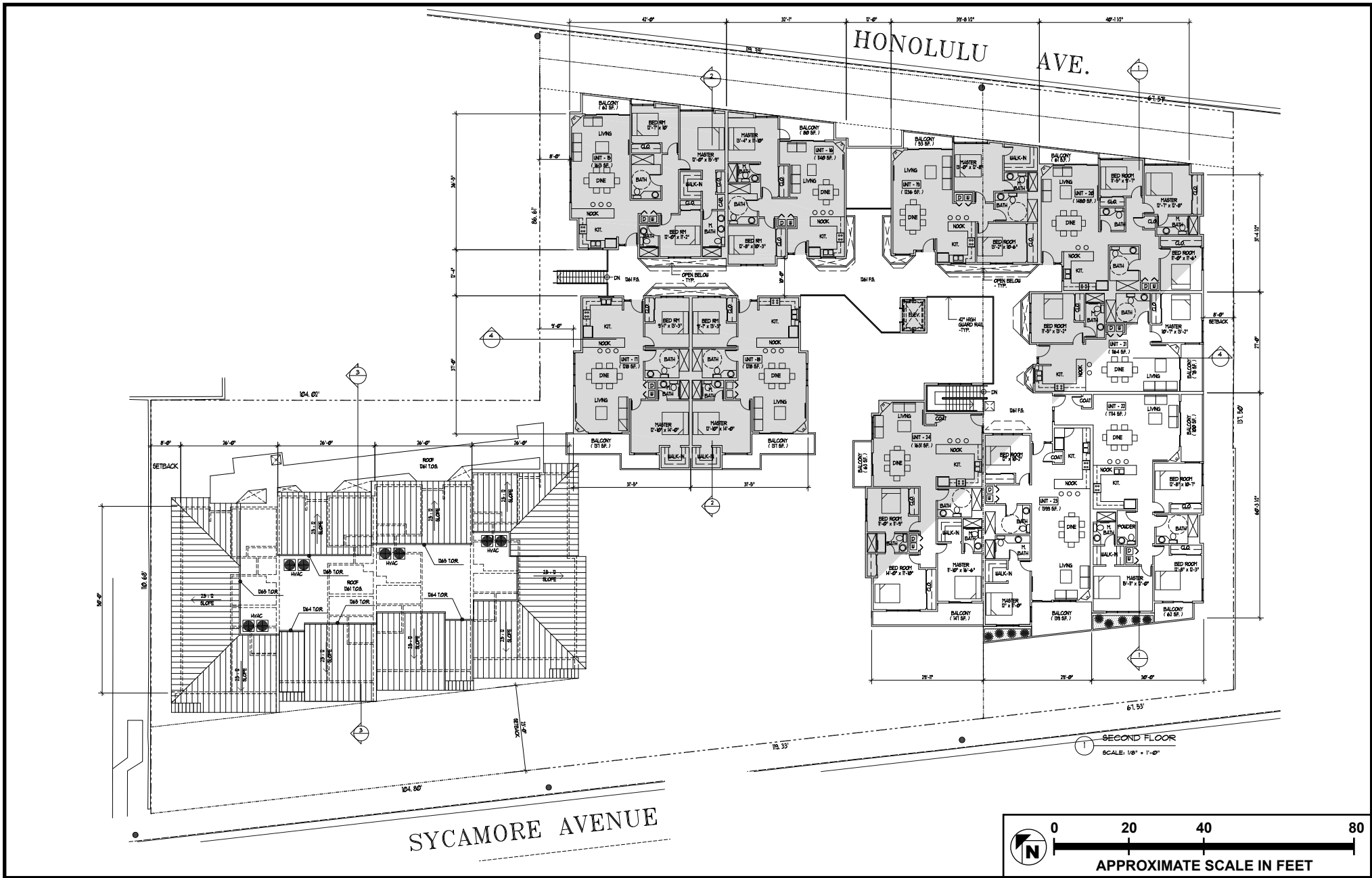


SOURCE: Metro Investments - 2016

FIGURE 4b

**Meridian**  
Consultants

Site Plan—First Floor

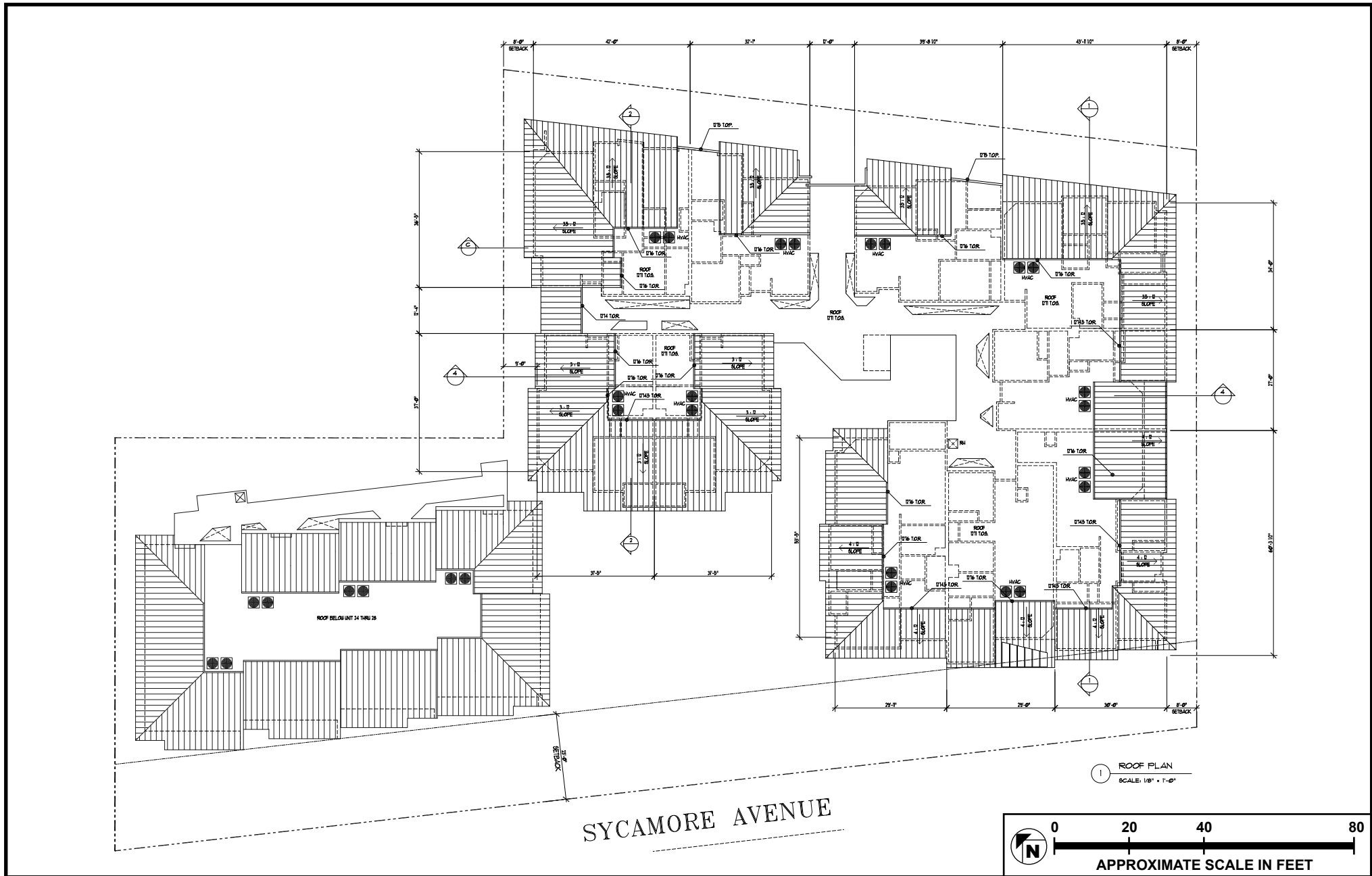


SOURCE: Metro Investments - 2016

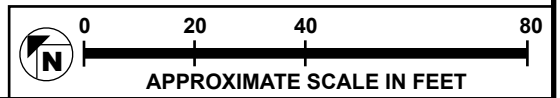
FIGURE 4c

**Meridian**  
 Consultants

Site Plan—Second Floor



1 ROOF PLAN  
SCALE: 1/8" = 1'-0"



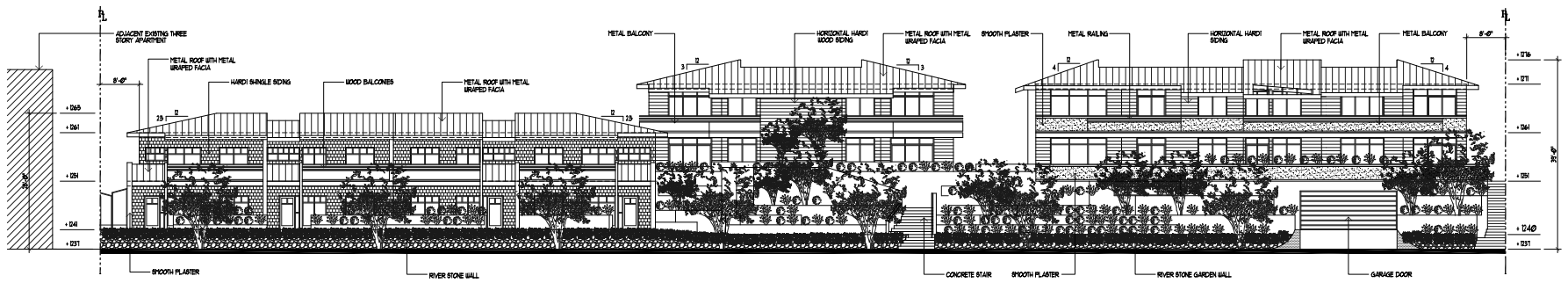
SOURCE: Metro Investments - 2016

FIGURE 4d

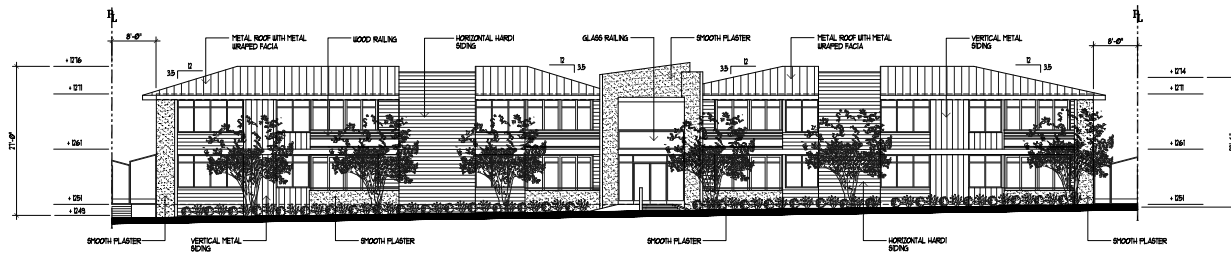


Site Plan—Roof

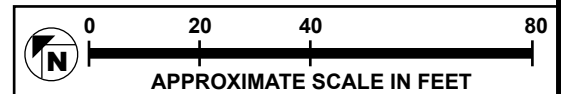
021-003-14



2 BUILDING ELEVATION ALONG SYCAMORE  
SCALE: 1/8" = 1'-0"

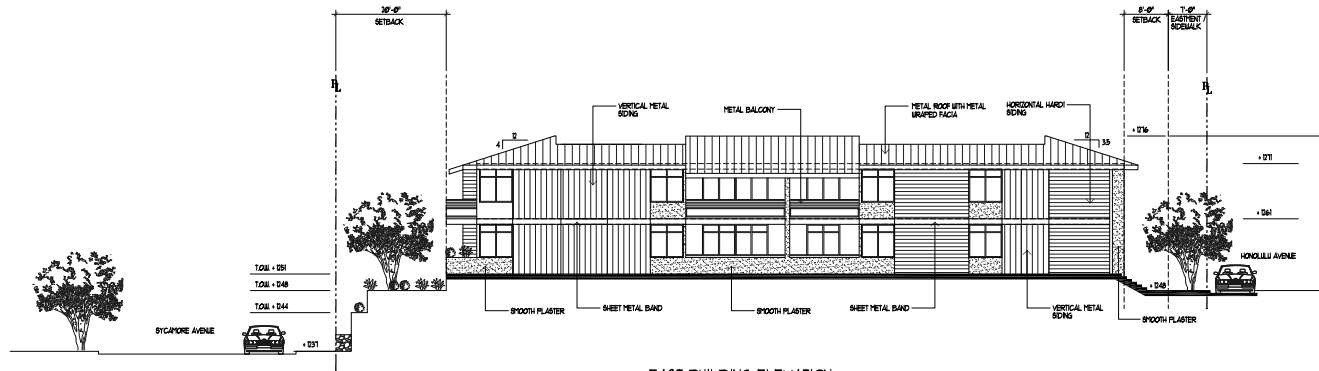


1 BUILDING ELEVATION ALONG HONOLULU  
SCALE: 1/8" = 1'-0"

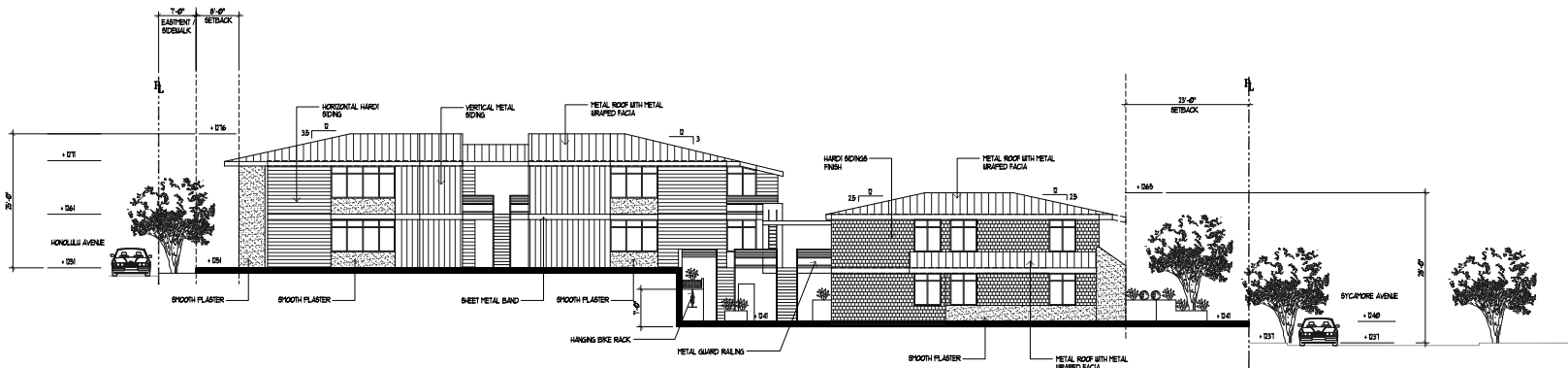


SOURCE: Metro Investments - 2016

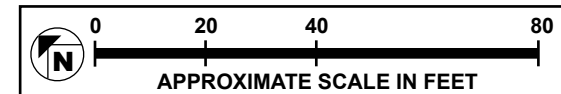
FIGURE 5a



2 EAST BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"



1 WEST BUILDING ELEVATION  
SCALE: 1/8" = 1'-0"



SOURCE: Metro Investments - 2016

FIGURE 5b



**1. 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?***

**Less than Significant Impact.** The Open Space and Conservation Element of the General Plan identifies the San Gabriel Mountains and the Verdugo Mountains as visual and scenic resources.<sup>3,4</sup> The project site is located within a highly developed urban area in the City, as shown in **Figure 2**. The project site is currently developed with a vacant commercial building and surface parking lot on south side of Honolulu Avenue. The project proposes development of four two-story residential buildings over a parking garage that would be a maximum 39 feet in height from the grade adjacent to the ground floor to the top of the roof. Due to the 14-foot grade differential across the project site, actual building heights along the Sycamore Avenue and Honolulu Avenue frontages would be approximately 39 and 27 feet, respectively. The project would comply with the North Glendale Community Plan area for the Verdugo City Village Center and the City's Comprehensive Design Guidelines for multi-family residential buildings.<sup>5,6</sup>

The existing 1-story commercial building and the brick wall along the southern boundary of the project site currently limit views of San Gabriel Mountains to the north. The existing 1-story commercial building also currently limits views of the Verdugo Mountains across the southern portion of the project site. Additionally, the adjacent 3-story multi-family residential development to the west and the 1-story auto body shop to the east obstruct views across the project site. While existing views across the

northern and southern portions of the project site would be modified with project development, the changes would not substantially impact views of the San Gabriel Mountains and the Verdugo Mountains available along Honolulu Avenue and Sycamore Avenue.

Design elements include a mix of shingle siding, horizontal siding, metal roofing, metal balconies and railings, smooth plaster, stone, wood, and glass. A 20- to 56-foot landscape buffer would screen the view of the project site from Sycamore Avenue, with 8-foot setbacks provided along Honolulu Avenue and 8- and 6-foot setbacks provided along the eastern and western boundaries of the site, respectively. As a result, development of the proposed project would not significantly impede any existing views of the San Gabriel Mountains and the Verdugo Mountains.

Impacts would be less than significant.

