6.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires an EIR to briefly describe any possible significant effects that were determined not to be significant and were, therefore, not discussed in detail in the EIR. The items listed below were not found to be significant. Any items not addressed in this section were addressed in **Section 4.0, Environmental Impact Analysis**, of this EIR.

6.1 AESTHETICS

Threshold: Have a substantial adverse effect on a scenic vista

The Open Space and Conservation Element of the General Plan identifies the San Gabriel Mountains and the Verdugo Mountains as visual and scenic resources.[1,2] The Project site is located within a highly developed urban area in the City of Glendale ("City"). The Project site consists of three adjoining parcels: a vacant lot (126 South Kenwood), a single-family Craftsman residence (128 South Kenwood) and a multifamily residential triplex (132 South Kenwood). The multifamily residential triplex consists of a single-family Craftsman residence and a rear duplex building that includes two residential units above a double-car garage. The approximately 0.52-acre Project site is bordered by South Kenwood Street to the west; a 5-story, 35-unit residential condominium building to the north; a public alley located parallel between South Kenwood Street and South Jackson Street to the east; and three 2-story multifamily residential buildings to the south on Harvard Street. While existing views across the east and west 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 Kenwood Avenue because development in the area has already obstructed these views. Impacts would be less than significant.

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

The Downtown Specific Plan (DSP) area is currently developed and does not contain any natural scenic resources, such as native trees, rock outcroppings, or historic buildings (buildings onsite are not considered to be of historic importance based on Federal, State, or local criteria). In addition, the DSP area is not located within the view corridor of any State scenic highway because no State-designated scenic highways lie within the City of Glendale.[3] Therefore, the development of the Project would not

1 City of Glendale, General Plan, as amended.
2 City of Glendale, General Plan, Open Space and Conservation Element, January 1993.
3 California Department of Transportation, "Officially Designated State Scenic Highways" (January 10, 2014). http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm.

significantly damage scenic resources within a State scenic highway. Impacts would be less than significant.

Threshold: Substantially degrade the existing visual character or quality of the site and its surroundings

The DSP designates the blocks between East Wilson Avenue and East Colorado Street within the East Broadway District for midrise and moderate-density residential uses to help support the retail area developing along East Broadway, as well as the retail, restaurant, and entertainment uses further west in downtown. The proposed 5-story structure would be approximately 74 feet 6 inches in height to the stair tower and have a floor-area ratio (FAR) of 2.75. As stated above, the Project site is located with the East Broadway District of the DSP, which permits new development to have a maximum of 4 stories/65 feet and a FAR of 2.50 by right, with additional development intensity allowed through a series of incentives defined in the DSP. Developments seeking incentives in the East Broadway District are permitted a maximum of 5 stories/80 feet and a FAR of 2.75. The Applicant is proposing to use the DSP open space incentive to obtain a maximum height and density bonus.

In conformance with DSP Section 7.2.4, Public Open Space, the Project is providing additional publicly accessible open space to obtain the maximum number of stories and FAR in the DSP East Broadway District. The DSP allows that for every one (1) square foot of publicly accessible open space provided above the total minimum required, an additional ten (10) square feet of floor area may be added. The Project is eligible for a height and density bonus by offering an additional 563 square feet of publicly accessible open space over the minimum 1,125 square feet of open space required by Code. The total of 1,688 square feet of publicly accessible open space is provided just south of the building and adjacent to the public sidewalk. This area has been designed to encourage casual use by neighborhood residents. It features outdoor seating benches, a fountain element, and landscaping planters with shade trees, and is completely open to the sky. This area complies with the standards set forth for the DSP open space incentive.