**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?***

**Less than Significant Impact.** The project site is currently developed with an existing commercial building and surface parking lot. The project site does not contain any scenic resources, such as native trees or rock outcroppings. In addition, the project site is not located within the view corridor of any State scenic highway because there are no State-designated scenic highways within the City of Glendale.<sup>7</sup> Therefore, the proposed project would not substantially damage scenic resources within a State scenic highway, and no impact would result.

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

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

**Less than Significant Impact.** The project site currently contains a vacant commercial building and surface parking lots. The project site is currently surrounded by a commercial building and a multi-family residential development to the west, low-density residential uses to the south, a single-story auto body shop to the east, and commercial and office uses to the north. These surrounding uses range from 1 to 3 stories, or 20 to 40 feet in height.

The project site is located on the eastern edge of the Verdugo City Village Center area in North Glendale. The proposed project would construct 28 multi-family residential units in four buildings over a parking garage, with a total floor area of 38,287 square feet. The project would have a traditional design character facing Sycamore Avenue and a modern/contemporary design character along Honolulu Avenue to complement the existing design character along these streets, with architectural materials including a mix of shingle siding, horizontal siding, metal roofing, metal balconies and railings, smooth plaster, stone, wood, and glass. The project includes approximately 11,000 square feet of landscaped areas in the form of drought-tolerant trees, shrubs, and rockwork. The project would also incorporate a total of 7,517 square feet of common open space, which would include an open space area along Sycamore Avenue and various walkway areas between each of the buildings.

Implementation of the proposed project would replace an older, commercial building on a site without any landscaping elements. The massing and scale of the project would be similar to and compatible with surrounding development. The project has been designed to be consistent with design guidelines in the North Glendale Community Plan by minimizing the mass of the new buildings on Sycamore Avenue, a residential street, and having the larger mass of the buildings on Honolulu Avenue, a commercial street; designing the buildings to follow the existing grade changes on the site by incorporating multiple walls on the site made of river stone; aligning the new buildings with existing adjacent buildings to create a uniform street frontage; and designing the project to be consistent with the overall height and scale of the surrounding neighborhood by limiting the building height to 2 stories, with the exception of some 3-story portions due to the topography of the site.

The proposed project would be subject to the City's design review process to ensure consistency with the City's goals, policies, and design guidelines. The project would not substantially degrade the existing visual character or quality of the project site, and no significant impact to the visual character of the site and the surrounding area would result.

**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 project would introduce new lighting and potential sources of glare on the site. The lighting would not create substantial light and glare impacts based on the location and orientation of the proposed lighting fixtures. The proposed building materials consist of nonreflective, textured surfaces and nonreflective glazed glass on the building exterior, and these materials would not create daytime glare. Potential glare impacts would be less than significant.

Nighttime lighting sources currently exist along Honolulu Avenue and Sycamore Avenue. The addition of new sources of permanent light as a result of the proposed project would increase ambient lighting within the project area. However, due to the ambient light conditions in the surrounding area, the increase in ambient nighttime lighting in the project area would be minimal, and impacts to day- and nighttime views would be less than significant.

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

**B. AGRICULTURE AND FOREST RESOURCES**

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

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

**No Impact.** There is no prime farmland, unique farmland, or farmland of Statewide importance within or adjacent to the proposed project site, and no agricultural activities take place on the project site.<sup>8</sup> 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. No Williamson Act contracts are in effect for the project site or

surrounding vicinity. No conflicts with existing zoning for agricultural use or Williamson Act 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 forestland 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 nonagricultural use, and no forestland would be converted to non-forest use under the proposed project. No impacts would occur.

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

**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>	<b>Potentially Significant Impact</b>	<b>Less than Significant Impact with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
1. Conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			<b>X</b>	
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)?			<b>X</b>	
4. Expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
5. Create objectionable odors affecting a substantial number of people?				<b>X</b>

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

**Less than Significant Impact.** The South Coast Air Quality Management District (SCAQMD) adopted an updated air quality management plan (AQMP) in December 2012.<sup>9</sup> The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments; accommodate growth; reduce the high levels of pollutants in the South Coast Air Basin (“Basin”); meet federal and State air quality standards; and minimize the fiscal impact of pollution control measures on the local economy. It builds on approaches in the previous AQMP to achieve attainment of the federal ozone air quality standard. These planning efforts have substantially decreased exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections because the Growth Management chapter forms the basis of the land use and transportation control portions of the AQMP. Because impacts with respect to population, housing, and employment would be less than significant, the project would not conflict with the AQMP. Consequently, the proposed project impacts would be considered to be less than significant.

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

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

**Less than Significant Impact**

**Construction Emissions**

The proposed project would include the demolition of the existing 10,700-square-foot commercial building and surface parking lot and the construction of the proposed multi-family residential project. Construction emissions were estimated according to the SCAQMD CEQA Air Quality Handbook and construction emission factors contained in the California Emissions Estimator Model (CalEEMod).<sup>10</sup> The emission calculations assume the use of standard construction practices, such as compliance with SCAQMD Rule 403—Fugitive Dust, which requires all unpaved demolition and construction areas to be wetted at least three times a day during excavation and construction to minimize the generation of fugitive dust.

The estimated maximum daily emissions during project construction are presented in **Table 1, Maximum Construction Emissions**. The analysis assumes that operation of all construction equipment for a given activity would occur simultaneously and continuously over the day. In reality, this would not occur, given that most equipment would operate only a fraction of each workday, and many of the activities would not overlap on a daily basis. Therefore, **Table 1** represents a conservative scenario for construction activities.

**Table 1**  
**Maximum Construction Emissions**  
**(pounds/day)**

<b>Source</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SOx</b>	<b>PM10</b>	<b>PM2.5</b>
Maximum (lb./day)	13.04	26.10	27.06	0.06	4.28	2.25
SCAQMD Threshold	75	100	550	150	150	55
<b><i>Threshold Exceeded?</i></b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

*Note: Refer to Modeling in Appendix A.*

Based on the modeling, construction of the project would result in maximum daily emissions of approximately 13.04 pounds/day of reactive organic gases (ROG), 26.10 pounds/day of nitrogen oxides (NOx), 27.06 pounds/day of carbon monoxide (CO), 0.06 pounds/day of sulfur oxides (SOx), 4.28 pounds/day of particulate matter (PM10), and 2.25 pounds/day of fine particulate matter (PM2.5). All of these values do not exceed the applicable maximum daily SCAQMD thresholds for criteria pollutants. Thus, the proposed project would result in less than significant construction emission impacts.

**Localized Construction Emissions**

The SCAQMD also recommends that localized air quality impacts be evaluated under CEQA projects. The SCAQMD devised the Localized Significance Threshold (LST) methodology to assess the potential air quality impacts that would result in the near vicinity of the project.<sup>11</sup> This methodology

considers emissions generated from on-site sources, and excludes emissions from off-site vehicular traffic. The SCAQMD provides mass rate lookup tables as a screening tool to determine the likelihood of localized impacts from project construction and operation. The lookup tables provide values for 1-, 2-, and 5-acre sites based on the geographic location of the project and the proximity of sensitive receptors (i.e., schools, residences, hospitals, etc.). The small size of the project site (approximately 1 acre), suggests that emissions would be of small magnitude in comparison to larger developments. Following the LST methodology, maximum daily on-site emissions of air pollutants during project construction are compared to the mass rate lookup values for a 1-acre site in **Table 2, Construction LST Analysis (pounds/day)**.

**Table 2  
Construction LST Analysis  
(pounds/day)**

<b>Source</b>	<b>NOx</b>	<b>CO</b>	<b>PM10</b>	<b>PM2.5</b>
Maximum (lb./day)	13.56	15.56	2.88	1.81
SCAQMD LST (SRA 7)	80	498	4	3
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Note: Refer to Modeling in Appendix A.</i>				

Maximum daily on-site emissions during project construction are estimated to be 13.56 pounds/day of NOx, 15.56 pounds/day of CO, 2.88 pounds/day of PM10, and 1.81 pounds/day of PM2.5. All of the estimated emissions are substantially below the applicable LST values. Localized air quality impacts resulting from the project would be less than significant. Emissions modeling files can be found in **Appendix A**.

**Operational Emissions**

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the project site after occupancy. Stationary emissions would be generated by the consumption of natural gas for space and water heating equipment. Mobile emissions would be generated by motor vehicles traveling to and from the project site. The analysis of daily operational emissions has been prepared using the data and methodologies identified in the SCAQMD CEQA Air Quality Handbook and current motor vehicle emission factors in the CalEEMod model. The estimated emissions are based upon development of all the proposed land uses on the project site. The results presented in **Table 3, Maximum Operational Emissions**, are compared to the SCAQMD established operational significance thresholds.



**Table 3**  
**Maximum Operational Emissions**  
**(pounds/day)**

Source	ROG	NOx	CO	SOx	PM10	PM2.5
Maximum (lb./day)	1.57	1.88	7.22	0.02	1.48	0.42
SCAQMD Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Note: Refer to Modeling in Appendix A.

As shown in **Table 3**, the emissions associated with the proposed project would not exceed the SCAQMD recommended operational emission thresholds. A majority of the emissions associated with project operation are attributed to anticipated vehicular traffic traveling to and from the project. Localized emissions would be of lesser magnitude than those during construction. As a result, the overall operational impacts associated with the project would be less than significant based on the applicable SCAQMD thresholds.

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

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

**Less than Significant Impact.** As shown in **Table 3**, the emissions associated with the proposed project would not exceed the SCAQMD recommended operational emission thresholds and 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.** Sensitive receptors are defined as schools (preschool–12th grade), hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The proposed project is located within a primarily commercial area with the nearest sensitive uses consisting of residential buildings located across Sycamore Avenue from the project site, approximately 50 feet away from the site boundary. Directly west of the project site are multi-family residential uses and the Montrose Christian Montessori School is located approximately 125 feet to the east. However, the proposed project would not result in any significant increase in criteria pollutants or contribute to an existing air quality violation or exceed SCAQMD threshold. Additionally, the project will be required to comply with all applicable rules to reduce construction impacts. Impacts would be less than significant with the implementation of the proposed project.

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

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

**No Impact.** According to the SCAQMD, “while almost any source may emit objectionable odors, some land uses will be more likely to produce odors...because of their operation.”<sup>12</sup> Land uses that are more likely to produce odors include agriculture, chemical plants, composting operations, dairies, fiberglass molding, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. The proposed project is a multi-family residential development, which would not contain any active manufacturing activities. No impacts due to odors would occur with the implementation of the proposed project.

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

**D. BIOLOGICAL RESOURCES**

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

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

**No Impact.** The project site itself is developed, and does not contain any native vegetation or habitat areas. The majority of the surrounding area has also been developed and landscaped with largely non-native plants. Only a limited number of plant species common in urban environments, none of which are considered rare or endangered, are found near the project site. Suitable habitats for sensitive mammal, reptile, amphibian, or fish species do not exist on the project site or within the surrounding area. No impact would occur.

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

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- 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 project site currently consists of a vacant commercial building and surface parking lot. The surrounding area is completely developed and disturbed. No riparian habitat or sensitive natural community is located in the surrounding area or on the project site. Therefore, no impact would occur.

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

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

**No Impact.** The project site is neither near nor does it contain wetland habitat or a blue-line stream. Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (CWA), through direct removal, filling, hydrological interruption, or other means.<sup>13</sup> No impact would occur.

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

- 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 project site and the surrounding area are currently developed and do not contain native resident or migratory species or native nursery sites. Honolulu Avenue to the north and La Crescenta Avenue to the west are major transportation routes for vehicles, which act as a barrier to potential wildlife movement. In addition, there are no wildlife migration corridors in the vicinity of the project site. No impact would occur.

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

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

**No Impact.** The Glendale Municipal Code, Chapter 12.44 Indigenous Trees, contains guidelines for the protection and removal of indigenous trees. These trees are defined as any Valley Oak, California Live Oak, Scrub Oak, Mesa Oak, California Bay and California Sycamore, which measure 6 inches or more in diameter breast height (DBH). Furthermore, the Glendale Municipal Code, Chapter 12.40 City Street Trees, contains guidelines for the preservation and protection of city street trees. No indigenous trees or city street trees are located on the project site and implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur.

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

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

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

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

**E. CULTURAL RESOURCES**

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

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

**No Impact.** CEQA Guidelines Section 15064.5(b)(1) states that “substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” The project site is developed with an existing commercial building, which was constructed in 1960. This building is currently vacant and has undergone various renovations and improvements since its original date of construction. This nondescript commercial building does not contain any distinguishable features that would contribute to a historical significance. Further, no other historical buildings within proximity to the project site meet eligibility criteria for listing in the National Register of Historic Places, California Register of Historic Resources, and Glendale Register of Historic Resources. Therefore, no impacts to a historic resource would occur.