In general, the landscaping materials selected would create a distinct character for the Project site by resulting in a visual cohesiveness throughout the streetscape, internal open spaces, and courtyards. The landscaping plan includes waterwise landscaping and irrigation design. Where feasible, the Project would include the use of local and sustainable materials. Landscaping would be provided within the publicly accessible open space adjacent to Kenwood Street, the setback area along the southerly property line, and the interior courtyard. Crape myrtle trees and dragon trees (specimen trees) would be installed in the street front setback, Brisbane box trees are proposed in the southerly open space setback area, and Brisbane box and bronze loquat (specimen trees) would be planted in the landscape planters in the

interior common courtyard. In addition, the landscape plan calls for the preservation and maintenance of the two Mexican fan palms and the two camphor trees in the public parkway.

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.

Threshold: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

The proposed Project would introduce new lighting and potential sources of glare on the site. All lighting associated would be subject to the lighting standards in the Glendale Municipal Code (GMC). 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 Kenwood Street. 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. Finally, all lighting associated the proposed Project would be required to adhere to **Mitigation Measures MM 4.1-4(a)** through **MM 4.1-4(g)** from the DSP Mitigation Monitoring and Reporting Program (MMRP).

6.2 AGRICULTURAL RESOURCES

Threshold: 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

The site and surrounding area are characterized by features typical of the urban landscape and include retail-commercial and residential uses. No farmland, agricultural land, or related operations are found in the area or on the Project site. Implementation of the Project would not involve changes that could result in conversion of farmland to nonagricultural uses because no agricultural uses or farmland are near the Project site. Therefore, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use would occur. Consequently, impacts would be less than significant.

Threshold: Conflict with existing zoning for agricultural use or a Williamson Act contract

The site and surrounding area is currently zoned for urban development. Therefore, there would be no conflict with zoning for agricultural uses or a Williamson Act contract. No impact to agricultural resources would result from implementation of the Project. Consequently, impacts would be less than significant.

Threshold: Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland, to non-agricultural use

As noted previously, there is no farmland near the Project site because the area is highly urbanized and developed with residential and commercial uses. No farmland would be converted to nonagricultural uses under the Project. Consequently, impacts would be less than significant.

6.3 AIR QUALITY

Threshold: Conflict with or obstruct the implementation of the applicable air quality plan

The South Coast Air Quality Management District (SCAQMD) adopted an updated air quality management plan (AQMP) in December 2012. 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.

Thresholds: **Violate any air quality standard or contribute substantially to an existing or projected air quality violation**

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

Construction Emissions

The Project would take approximately 20 months to construct. The construction emissions for the Project were calculated according to the SCAQMD *CEQA Air Quality Handbook* ("Handbook") and construction emission factors contained in the California Emissions Estimator Model (CalEEMod) model. The emission calculations assume the use of standard construction practices, such as compliance with SCAQMD Rule 403 (Fugitive Dust), to minimize the generation of fugitive dust, which is mandatory for all construction projects. In the CalEEMod model, the emission calculations take into account and comply with Rule 403 by incorporating the following measure: watering of exposed surfaces and unpaved roads three times daily, which is estimated to reduce fugitive dust emissions from this source (both PM10 and PM2.5) by 61 percent, per guidance from the SCAQMD.

The estimated maximum daily emissions during Project construction are listed in **Table 6.0-1, Unmitigated Construction Emissions**. The analysis assumes that all of the construction equipment and activities would occur continuously over the day and that activities would overlap. In reality, this would not occur because most equipment would operate only a fraction of each workday, and many of the activities would not overlap on a daily basis. Therefore, **Table 6.0-1** represents a worst-case scenario for construction activities.

Table 6.0-1
Unmitigated Construction Emissions
(pounds/day)

Source	ROG	NOx	CO	SOx	PM10	PM2.5
Maximum pounds/day	29.97	64.26	46.62	0.09	11.43	8.27
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Refer to Modeling in ***Appendix 6.0.****. CO = carbon monoxide; NO_x = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxide.*

Based on the modeling, construction of the Project would result in maximum mitigated daily emissions during construction of approximately 29.97 pounds/day of reactive organic gas (ROG), 64.26pounds/day of NOx, 46.62 pounds/day of CO, 0.09 pounds/day of SOx, 11.43 pounds/day of PM10, and 8.27 pounds/day of PM2.5, which do not exceed SCAQMD thresholds for criteria pollutants. Thus, the proposed Project would result in less than significant construction emission impacts. Although unmitigated emissions for PM10 and PM2.5 are below SCAQMD thresholds, standard mitigation in compliance with SCAQMD rules and regulations would be implemented as identified in the certified DSP EIR. Consequently, the proposed Project would be required to adhere to the construction emission **Mitigation Measures MM 4.2-2(a)** through **MM 4.2-2(s)** from the DSP MMRP, which would further reduce these emissions.

Vehicle and Stationary Emissions

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity 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 Handbook and current motor vehicle emission factors in the CalEEMod model. Trip rates for these land uses for the Project were obtained from the Institute of Traffic Engineers (ITE) *Trip General Manual*. To provide a worst-case analysis, no trip credits were taken for the existing uses on the site. The estimated emissions based on development of all the proposed land uses on the Project site are presented in **Table 6.0-2, Unmitigated Operational Emissions,** and are compared to the SCAQMD established operational significance thresholds.

Table 6.0-2
Unmitigated Operational Emissions
(pounds/day)

Source	ROG	NOx	CO	SOx	PM10	PM2.5
Maximum pounds/day	14.26	3.67	37.76	0.07	5.72	4.04
SCAQMD threshold	55	55	550	150	150	55
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

*Notes: Refer to Modeling in **Appendix 6.0.** CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; ROG = reactive organic gas; SOx = sulfur oxide.*

As shown in **Table 6.0-2**, the emissions associated with the Project would not exceed the SCAQMD-recommended operational emission thresholds. As a result, the overall operational impacts associated with the Project would be less than significant based on the applicable SCAQMD thresholds.

Threshold: **Expose sensitive receptors to substantial pollutant concentrations**

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 residential area, with the nearest sensitive uses consisting of residential buildings located across Kenwood Street and adjacent to the Project site. 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 implementation of the proposed Project

Threshold: **Create objectionable odors affecting a substantial number of people**

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." 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 multifamily residential development, which would not contain any active manufacturing activities. No impacts due to odors would occur with implementation of the proposed Project.

6.4 BIOLOGICAL RESOURCES

Threshold: **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**

The majority of the local area, including the Project site, has been developed or landscaped and supports largely nonnative plant communities and species. Therefore, only a limited number of plant species, which flourish in urban environments, can be found, none of which is considered Rare or Endangered. Suitable habitat for sensitive mammal, reptile, amphibian, or fish species does not exist on the Project site or within the surrounding area, and no species were observed in the vicinity. Consequently, impacts would be less than significant.

Threshold: **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**

The DSP and surrounding areas are completely developed and disturbed. No riparian habitat or other sensitive natural communities are located in these areas. Therefore, no impacts to riparian habitat or other sensitive natural communities would occur under implementation of the DSP.

The proposed Project site is currently developed and does not contain any riparian habitat or other sensitive natural communities. The development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant. No new or substantially greater impacts to riparian habitats or other sensitive natural community would occur with implementation of proposed Project.

Threshold: **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**

The DSP area is not in proximity to, nor does it contain, wetland habitat or a blueline stream. Therefore, implementation of the DSP would not have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act. No impacts would occur.

The proposed Project site is not in proximity to, nor does it contain, wetland habitat or a blueline stream. The development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant. Consequently, no new or substantially greater impacts to federally protected wetlands would occur with implementation of the proposed Project.

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

The certified DSP Final Program EIR concluded the DSP would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The DSP and surrounding areas are completely developed and disturbed. The DSP area is surrounded by urban uses on all four sides, including the Ventura Freeway (State Route 134) on the north, Interstate 5 Freeway on the west, and

California State Route 2 on the east, and therefore does not function as a wildlife movement corridor. There would be no impact.