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

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

**Less than Significant Impact.** Prehistoric and historic archaeological sites are not known to exist within the local area. In addition, the project site has already been subject to development and on-site improvements. Any archaeological resources that may have existed at one time on or beneath the site have likely been previously disturbed. Nonetheless, construction of the project would have the potential to unearth undocumented resources in portions of the site that have not been previously disturbed. In the event that archaeological resources are unearthed during grading and excavation activities, all earth-disturbing work would be temporarily suspended or redirected until a qualified archaeologist has

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evaluated the nature and significance of the resources, in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. The designated archaeologist would consult with the Fernandeño Tataviam Band of Mission Indians with regard to the identification of any cultural resources present on the project site. After the resources have been addressed appropriately, work in the area may resume. With implementation of this standard requirement, no significant impact would occur.

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

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

**Less than Significant Impact.** Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City of Glendale consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. In addition, the project site has already been subject to extensive disruption and development. Any superficial paleontological resources that may have existed at one time on the project site have likely been previously unearthed by past development activities. Nonetheless, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the proposed project. In the event that paleontological resources are unearthed during project subsurface activities, all earth-disturbing work would be temporarily suspended or redirected until a qualified paleontologist has evaluated the nature and significance of the resources, in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. After the resources have been addressed appropriately, work in the area may resume. With implementation of this standard requirement, no significant impact would occur.

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

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

**Less than Significant Impact.** No known burial sites exist within the vicinity of the project site or surrounding area. However, impacts would be potentially significant if human remains are encountered during excavation and grading activities. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely Native American descendants, who will then serve as consultants on how to proceed with the remains (i.e., avoid removal or reburial). With implementation of this standard requirement, no significant impact would occur.

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

**F. GEOLOGY AND SOILS**

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

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

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

**No Impact.** According to the city’s General Plan Safety Element, the project site is not located within an established Alquist-Priolo Earthquake Fault Zone or designated Fault-Rupture Hazard Zone for surface fault rupture hazards. The Sierra Madre Fault Zone is the closest active fault zone at approximately 1.5 miles north of the project site.<sup>14</sup> Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the project site. Therefore, the potential for surface rupture as a result of



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fault plane displacement during the design life of the proposed project is considered unlikely. No impact would occur.

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

**ii) Strong seismic ground shaking?**

**Less than Significant Impact.** The project site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. This hazard exists throughout Southern California and could pose a risk to public safety and property by exposing people, property, or infrastructure to potentially adverse effects, including strong seismic ground shaking. Compliance with applicable building codes would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. Therefore, impacts related to strong seismic ground shaking would be less than significant.

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

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

**Less than Significant Impact.** Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs as a result of three general conditions: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high-intensity ground motion. Studies indicate that saturated, loose and medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. Liquefaction tends to occur within the upper 50 feet of the ground surface.

The project site is not located within a mapped liquefaction hazard zone.<sup>15</sup> Additionally, groundwater levels at the project site are estimated to be more than 100 feet below ground surface (bgs), and soils on the project site are not characterized as loose, water-saturated, and granular sediments.<sup>16</sup> Thus, potential impacts related to liquefaction are considered unlikely. However, compliance with applicable building codes would minimize hazards from liquefaction and other seismically related ground failures. Impacts related to liquefaction would be less than significant.

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

**iv) Landslides?**

**Less than Significant Impact.** The topography of the project site and the surrounding area is relatively flat and, thus, devoid of any distinctive landforms. No known landslides have occurred near the project site, nor is the project site in the path of any known or potential landslides.<sup>17</sup> Therefore, impacts related to landslides would be less than significant.

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

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

**Less than Significant Impact.** Construction activities associated with the proposed project development may result in wind- and water-driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. However, this impact is considered short-term in nature because the site would expose small amounts of soil only during construction activities, and would then be covered with pavement and landscaping upon completion of construction. The applicant would be required to adhere to South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust, which would further reduce the impact related to soil erosion to less than significant.

Because the project site is approximately 1 acre in size, it would be subject to the requirements under Section 13.42.060 of the Glendale Municipal Code to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), containing structural treatment and source control measures appropriate and applicable to the proposed project to ensure that potential water quality impacts from water-driven erosion during construction would be less than significant level.

Once developed, the majority of the project site would be covered with impervious surfaces, and therefore the quantity of runoff would not change substantially with implementation of the project. All runoff would continue to be conveyed via streets and gutters to storm drain locations around the site. As a result, the project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it affect the capacity of the existing storm drain system. The potential for impacts is considered to be less than significant.

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

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

**Less than Significant Impact.** The project site is not located within a liquefaction zone.<sup>18</sup> The relatively flat topography of the project site precludes both stability problems and the potential for lurching, which is earth movement at right angles to a cliff or steep slope during ground shaking. As previously discussed, the potential for hazards such as landslides and liquefaction is considered low. Liquefaction may also cause lateral spreading. For lateral spreading to occur, the liquefiable zone must be continuous, unconstrained laterally, and free to move along gently sloping ground toward an unconfined area. However, if lateral containment is present for those zones, then no significant risk of lateral spreading will be present. Given that the liquefaction potential at the project site is low, earthquake-induced lateral spreading is not considered to be a significant seismic hazard at the site.

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

To minimize damage due to geologic hazards, design, and construction of the proposed project would be required to comply with applicable building codes. Compliance with these standards would minimize

impacts related to exposure to hazards including landslides, lateral spreading, subsidence, liquefaction, and collapse. Impacts would be less than significant.

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

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

**Less than Significant Impact.** The soils underlying the project site and surrounding area are considered to have a low expansion potential.<sup>19</sup> To minimize damage due to geologic hazards, design and construction of the proposed project would comply with applicable building codes. Therefore, impacts related to expansive soil would be less than significant.

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

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

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

**G. GREENHOUSE GAS EMISSIONS**

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

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

***Less than Significant Impact.*** The SCAQMD has not formally adopted any threshold or methodology for residential and commercial land use projects. In April 2008, the SCAQMD convened a “GHG CEQA Significance Threshold Working Group” to provide guidance to local lead agencies in determining the significance of GHG emissions identified in CEQA documents.<sup>20</sup> The goal of the working group was to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until the California Air Resources Board (CARB), or some other State agency, develops Statewide guidance on assessing the significance of GHG emissions under CEQA. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold of 10,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) for industrial projects where SCAQMD is the lead agency. The Working Group released draft documents that recommend all new land use projects not exceed a screening threshold of 3,000 MTCO<sub>2</sub>e per year.<sup>21</sup> Although a significance threshold has not been formally adopted, the Working Group draft recommendations represent the best available information with which to evaluate project significance with respect to GHG emissions and climate change for projects located in the South Coast Air Basin.

The project would result in short-term emissions of GHGs during construction. Site-specific or project-specific data were used in the CalEEMod model where available. Although GHGs are generated during construction and are accordingly considered one-time emissions, it is important to include construction-related GHG emissions when assessing all of the long-term GHG emissions associated with a project. Therefore, current practice is to annualize construction-related GHG emissions over a project’s lifetime to include these emissions as part of a project’s total emissions. A project’s lifetime has generally been defined as 30 years. In accordance with this methodology, the estimated project’s construction GHG emissions have been annualized over a 30-year period and are included in the annualized operational GHG emissions.

The project would become operational in 2018 and would result in direct annual emissions of GHGs during operation. Operational emissions would be generated by both area and mobile sources

because of normal day-to-day activities. Area source emissions would be generated by the consumption of natural gas for space and water heating devices. Area source emissions are based on emission factors contained in the CalEEMod model. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. Trip generation rates provided in the traffic report for the project were used to estimate the mobile source emissions.

The project would also result in indirect GHG emissions due to electricity demand, water consumption, and waste generation. The emission factor for CO<sub>2</sub> due to electrical demand from Glendale Water and Power (GWP) was selected in the CalEEMod model. Electricity consumption was based on default data found in CalEEMod for the respective land use types.

The annual net GHG emissions associated with the construction and operation of the proposed project are provided below in **Table 4, Estimated Operational Greenhouse Gas Emissions**. The sum of the direct and indirect emissions associated with the project is compared with the SCAQMD's proposed interim threshold of significance for all land use projects, which is 3,000 MTCO<sub>2</sub>e per year. As shown in **Table 4**, the project would not result in a significant impact with respect to GHG emissions.

**Table 4**  
**Estimated Greenhouse Gas Emissions**

<b>GHG Emissions Source</b>	<b>Emissions (Metric Tons CO<sub>2</sub>e/year)</b>
Construction	13.76
Operational (Mobile) Sources	254.4
Area Sources	6.2
Energy	162.9
Waste	2.9
Water	17.5
<b>Annual Total</b>	<b>457.66</b>
<i>Source: Emissions calculations are provided in <b>Appendix A</b>. Totals in table may not appear to add exactly due to rounding in the computer model calculations.</i>	

**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.** The California State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. In December 2008, CARB adopted the Climate Change Scoping Plan ("Scoping Plan"), which details strategies to meet that goal. The Scoping Plan instructs local governments to establish sustainable community strategies to reduce GHG emissions

associated with transportation, energy, and water, as required under Senate Bill (SB) 375. Planning efforts that lead to reduced vehicle trips while preserving personal mobility should be undertaken in addition to programs and designs that enhance and complement land use and transit strategies.

The Scoping Plan was updated in 2013 and determined that statewide emissions had been reduced by approximately 15 percent from 1990 levels by 2012.<sup>22</sup> In addition to describing the success of efforts to reduce GHG emissions, the update provides further recommendations for energy-efficiency measures in buildings, such as maximizing the use of energy efficient appliances and solar water heating, as well as complying with green building standards that result in decreased energy consumption compared to Title 24 building codes.