The local area consists of established, highly urbanized, and developed properties. The Project site and the immediate area are almost entirely paved or otherwise developed, and do not contain native resident or migratory species or native nursery sites. In addition, there are no wildlife migration corridors in the Project area. No impact related to the movement of fish or wildlife species or migration corridors would result from implementation of the Project. Consequently, impacts would be less than significant.

Threshold: **Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance**

Chapter 12.44, Indigenous Trees, of the GMC contains guidelines for the protection and removal of indigenous trees. These trees are defined as certain oak species (including Valley Oak, Scrub Oak, Mesa Oak and California Live Oak), California Bay, or California Sycamore that measures 6 inches or more in diameter. Trees on the Project site are ornamental types and include such species as palm and eucalyptus. No conflict with local policies or ordinance protecting biological resources would occur with implementation of the Project. Consequently, impacts would be less than significant.

Threshold: **Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan**

The DSP and surrounding areas have been developed and are heavily affected by past activities. No adopted Habitat Conservation Plan or Natural Community Conservation Plan exists for the DSP area. Implementation of the DSP would not conflict with the provisions of any adopted conservation plan. There would be no impact.

The proposed Project site is disturbed and is surrounded by development. The proposed Project would not conflict with the provisions of any adopted conservation plan. The development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant. Consequently, no new or substantially greater impacts would occur with implementation of the proposed Project.

Threshold: **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**

The certified DSP Final Program EIR concludes that the majority of the DSP area has been developed, paved, or landscaped and supports largely nonnative plant species. Suitable habitat for sensitive bird species does not exist within the DSP or adjacent areas; however, some migratory avian species and other raptors may use portions of the site and adjacent areas during breeding season, and are protected under the Migratory Bird Treaty Act. The loss of a special-status species, an occupied nest, or substantial interference with roosting and foraging opportunities for migratory species of special concern or raptors as a result of construction or demolition activities would constitute a potentially significant impact; however, this impact would be reduced to a less than significant level through the implementation of **Mitigation Measures MM 4.3-2(a)** and **MM 4.3-2(b)** by providing that no potential avian habitat is removed during nesting season. Adherence to the **Mitigation Measure MM 4.3-2(a)** and **MM 4.3-2(b)** contained in the DSP EIR would reduce any impact associated with the Project to a less than significant. Consequently, no new or substantially greater impacts would occur with implementation of the proposed Project.

Threshold: **Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance**

There are no native trees on the Project site, but there are a few ornamental-type trees located adjacent to the Project site along South Kenwood Street. These trees do not meet the criteria of indigenous trees as identified by the GMC. No conflict with local policies or ordinance protecting biological resources would occur with implementation of the proposed Project. Also, the development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant. Consequently, no new or substantially greater impacts would occur with implementation of the proposed Project.

6.5 CULTURAL RESOURCES

Threshold: **Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5**

Prehistoric and historic archaeological sites are not known to exist within the DSP area. The DSP has been subject to extensive disruption and contains fill materials. Any archaeological resources that may have existed at one time were likely previously disturbed. Nonetheless, construction activities associated with

implementation of the DSP would have the potential to unearth undocumented resources. The DSP EIR included **Mitigation Measure MM 4.4-1,** which provides steps to take in the event that unknown archaeological resources are uncovered during construction and would reduce impacts to less than significant. The proposed Project is located on a heavily disturbed site where no known archaeological resources exist. However, as identified in the DSP EIR, the potential that undocumented resources may be unearthed exists. Adherence to the **Mitigation Measure MM 4.4-1** contained in the DSP EIR would reduce any impact associated with the Project to a less than significant level.

Threshold: **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature**

According to the certified DSP Final Program EIR, paleontological resources are not known to exist within the DSP area. The DSP area has been subject to extensive disruption and contains fill materials. Any paleontological resources that may have existed at one time were likely previously disturbed. Nonetheless, construction activities associated with implementation of the DSP would have the potential to unearth undocumented resources. The DSP EIR included **Mitigation Measure MM 4.4-2,** which provides steps to take in the event that unknown paleontological resources are uncovered during construction and would reduce impacts to less than significant. The proposed Project is located on a heavily disturbed site where no known paleontological resources exist. However, as identified in the DSP EIR, the potential to unearth undocumented resources exists. Adherence to **Mitigation Measure MM 4.4-2** contained in the DSP EIR would reduce any impact associated with the Project to a less than significant level.

Threshold: **Disturb any human remains, including those interred outside of formal cemeteries**

According to the certified DSP Final Program EIR, no formal cemeteries are known to exist within the DSP area site or surrounding area, nor have any such resources been identified. Nonetheless, construction activities associated with the development of individual development projects allowed by the DSP would have the potential to unearth undocumented resources. The DSP EIR included **Mitigation Measure MM 4.4-3,** which provides steps to take in the event that unknown human remains or burial areas are uncovered during construction and would reduce impacts to less than significant. The proposed Project is located on a heavily disturbed site where no formal cemetery is known to exist. However, as identified in the DSP EIR, the potential that undocumented resources may be unearthed exists. Adherence to **Mitigation Measure MM 4.4-3** contained in the DSP EIR would reduce any impact associated with the Project to a less than significant level.

6.6 GEOLOGY AND SOILS

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

- **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**

The DSP area is not crossed by any known traces of an active or potentially active fault, is not in an Alquist-Priolo Earthquake Fault Zone, and is not in any Fault Hazard Management Zone. Therefore, fault line surface rupture is not a hazard in the DSP area. The proposed Project is located within and adjacent to the DSP area; as such, impacts would be similar to those identified for the DSP. The development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant.

- **Strong seismic ground shaking**

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, including the International Building Code (IBC) and California Building Code (CBC), would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. This requirement would be incorporated as a design feature of the Project. Therefore, the potential for impacts related to strong seismic ground shaking would be less than significant.

- **Seismic-related ground failure, including liquefaction**

The proposed Project would not expose people or structures to adverse effects involving strong seismic ground-shaking and seismic-related ground failure, including liquefaction. With adherence to the International Building Code, this impact would be less than significant. The proposed Project is located within and adjacent to the DSP area and would adhere to Building Code requirements. Impact would be less than significant.

- **Landslides**

The DSP area is located on a broad, nearly level alluvial deposit known as the Valley Plain. The topography of the Project site and its immediate built-out environment 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 The Project site is located within and adjacent to the DSP area; as such, impacts would be similar to those identified for the DSP. The development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project.

Threshold: **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**

The Project site is not located within a liquefaction zone.[4] 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. Since 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 Glendale area.[5] 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 Project would comply with applicable building codes, including the IBC and CBC. Therefore, the potential for impacts related to exposure to hazards including landslides, lateral spreading, subsidence, liquefaction, and collapse would be less than significant.

4 City of Glendale, General Plan Safety Element, 2003.

Threshold: **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater**

Wastewater disposal in the DSP area is provided by the City of Glendale Public Works Division wastewater collection system. Projects in the DSP area would connect to the existing wastewater system, and septic tanks and other alternative wastewater disposal systems would not be used. The proposed Project is located within and adjacent to the DSP; as such, impacts would be less than significant.

Threshold: **Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2001), creating substantial risks to life and property**

Natural soils underlying the Project site are alluvium floodplain deposits of gravel, sand, and silt. Such soils are typically in the low to moderately low range for shrink-swell (e.g., expansion).[6] Additionally, to minimize damage due to geologic hazards, the design and construction of the Project would comply with applicable building codes, including the IBC and CBC. Therefore, the potential for impacts related to expansive soil would be less than significant. With adherence to applicable building codes, this impact would be less than significant.