In addition to the measures listed in the Scoping Plan, other State offices have provided recommended measures that would assist lead agencies in determining consistency with the state's GHG reduction goals. The California Attorney General's Office (AGO) has stated that lead agencies can play an important role in "moving the State away from 'business as usual' and toward a low-carbon future."<sup>23</sup> The AGO has released a guidance document that provides information to lead agencies that may be helpful in carrying out their duties under CEQA with respect to GHGs and climate change impacts. Provided in the document are measures that can be included as project design features, required changes to the project, or mitigation measures at the project level and at the general-plan level. The measures are not intended to be exhaustive and are not applicable for every project or general plan. The AGO affirms that "the decision of whether to approve a project—as proposed or with required changes or mitigation—is for the local agency, exercising its informed judgment in compliance with the law and balancing a variety of public objectives."<sup>24</sup>

The project would emit fewer net GHG emissions than the 3,000 MTCO<sub>2e</sub> per year threshold of significance identified by the SCAQMD. The project would incorporate measures that reduce GHG emissions compared to a conventional project of similar size and scope. In accordance with City guidelines, the project would implement low-flow toilet and faucets, as well as high-efficiency lighting. Moreover, the project is located in an urban area with that would not significantly increase daily trips in the area, as discussed in the traffic analysis (**Appendix C**). These measures and features are consistent with existing recommendations to reduce GHG emissions consistent with the goals of AB 32. Therefore, the project would result in less than significant impacts and is considered consistent with applicable plans.

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

**H. HAZARDS AND HAZARDOUS MATERIALS**

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

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

**Less than Significant Impact.** The proposed project would include the construction of a 28-unit multi-family residential development. The proposed residential uses would not involve the routine use, transport, or disposal of significant amounts of hazardous materials, but may involve the use of small amounts of cleaning products and related materials that may be categorized as hazardous. The limited use of various pesticides and fertilizers may also be used for landscape maintenance. These materials would be used and stored on the project site in accordance with applicable federal, State, and local regulations. Additionally, the City of Glendale Fire Department and Los Angeles County have the authority to perform inspections and enforce state and federal laws governing the storage, use,

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transport, and disposal of hazardous materials and wastes. As such, the proposed project would not create a significant hazard to the public or the environment, and impacts would be less than significant.

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

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

**Less than Significant Impact.** A Phase I Environmental Site Assessment (ESA), which included a survey of the project site, was prepared in May 2015 (**Appendix B**).<sup>25</sup> The Phase I ESA concluded that there are no recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), or historical recognized environmental conditions (HRECs) connected with the project site. There are also no identified underground storage tanks (USTs), aboveground storage tanks (ASTs) or other conditions on the project site that may expose construction workers or residents to hazardous materials. However, the existing commercial building on the project site was constructed in 1960, prior to the bans on the use of asbestos and lead-based paint in the late 1970s, and may contain asbestos and/or lead-based paint. Implementation of the project would result in the demolition of this existing commercial building. Any asbestos or lead-based paint found would be properly removed and abated as required by State law, specifically Title 22 of the California Code of Regulations (CCR), the California Health and Safety Code, including the Hazardous Waste Control Law.

Hazardous material impacts typically occur in a local or site-specific context. Although other foreseeable developments within the area will likely increase the potential to disturb existing contamination, the handling of hazardous materials would be required to adhere to applicable federal, State, and local requirements that regulate work and public safety. Therefore, impacts of the proposed project would not have the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

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

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

**Less than Significant Impact.** Two school sites are located within one-quarter mile of the project site. The Montrose Christian Montessori is located approximately 0.02 miles east of the project site, and the Valley Vista School is located approximately 0.15 miles east of the project site. The project would not include a use that would handle hazardous or acutely hazardous materials, substances, or waste. As discussed in **Section C, Air Quality**, construction of the project would release small quantities of toxic air contaminants for a short period of time, but the magnitude of emissions is not sufficient to create substantial concentrations of hazardous pollutants and the emissions are below applicable SCAQMD thresholds. Furthermore, there are no existing hazards on the site from past uses. Consequently, less than significant impacts would occur with the implementation of the proposed project.



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**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?***

**Less than Significant Impact.** The Phase I ESA was conducted in general accordance with ASTM Standard Practice E1527-13 and United States Environmental Protection Agency standards. A hazardous materials database search of was completed, that indicated the project site is not included on a list of hazardous materials sites. The Phase I ESA determined that there are no RECs, CRECs, or HRECs, or any indication of USTs or ASTs on the project site. Consequently, impacts would be less than significant.

**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 area is located more than 6.5 miles northeast of the Bob Hope Airport. The airport flight path and airport noise contours do not extend to the project area. Therefore, the project site is located outside of any airport land use plan or any runway landing/take-off flight paths for these local airports. No other public or public use airstrips are located within the vicinity of the project site and no airport related safety impacts would exist. Consequently, no impacts would occur with the implementation of the proposed project.

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

- 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.** The project site is not within the vicinity of a private airstrip. The nearest airport is the Bob Hope Airport, which is located more than 6.5 miles southwest of the proposed project area and is a public use airport. Consequently, no impacts would occur with the implementation of the proposed project.

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

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

**Less than Significant Impact.** According to the City of Glendale General Plan Safety Element, Honolulu Avenue, which borders the project site to the north, is a City Disaster Response Route.<sup>26</sup> Additionally, La Crescenta Avenue, which is located approximately 0.25 miles west of the project site, is also a designated City Disaster Response Route. These routes are main thoroughfares to be used by emergency response services during an emergency and, if the situation warrants, the evacuation of an area. Implementation of the project would neither result in a reduction of the number of lanes along this roadway in the project area nor result in the placement of an impediment to the flow of traffic

such as medians. In the event of an emergency, all lanes would be opened to allow for traffic flow to move in one direction, and traffic would be controlled by the appropriate agencies, such as the City of Glendale Police Department.

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

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

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

**No Impact.** The project area is not located in a designated wildland area that may contain substantial forest fire risks or hazards. In addition, the City of Glendale General Plan Safety Element does not identify the project area to be located within a City-designated Fire Hazard Zone.<sup>27</sup> Therefore, risk of increased fire hazards in areas where flammable brush, grass, or trees from future development within the project area is not identified as significant. Consequently, no impacts would occur with the implementation of the proposed project.

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

**I. HYDROLOGY AND WATER QUALITY**

<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. Violate any water quality standards or waste discharge requirements?			<b>X</b>	
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)?			<b>X</b>	
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?			<b>X</b>	
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?			<b>X</b>	
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?			<b>X</b>	
6. Otherwise substantially degrade water quality?			<b>X</b>	
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?				<b>X</b>
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				<b>X</b>
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?			<b>X</b>	
10. Inundation by seiche, tsunami, or mudflow?				<b>X</b>

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

**Less than Significant Impact.** Grading activities associated with construction may temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. In addition, during excavation and grading, contaminated soils may be exposed and/or disturbed; this could impact surface water quality through contact during storm events. The applicant is required to satisfy all applicable requirements of Chapter 13.29, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban

Stormwater Mitigation Plan (SUSMP) of the Glendale Municipal Code, at the time of construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a SWPPP containing structural treatment and source control measures appropriate and applicable to the proposed project. The SWPPP would incorporate best management practices (BMPs) by requiring controls of pollutant discharges that utilize best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT) to reduce pollutants. Examples of BAT/BCT that may be implemented during site grading and construction of the proposed project could include straw hay bales, straw bale inlet filters, filter barriers, and silt fences. Preparation of the SWPPP would be incorporated as a condition of approval. Implementation of BMPs would ensure that Los Angeles Regional Water Quality Control Board (RWQCB) water quality standards are met during construction activities of the proposed project. Therefore, no significant impact during construction would occur.

After construction, the proposed project would increase the intensity of activities on the site and would likely result in an increase in typical urban pollutants generated by motor vehicle use on roadways and parking areas adjacent to the project site, and the maintenance and operation of landscaped areas. Stormwater quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations; oil and grease residues; fertilizer/pesticide uses; human/animal littering; careless material storage; and poor handling and property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period.

These pollutants have the potential to degrade water quality. However, the quality of runoff from the project site would be subject to Section 401 of the CWA under the National Pollutant Discharge Elimination System (NPDES). The RWQCB issues NPDES permits to regulate waste discharged to "waters of the nation," which includes reservoirs, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction surface water runoff from a project.

Development projects are required by the Glendale Municipal Code to submit and then implement a SUSMP containing design features and BMPs appropriate and applicable to the project. The purpose of the SUSMP is to reduce postconstruction pollutants in stormwater discharges. The proposed project would incorporate silt fences, sand bag barriers, and/or stabilization of the construction entrance/exit to satisfy the SUSMP standards. One of the requirements of the SUSMP is that the project retain on-site water runoff from the first 0.75 inches of a 24-hour rain event. Prior to issuance of any grading or building permits, the City must approve the SUSMP; preparation of the SUSMP is incorporated as a project design feature. Potential water quality impacts of the project would be less than significant following the preparation of the SUSMP and implementation of the BMPs. Therefore, impacts related to water quality and stormwater discharge would be less than significant.

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

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

**Less than Significant Impact.** Currently, the City utilizes water from Glendale Water and Power (GWP), which relies on some local groundwater supplies. Consequently, implementation of the proposed project would result in additional development that could indirectly require an increased use of groundwater through the provision of potable water by GWP; however, as discussed in Response Q-4 below, the proposed project's water demand is within water projections. Groundwater to be consumed within Glendale would be utilized according to current plans and projections for GWP groundwater supplies. As a result, implementation of the proposed project would not substantially deplete groundwater supplies. In addition, the groundwater basins are adjudicated and managed by the Basin Watermaster, who is responsible for monitoring and accounting for all groundwater extraction, with sustainability as a goal.

The project site is 1 acre, or 43,609 square feet, in size and is currently developed with a vacant commercial building and surface parking. The proposed project would comply with minimum landscape requirements and, therefore, would not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies relative to existing conditions. As discussed above, the project would be required to retain on-site water runoff for the first 0.75 inches of a 24-hour rain event, thus allowing infiltration of water into the groundwater table. The proposed project would incorporate a dry well system as one of several LID practices to infiltrate water runoff beneath the project site. Therefore, impacts related to groundwater extraction and recharge would be less than significant.