Threshold: **Result in substantial soil erosion or the loss of topsoil**

Implementation of the proposed Project would not result in soil erosion or the loss of topsoil. With adherence to the City's Building and Safety Code, this impact would be less than significant.

6.7 GREENHOUSE GAS EMISSIONS

Threshold: **Generate greenhouse (GHG) gas emissions, either directly or indirectly, that may have a significant impact on the environment**

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 on determining the significance of GHG emissions identified in CEQA documents.[7] 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 other state agency develops statewide guidance on assessing the significance of GHG emissions under CEQA. In December 2008, staff presented the SCAQMD Governing

6 City of Glendale, General Plan Safety Element, 2003.

7 For more information, refer to http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2.

Board with a significance threshold of 10,000 metric tons of carbon dioxide equivalents ($MTCO_2e$) for stationary source projects where SCAQMD is the lead agency. To date, the SCAQMD has not formally adopted any threshold or methodology for residential and commercial land use projects. The Working Group has released draft documents that recommend all new land use projects not exceed a screening threshold of 3,000 $MTCO_2e$ per year.[8] 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 region.

Operational GHG emissions for the proposed Project are presented in **Table 6.0-3, Estimated Operational Greenhouse Gas Emissions**. The GHG emissions are reported in units of $MTCO_2e$ (metric ton carbon dioxide equivalent), which is the standard unit for reporting GHG emissions in California as well as internationally. Construction GHG emissions would occur only when construction activities are underway. However, it is common practice to amortize construction-related GHG emissions over a project's lifetime to include these emissions as part of a project's amortized lifetime total emissions so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies. Typically, construction GHG emissions are a very small contribution to the overall GHG emissions total. Because this Project would generate GHG emissions well below the 3,000 $MTCO_2e$ threshold of significance currently under consideration by the SCAQMD, it is not anticipated that the GHG emissions from construction would cause the proposed Project to exceed the threshold. Consequently, construction emissions were not quantified.

Table 6.0-3
Estimated Operational Greenhouse Gas Emissions

GHG Emissions Source	Emissions ($MTCO_2e$/year)
Construction (amortized)	16.14
Operational (Mobile) sources	415.11
Area sources	14.80
Energy	176.87
Waste	9.21
Water	32.66
Annual Total	664.79

Source: CalEEMod.
Notes: MTCO2e = metric ton carbon dioxide equivalent.
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
Assumes the inclusion of solid waste diversion features as part of the Project.

8 South Coast Air Quality Management District, "Greenhouse Gases CEQA Significance Thresholds" (2011) http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2 Refer to meeting agenda and handouts from September 28, 2010.

As explained above, SCAQMD Working Group has released draft documents that recommend all new land use projects not exceed a screening threshold of 3,000 $MTCO_2e$ per year. Projects that exceed this threshold are recommended to incorporate additional project design features and feasible mitigation measures, or to obtain offsets to reduce the level of GHG emissions.

As shown in **Table 6.0-3**, the proposed Project would result in GHG emissions that are less than the 3,000 $MTCO_2e$ per year screening threshold. Therefore, the GHG emissions associated with the proposed Project would be less than significant.

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

In 2006, the California State Legislature enacted Assembly Bill (AB) 32, the California Global Warming Solutions Act. AB 32 focuses on reducing GHG emissions in California. GHGs, as defined under AB 32, include carbon dioxide (CO_2), 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 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 also recommends 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, the Plan encourages the use of solar photovoltaic panels and other renewable sources of energy to provide clean energy and to reduce fossil fuel-based energy.

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."[9] 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

9 Edmund G. Brown Jr., *The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level* (Sacramento, CA: Office of the California Attorney General; 2008).

measures at the project level and at the general plan level. The measures are not intended to be exhaustive and may not be appropriate 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."