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

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

**Less than Significant Impact.** The project site is currently developed, and stormwater runoff sheet flows into existing City streets and drains. Construction activity associated with the proposed project development may result in wind- and water-driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. However, this impact is considered short term in nature because the site would be covered with pavement and landscaping upon completion of construction activities. Further, as part of the proposed project, the applicant would be required to adhere to conditions under the NPDES Permit set forth by the RWQCB, and prepare and submit a SWPPP to be administered throughout proposed project construction. The SWPPP would incorporate BMPs to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to a less than significant level. In addition, the applicant would be required to adhere to SCAQMD Rule 403—Fugitive Dust, which would further reduce the impact related to soil erosion to less than significant.

The project site is currently covered with impervious surfaces. Similar to the existing uses on the project site, the proposed project would continue to generate surface water runoff. As part of the SUSMP, the project would be required to retain the first 0.75 inches of rainfall during a 24-hour rain event. The proposed project would also incorporate a dry well system as one of several LID practices to infiltrate water runoff beneath the project site. All subsequent runoff would continue to be conveyed via streets and gutters to storm drain locations around the project site. As a result, the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it affect the capacity of the existing storm drain system. Furthermore, as discussed above, the SUSMP would incorporate BMPs (including stabilization of the construction entrance/exit) by requiring controls of pollutant discharges that utilize BAT and BCT to reduce pollutants. In addition, in accordance with Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan, of the Glendale Municipal Code, a SUSMP containing design features and BMPs to reduce postconstruction pollutants in stormwater discharges would be submitted and implemented as part of the project. Consequently, impacts are considered to be less than significant.

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

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

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

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

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

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

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

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

**Less than Significant Impact.** Please refer to Responses I-1 and I-3 above.

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

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

**No Impact.** According to Federal Emergency Management Agency (FEMA) flood hazard maps,<sup>28</sup> the project site is not located within a 100-year flood zone; therefore, the proposed project would not place housing within a 100-year flood hazard area or result in structures being constructed that would impede or redirect flood flows. The proposed project would not be subject to flooding and, therefore, no impacts would occur.

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

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

**No Impact.** The project site is not located within a 100-year floodplain or other flood hazard area, as shown on the latest FEMA Flood Insurance Rate Map, and would not place structures that would impede or redirect flood flows.<sup>29</sup> 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?***

**Less than Significant Impact.** There are seven dams located within the City of Glendale. The nearest dam to the project site is the East Glorietta Dam, located approximately 1.5 miles southeast of the project site.<sup>30</sup> According to the City of Glendale General Plan Safety Element, the proposed project is not located within the inundation zone of this dam or other dams located within the City or elsewhere. Accordingly, the risk associated with flooding resulting from dam failure is considered less than significant.

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

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

**No Impact.** The project site is not within a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. In addition, the project site is not located downslope of any large bodies of water that could adversely affect the site in the event of earthquake-induced seiches, which are wave oscillations in an enclosed or semi-enclosed body of water. Finally, the project site is generally flat and is not located near a large topographic feature that would generate mudflows. Therefore, no impact related to inundation by seiche, tsunami, or mudflow would result from implementation of the proposed project.

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

**J. LAND USE AND PLANNING**

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

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

**No Impact.** The project site is located in the Montrose neighborhood and currently is currently developed with a vacant commercial building and surface parking lot. The project would provide new multi-family uses within the Verdugo City Village Center, consistent with the North Glendale Community Plan. The proposed multi-family residential uses would be compatible with the surrounding residential and commercial uses within the North Glendale area. No established community would be divided, nor would there be a disruption of access between land use types as a result of the project. No impacts would occur.

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

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

**Less than Significant Impact.** The proposed project is located within the eastern edge of the Verdugo City Village Center area as identified in the North Glendale Community Plan.<sup>31</sup> New multi-family residential development is encouraged in the Verdugo City Village Center area to complement the existing mix of low-density residential neighborhoods and commercial districts by the Community Plan. The General Plan land use and zoning designations for the project site are C2-I (Community Commercial) and R1-II (Low Density Residential), respectively.

The applicant is requesting a zone change to apply a Precise Plan of Design (PPD) Overlay to the site to allow development of the proposed apartment project. The PPD Overlay is intended to encourage the development of structures or uses that are of superior design, appearance and function by allowing reasonable variations from zoning standards and use restrictions for specific sites when warranted to allow development proposals to take advantage of site characteristics, site location and access points, historic development patterns, land assembly or simple economies of scale in ways that conform with



the broad goals of the general plan and provide the protections of the existing zoning designation. The PPD Overlay would permit the proposed project while ensuring consistency with the City's current goals, policies, and design guidelines in a manner that meets the overall intent and goals of the Zoning Code. Design review approval is required to ensure consistency with the City's goals, policies, and design guidelines.

The project has been designed to be consistent with design guidelines in the North Glendale Community Plan by minimizing the mass of the new buildings on Sycamore Avenue, a residential street, and having the larger mass of the buildings on Honolulu Avenue, a commercial street; designing the buildings to follow the existing grade changes on the site by incorporating multiple walls on the site made of river stone; aligning the new buildings with existing adjacent buildings to create a uniform street frontage; and designing the project to be consistent with the overall height and scale of the surrounding neighborhood.

The City's R-1250 standards currently apply to the portion of the site zoned C2. The City's R-1250 Zone is intended for high-density residential development with a minimum requirement of 1,250 square feet of lot area per dwelling unit.<sup>32</sup> If a site has a width greater than 90 feet, then one dwelling unit is allowed for every 1,000 square feet of lot area. The C2 zoned portion of the site has a width greater than 90 feet. Under this standard, up to 21 dwelling units would be allowed on the C2 portion of the site. The R1 zoned portion of the site would allow for two additional units for a total of 23 dwelling units.

The R-1250 Zone permits a maximum Floor Area Ratio (FAR) of 1.2 with buildings no more than 3 stories, or a maximum of 41 feet in height. Buildings are required to have a minimum 20-foot setback from the street front. The proposed project would develop four 2-story buildings (considered 3-stories on Sycamore due to slope of property) containing a total floor area of 38,287 square feet. There would be a total of 28 multi-family residential units on a 43,609-square-foot site, with maximum building heights of 39 feet. The proposed project would feature a 15-foot setback along Honolulu Avenue. The westerly units facing Sycamore Avenue would be set back 23 feet from the front street property line, while the easterly parking garage would feature a 20-foot street-front setback. These setbacks would be substantial in comparison to those for the immediately adjacent buildings.

The proposed project would include up to 67 parking spaces, including 7 guest spaces, 3 handicap spaces, and 1 van space. The project would meet the minimum parking requirements identified in the Glendale Municipal Code Chapter 30.32.050 for two- and three-bedroom multi-family residential uses. Therefore, the project would be consistent with the City's parking requirements, and impacts would be less than significant.

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

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

**No Impact.** The project site and surrounding area have been developed and heavily affected by past activities. The project site and immediate area are not located in an adopted Habitat Conservation Plan or Natural Community Conservation Plan area. The proposed project is located within the North

Glendale Community Plan area and is not within an adopted Habitat Conservation Plan or Natural Community Conservation Plan area. Consequently, implementation of the proposed project would not conflict with the provisions of any adopted conservation plan, and no impact 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 Impacts.** According to Map 4-28 of the City of Glendale General Plan Open Space and Conservation Element, the project site is located within Mineral Resource Zone-3 (MRZ-3). MRZ-3 is defined as an area where adequate information is not available to determine whether valuable mineral resources are deposited.<sup>33</sup> Results of the geologic investigation confirmed that deposits do not underlie the area that would be disturbed through development of the proposed project. As a result, 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 Impacts.** As indicated in Response K-1 above, there are no mineral resources within the project site. No impacts would occur.

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

**L. NOISE**

<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. 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?			<b>X</b>	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			<b>X</b>	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			<b>X</b>	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			<b>X</b>	
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?				<b>X</b>
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?				<b>X</b>

**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 existing noise environment in the project vicinity is dominated by traffic noise from nearby roadways, and noise from nearby commercial uses. Construction noise impacts would be temporary and would not occur during nighttime hours in accordance with the Glendale Municipal Code. For these reasons, the temporary construction impacts that would result from the proposed project would be less than significant.

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

Further, the traffic analysis (**Appendix C**) determined that the project would result in a total of 14 AM peak-hour trips, 17 PM peak-hour trips and 186 daily trips. This small incremental increase in daily

traffic along Honolulu Avenue and Sycamore Avenue would result in a negligible increase in ambient noise levels. While long-term operation of the project would contribute to existing ambient noise levels, this increase would be less than significant based on the proposed uses of the project and marginal number of generated daily trips.

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

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

**Less than Significant Impact.** According to Sections 8.36.210 and 8.36.020 of the Glendale Noise Ordinance, operating or permitting the operation of any device creating a vibration that is above the vibration perception threshold of 0.01 inch-per-second root mean square (RMS) at or beyond the property boundary of the source if on private property, or at 150 feet from the source if on a public space or public right-of-way, shall be a violation.

The proposed project would be constructed using typical construction techniques. As no pile driving for construction would be necessary, significant vibration impacts from pile installation would not occur. Heavy construction equipment (e.g. bulldozer and excavator) would generate a limited amount of ground-borne vibration during construction activities at short distances away from the source. The use of equipment would most likely be limited to a few hours spread over several days during grading activities.

The proposed multi-family residential uses would be limited to mechanical equipment (e.g., air handling unit and exhaust fans) that would not generate excessive ground-borne vibration or ground-borne noise. As such, ground-borne vibration and noise levels associated with the proposed project would be less than significant.

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

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

**Less than Significant Impact.** As indicated in Response L-1 above, significant noise impacts are not anticipated to result from the long-term operation of the proposed project. 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.** A temporary periodic increase in ambient noise would occur during construction activities associated with the proposed project. Noise from the construction activities would be generated by vehicles and equipment involved during various stages of construction operations: site grading, foundation, and building construction. The noise levels created by construction equipment would vary depending on factors such as the type of equipment and the

specific model, the mechanical/operational condition of the equipment, and the type of operation being performed.

Construction associated with the project will be required to comply with the City of Glendale Noise Ordinance (Municipal Code Chapter 8.36), which prohibits construction activities to between the hours of 7:00 PM on one day and 7:00 AM of the next day or from 7:00 PM on Saturday to 7:00 AM on Monday or from 7:00 PM preceding a holiday. Compliance with the City's Noise Ordinance would ensure that no 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 neither located within an airport land use plan nor is it located within 2 miles of a public airport or public use airport. The closest public airport or public use airport to the project site is the Bob Hope Airport located about 6.5 miles to the southwest. Consequently, no impacts associated with excessive airport noise levels would result.

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

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

**No Impact.** The project site is not within the vicinity of a private airstrip. Consequently, no impacts associated with noise would result for of the proposed project.

**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)?***

**Less than Significant Impact.** A significant impact may occur if a project would locate new development, such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the city’s current average household size of 2.63 persons, the 28 multi-family residential units proposed would add approximately 80 residents to the City of Glendale. This small increase in housing units and population would not have any significant effect on any local or regional growth projections. Additionally, the project site is located in an urbanized area that is surrounded by commercial and low-density residential uses. Therefore, the proposed project would not accelerate development in an undeveloped area, nor would build-out result in an adverse physical change in the environment or introduce unplanned infrastructure not previously evaluated in the adopted North Glendale Community Plan or General Plan.

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

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

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

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

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

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

**No Impact.** Please refer to Response M-2 above. No 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:***

**i) Fire protection?**

**Less than Significant Impact.** The Glendale Fire Department (GFD) provides comprehensive emergency services for the City of Glendale, including fire, rescue, and emergency medical (paramedic) services, as well as fire prevention and code enforcement functions. Fire Station No. 29, located at 2465 Honolulu Avenue, approximately 0.20 miles southeast of the project site, would serve as the first-in station responder in the event of an emergency. Fire Station No. 29 is equipped with an engine company, a fire truck, a basic life support ambulance, and a water tender.<sup>34</sup> Fire Station No. 28, located at 4410 New York Avenue, would provide secondary response for any incident. Fire Station No. 28 is equipped with an engine company and a mobile air unit.<sup>35</sup> In the event that any of the units of Fire Station Nos. 29 or 28 are not available, other units would be available for dispatch from other GFD fire stations or adjacent jurisdictions.

The proposed project would add approximately 80 new residents to the City of Glendale. This small incremental increase would not substantially affect provision of fire protection given the location of the project in a highly urbanized area and close proximity to existing fire stations. Furthermore, compliance with the applicable Fire Code and the Building Code provisions determines a project's impact on fire services. The project will be required to meet all code provisions. As a result, the project would be adequately served by existing public services and would not necessitate the provision of new or

physically altered governmental facilities, the construction of which could cause significant environmental impacts, and is therefore not anticipated to result in substantial adverse impacts. The overall need for fire protection services is not expected to substantially increase. Impacts would be less than significant.

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

**ii) Police protection?**

**Less than Significant Impact.** The Glendale Police Department (GPD) provides police protection services to the project site from its station at 131 North Isabel Street, approximately 5.0 miles to the south. The proposed project would introduce approximately 80 new residents to the City of Glendale. This small incremental increase would not substantially affect provision of police protection given the location of the project in a highly urbanized area and its proximity to existing police protection services. The Project would not result in a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. The overall need for police protection services would not increase substantially as a result of project implementation. Impacts would be less than significant.

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

**iii) Schools?**

**Less than Significant Impact.** A significant impact would occur if the project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Glendale Unified School District (GUSD). The project area is currently served by the following GUSD public schools: La Crescenta Elementary School, Rosemont Middle School, and Crescenta Valley High School. Implementation of the project would not generate a substantial number of students that is anticipated to impact current GUSD operating capacities. The applicant will be required to pay school impact fees to the GUSD based on the current fee schedule for residential developments prior to the issuance of buildings permits to provide funds to ensure adequate school facilities are available. As such, compliance with this statutory requirement would result in less than significant impacts.

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

**iv) Parks?**

**Less than Significant Impact.** The proposed project would add approximately 80 new residents to the City. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the project applicant will be required to pay the City's Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. No significant increase in demand for existing park or recreational facilities is anticipated due to the small number of residents generated by the project.

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

v) **Other public facilities?**

**Less than Significant Impact.** The proposed project would not create any significant increase in demand for library services. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the project applicant will be required to pay the City's Public Use Facilities Development Impact Fee. Payment of the impact fee would result in a less than significant impact to library facilities.

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

**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 project would generate a small increase in residents. It is reasonable to assume that these future residents of the project would utilize recreation and park facilities in the surrounding area. As discussed in Response N-1iv, the project applicant will be required to pay the City’s Public Use Facilities Development Impact Fee to provide funding for park and recreation facilities. Payment of the impact fee would result in a less than significant impact to park and recreational facilities.

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

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

**Less than Significant Impact.** The proposed project does not include recreational facilities. As discussed above, the project is not anticipated to create a significant demand on parks facilities that would by itself result in the construction of a new park. Therefore, impacts would be less than significant.

**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.**

Traffic Impact Analysis—Public Street Network

The project site is bound by Honolulu Avenue on the north and Sycamore Avenue on the south. Based on the *Honolulu Village Project Traffic Analysis*, dated March 7, 2016, (**Appendix C**), the proposed project would generate 186 trips per day, with 14 AM peak-hour and 17 PM peak-hour trips. The State-mandated Congestion Management Plan (CMP) Traffic Impact Analysis guidelines require that intersection-monitoring locations must be examined if the proposed project would add 50 or more trips during either the weekday AM or PM peak hours. The City of Glendale also uses these criteria when determining if a formal traffic impact study is warranted. As shown in **Table 5, Project Trip Generation**, the proposed project would not add 50 or more trips during either the weekday AM or PM peak hours at CMP monitoring intersections.

**Table 5  
Project Trip Generation**

Land Use	Size	AM Peak-Hour Volumes				PM Peak-Hour Volumes				Daily Trips	
		Rate	In	Out	Total	Rate	In	Out	Total	Rate	Total
Multi-family Residential	28 units	0.51	3	11	14	0.62	11	6	17	6.65	186
<b>Total Trip Generation</b>			<b>3</b>	<b>11</b>	<b>14</b>	<b>—</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>—</b>	<b>186</b>

Traffic Impact Analysis—Stop-Controlled Intersections

As discussed in the traffic impact analysis, the two nearby intersections to the project site, (1) Honolulu Avenue & Rosemont Avenue and (2) Sycamore Avenue & Rosemont Avenue, are currently operating at a Level of Service (LOS) B during both the AM and PM peak hours. As discussed in the Traffic Analysis, addition of the proposed project would not substantially increase delays at either intersection. Therefore, both these intersections have the capacity to accommodate the 14 AM peak-hour and 17 PM peak-hour trips added by the proposed project. Impacts would be less than significant.

Traffic Impact Analysis—Residential Street Segments

Primary access to the project site would be provided via a driveway along Sycamore Avenue. According to the City’s Circulation Element, the residential street segment of Sycamore Avenue between La Crescenta Avenue and Rosemont Avenue is defined as a Local Street, with an existing environmental capacity of 2,500 vehicles per day.<sup>36</sup> A significant impact would occur to this residential street segment if (1) the addition of the project’s average daily traffic (ADT) would exceed the street’s existing environmental capacity, or (2) the project increases the without-project ADT by more than 10 percent when the street’s existing environmental capacity is exceeded with or without the project.

This residential street segment of Sycamore Avenue has an existing ADT of 811 trips. Only 10 percent of traffic generated by the proposed project (19 daily trips) is anticipated to utilize this residential street segment. This addition of the project’s 19 daily trips would cause the residential street segment to operate at approximately 830 vehicles per day, or approximately 33 percent of its capacity. Therefore, the proposed project would result in less than significant impacts to this nearby street segment.

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

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

**Less than Significant Impact.** As discussed above in Response P-1, the proposed project would not result in any significant increase in traffic on the area roadway network. No significant impacts are anticipated. As a result, the proposed project would result in less than significant impacts on congestion management program roads or highways.

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

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

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

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

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

**Less than Significant Impact.** Implementation of the proposed project would remove the existing curb along Honolulu Avenue that currently provides access to the surface parking lot. The entrance to the subterranean parking garage would be provided from a 20-foot driveway on Sycamore Avenue. Access to this parking garage would be secured by a garage door. As discussed in the Traffic Analysis, providing access along the Sycamore Avenue would better accommodate project-related traffic and minimize potential hazards and conflicts along Honolulu Avenue. Therefore, no new hazards or design features would be introduced that would alter the logistical configuration of traffic entering and exiting the project site. Impacts would be less than significant.

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

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 because no changes to the existing transportation policies, plans, or programs would result from project implementation. No impacts would occur.

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

**Q. UTILITIES AND SERVICE SYSTEMS**

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

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

**No Impact.** Under Section 401 of the CWA, the RWQCB issues NPDES permits to regulate waste discharged to “waters of the nation,” which includes reservoirs, lakes and their tributary waters. Waste discharges include discharges of stormwater and construction-related discharges. A construction project resulting in the disturbance of more than 1 acre requires a NPDES permit. Construction projects are also required to prepare a SWPPP. In addition, the proposed project would be required to submit an SUSMP to mitigate urban stormwater runoff. Prior to the issuance of building permits, the project applicant would be required to satisfy the requirements related to the payment of fees and/or the provisions of adequate wastewater facilities. The proposed project would comply with the waste discharge prohibitions and water quality objectives established by the RWQCB. These prohibitions and objectives would be incorporated into the proposed project as a project design feature. Therefore, no impact would occur.

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



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

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

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

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

**No Impact.** As described previously in Section I above, the project would be required to retain on site the first 0.75 inches of rainfall during a 24-hour rain event. The proposed project would also incorporate a dry well system as one of several LID practices to infiltrate water beneath the project site. All subsequent runoff would continue to be conveyed via streets and gutters to storm drain locations around the project site. As a result, the proposed project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it affect the capacity of the existing storm drain system. Therefore, 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.** Grading and construction activities associated with the proposed project would require the use of water for dust control and cleanup purposes. The use of water during construction would be short term in nature. Therefore, construction activities are not considered to result in a significant impact on the existing water system or available water supplies.

Based on a water demand rate of 250 gallons per day (gpd) (125 percent of the wastewater generation rate) per dwelling unit, the project would require 7,000 gpd of water, which equates to 7.84 acre-feet per year (afy). The City's Urban Water Management Plan (UWMP) addresses the City's water supplies in relation to overall water demands in normal and dry weather conditions.

#### Normal Weather Conditions

The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. As indicated in the 2010 UWMP, a surplus exists that provides a reasonable buffer of approximately 1,500 to 2,500 acre-feet per year of water. Future water demand in the City is based on projected development contained in the General Plan. For purposes of this assessment, the demand of the proposed project was assumed not to have been included in this demand projection. However, even with the additional demand of 7.84 afy generated by the proposed project, ample supply exists to meet remaining City demand under normal conditions.

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### Dry Weather Conditions

Water supplies from the San Fernando and Verdugo Basins and recycled water would potentially be affected by drought conditions. If a shortage in water supply from the Metropolitan Water District of Southern California (MWD) occurs, the City of Glendale distribution system could be affected. However, MWD's completion of the Diamond Valley Reservoir near Hemet added to the reliability of MWD's supplies. This reservoir plus other MWD storage/banking operations increase MWD's reliability to meet demands. MWD is also proposing contracts with its member agencies to supply water, including supply during drought conditions. These contracts would define the MWD's obligation to provide "firm" water supply to the City.

It is anticipated that during any 3-year drought, the City would have sufficient water supply to meet demand. According to the 2010 Urban Water Management Plan, the City would use less MWD water supplies in the future compared to its current use. With the City's reduction of dependency on imported water from MWD, GWP has a higher level of reliability in meeting water demands during drought conditions.

Even with the implementation of the proposed project, the GWP would continue to have adequate supply to meet citywide demand under drought conditions. Even with the addition of 7.84 afy of demand generated by the proposed project, sufficient supply exists to meet City demand under drought conditions.

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

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

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

**Less than Significant Impact.** Sewage from the project site goes to the Hyperion Treatment Plant (HTP), which the City of Glendale has access to through the Amalgamated Agreement. The HTP has a dry-weather design capacity of 450 million gpd and is currently operating below its design capacity, at 362 million gpd. As a result, adequate capacity exists to treat the proposed project-generated effluent of approximately 5,600 gpd.<sup>37</sup> Therefore, the proposed project would not require the expansion or construction of sewage treatment facilities. No significant impact would result with regard to impacts to the available sewage treatment capacity.

As indicated above, given that the HTP is currently operating 88 million gpd below capacity, the addition of approximately 5,600 gpd of sewage generated by the proposed project would not result in the plant's exceeding capacity. Therefore, adequate capacity exists to treat the sewage increase generated by the proposed project. Therefore, the impact of the proposed project on the sewage treatment system is less than significant.

The City imposes a sewer impact fee on new development that is based on a computer modeling assessment of the City of Glendale's sewer system's hydraulic capacity. The fee is charged when development results in an increase in the volume of wastewater discharged to the collection system. The City has elected to calculate these fees based on proportional increases in wastewater flow, in an effort to impose the fee in an equitable manner.

The City's methodology for assessing the fee began with dividing the City of Glendale's sewer system into seven drainage basins, and then determining the capital budget required to expand the capacity of each basin over the next 20 years, and the corresponding future peak flow for each basin. The proposed project would be responsible for approximately a percentage of the total capital budget for the sewer basin in which it is located, which results in a capital mitigation fee assessed to the proposed project.

The collected fees, which would be charged for each proposed development, would be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin. The City would undertake a new hydraulic analysis of the specific drainage basin every 5 years from the date of the first deposit into the special account. In the event the City receives proposals for new developments not considered in the current hydraulic analysis, intermediate and more frequent hydraulic analyses would be performed to evaluate capacity in the given drainage basin. As part of the City's annual Capital Improvement Program, the Public Works Director would request consideration from the City Council to budget the funds for the balance of the cost of increasing the sewer capacity for any of the drainage basins. The City's Public Works Engineering Department would then be able to design and construct the necessary improvements. Because the payment of this fee is required to reduce of the impact of the proposed project on sewer line capacity, the impact of the proposed project on the existing sewage conveyance system would be reduced to a less than significant level.<sup>38</sup>

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

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

**Less than Significant Impact.** Implementation of the proposed project would result in an increase multi-family residential development on site. The proposed project would generate approximately 21 tons of solid waste per year.<sup>39</sup>

Solid waste generated on the project site could be deposited at the Scholl Canyon Landfill (owned by the City of Glendale) or at one of the landfills located within the County of Los Angeles. The annual disposal rate at the Scholl Canyon facility is 233,000 tons per year. Combined with the increase of approximately 21 tons per year in solid waste generated by the proposed project, the annual disposal amount would increase to approximately 233,021 tons per year. With a total annual disposal amount of 233,021 tons and a remaining 3.82-million-ton capacity, the Scholl Canyon facility would meet the needs of the City and the proposed project for approximately 16 years. Furthermore, once the permitted capacity is exhausted at the Scholl Canyon facility, approximately 6 million tons of potentially available capacity would remain at the site.<sup>40</sup>

Because the proposed project would be required to implement a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill, the amount of solid waste generated would likely be less than the amount estimated. The Scholl Canyon facility would have sufficient capacity to continue to accommodate the demand for Class III disposal facilities generated by the project site. As such, the increase in solid waste generation associated with the operation of the project would not exacerbate landfill capacity shortages in the region to the point of altering the projected timeline of any landfill to reach capacity. Impacts would be less than significant.

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

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

**Less than Significant Impact.** The project would comply with AB 939, known as the California Integrated Waste Management Act, which requires 50 percent diversion of cities and counties solid waste from landfills by 2000; AB 341, which establishes a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020; and the City's Construction and Demolition Debris Diversion Program section of the Municipal Code, which states that demolition, construction, and remodeling shall divert 50 percent of waste tonnage from area landfills. Consistent with code requirements, the project would provide a recycling area to reduce the amount of solid waste sent to the landfill.

In addition, the project would comply with federal, State, and local statutes and regulations. Impacts would be less than significant.

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

**R. MANDATORY FINDINGS OF SIGNIFICANCE**

<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. 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?			<b>X</b>	
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)?			<b>X</b>	
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			<b>X</b>	

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

**Less than Significant Impact.** The project site is located within an urbanized area and is currently developed with a vacant commercial building and surface parking lot. No native vegetation or habitat exists on the site or within the project vicinity. In addition, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. As such, the proposed project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Furthermore, the proposed project would not have the potential to eliminate important examples of major periods of California history or prehistory, including historical, archaeological, or paleontological resources. Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of the environment. Impacts would be less than significant.

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

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

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

**Less than Significant Impact.** Based on the analysis presented above, no substantial adverse effects on humans would occur. Impacts from the project would be less than significant.

## 2. EARLIER ANALYSES

None

## 3. PROJECT REFERENCES USED TO PREPARE INITIAL STUDY CHECKLIST

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

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- <sup>i</sup> “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.
- <sup>2</sup> City of Glendale, “North Glendale Community Plan,” November 29, 2011.
- <sup>3</sup> City of Glendale, General Plan, as amended.
- <sup>4</sup> City of Glendale, General Plan, Open Space and Conservation Element, January 1993.
- <sup>5</sup> City of Glendale, North Glendale Community Plan, November 29, 2011.
- <sup>6</sup> City of Glendale, Comprehensive Design Guidelines, November 29, 2011.
- <sup>7</sup> California Department of Transportation, *California Scenic Highway Mapping System*, [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed February 2016.
- <sup>8</sup> California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, January 2015.
- <sup>9</sup> South Coast Air Quality Management District, *Final 2012 Air Quality Management Plan*, February 2013.
- <sup>10</sup> South Coast Air Quality Management District, *CEQA Air Quality Analysis Guidance Handbook*, updated October 2003.
- <sup>11</sup> South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, Revised July 2008.
- <sup>12</sup> South Coast Air Quality Management District, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, May 2005, 2-2.
- <sup>13</sup> United States Environmental Protection Agency, *Clean Water Act Section 404*, accessed July 2015.

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- 14 City of Glendale Planning Division, *Safety Element of the General Plan*, August 2003.  
15 *Ibid.*  
16 Odic Environmental, Inc., *Phase I Environmental Site Assessment 2608-2612 Honolulu Avenue & 2635  
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21 SCAQMD, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*,  
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22 California Air Resources Board, *First Update to the Climate Change Scoping Plan*, May 2014.  
23 California Office of the Attorney General, *The California Environmental Quality Act: Addressing Global  
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24 *Ibid.*  
25 Odic Environmental, Inc., *Phase I Environmental Site Assessment 2608-2612 Honolulu Avenue & 2635  
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26 City of Glendale Planning Division, *Safety Element of the General Plan*, Plate P-3, 2003.  
27 *Ibid.*, Plate P-2.  
28 U.S. Department of Homeland Security, Federal Emergency Management Agency, Map No.  
06037C1375F, September 2008.  
29 *Ibid.*  
30 City of Glendale Planning Division, *Safety Element of the General Plan*, Plate P-3, 2003.  
31 City of Glendale, "North Glendale Community Plan," (November 29, 2011).  
32 Glendale Municipal Code, Title 30, Zoning Code, Chapter 30.11—Residential Districts.  
33 City of Glendale, *Open Space and Conservation Element of the General Plan*, January 1993.  
34 City of Glendale Fire Department, "Fire Stations,"  
<http://www.glendaleca.gov/government/departments/fire-department/administration-/fire-stations#29>,  
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35 *Ibid.*  
36 City of Glendale, General Plan, Circulation Element, August 1998.  
37 200 gallons per day per dwelling unit = [28 x 200] = 5,600 gallons per day  
38 Maurice Oillataguerre, Senior Environmental Program Specialist, City of Glendale, Public Works  
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39 28 multi-family units x 4 lb./unit/day = 112 lb./day, or approximately 21 tons/year of solid waste. Solid  
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40 County of Los Angeles Department of Public Works, *Los Angeles County Countywide Integrated Waste  
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