The Project as proposed is considered consistent with the goals of AB 32. The Project is also located in an urban area that would reduce vehicle trips and vehicle miles traveled due to the proximity of the proposed commercial uses to residential uses and public transit stops. The measures and features are consistent with existing recommendations to reduce GHG emissions; based on the threshold defined by the SCAQMD, the amount of GHG emissions generated by the Project would be less than significant. Therefore, the Project would result in a less than significant cumulative impact for GHG emissions. No new or substantially greater impacts would occur with implementation of the proposed Project.

6.8 HAZARDS AND HAZARDOUS MATERIALS

Threshold: **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area**

The Project site is not located within an airport land use plan or located within 2 miles of a public airport or public use airport. The DSP East Broadway District area is located more than 8 miles northwest of the Burbank-Glendale-Pasadena (Bob Hope) Airport. The airport flight path and noise contour do not extend toward the DSP or Project site area. Therefore, the DSP and Project site are located outside of any airport land use plan or any runway landing/takeoff flight paths for these local airports. No other public or public use airstrips are located near the Project site. Therefore, safety hazards associated with these airport facilities are considered to be less than significant.

Threshold: **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**

The Project site and surrounding area are characterized by features typical of the urban landscape. The DSP area and Project site are not located in a designated wildland area that may contain substantial forest fire risks or hazards. In addition, the DSP area is not located within a City-designated Fire Hazard Zone as shown on Plate P-2 in the City of Glendale General Plan Safety Element (August 2003). Therefore, risk of increased fire hazards in areas where flammable brush, grass, or trees from future development within the DSP and Project site were considered to be less than significant.

Threshold: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

The proposed Project would include the construction of a 44-unit multifamily 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 stored on the Project site in small quantities. State and federal laws govern the generation, treatment, and disposal of hazardous wastes. The City of Glendale Fire Department and Los Angeles County have the authority to perform inspections and enforce State and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. In addition, Los Angeles County requires that an inventory of hazardous materials in use on site, as well as a business emergency plan, be submitted for annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of the California Health and Safety Code. Consequently, these State laws regulate the routine transport, use, or disposal of hazardous materials. Therefore, proposed Project impacts would be less than significant.

Threshold: 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

A query of the California Department of Toxic Substance Control's (DTSC's) EnviroStor website indicates that the Project site has not been subject to any cleanup orders; is not listed in any State or federal lists of sites requiring cleanup of hazardous substances; and is not included on any hazardous materials list. However, the existing residential buildings on the Project site were 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.

Threshold: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school

The Project will not emit hazardous emissions or handle hazardous materials. Consequently, impacts would be less than significant.

Threshold: **Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65963.5 and, as a result, would create a significant hazard to the public or the environment**

A query of the DTSC's EnviroStor website indicates that Project site has not been subject to any cleanup orders; is not listed in any State or federal lists of sites requiring cleanup of hazardous substances; and is not included on any hazardous materials list pursuant to Government Code Section 65963.5. Consequently, impacts associated with the Project would be less than significant.

Threshold: **For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area**

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 8 miles northwest of the proposed Project area and is a public use airport. Consequently, no impacts would occur with implementation of the proposed Project.

Threshold: **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

According to the City of Glendale Safety Element, Brand Boulevard, which is three blocks to the west of the Project site, is a City disaster response route. This route is the main thoroughfare 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 segment in the Project area nor result in the placement of an impediment to the flow of traffic such as medians. In addition, the Project site is not located near any emergency operation center or potential shelter locations. Implementation of the Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

6.9 HYDROLOGY AND WATER QUALITY

Thresholds: **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**

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

According to Federal Emergency Management Agency flood hazard maps, the Project site is not located within a 100-year flood zone. Therefore, the 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.[10]

Threshold: **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**

The nearest dam is Diederich Reservoir, located approximately 1.5 miles north of the DSP area; however, according to the City of Glendale Safety Element (August 2003), no portion of the DSP area, including the Project site, is located in the inundation zone for this reservoir. Consequently, there would be no impact on risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam.

Threshold: **Create the potential for inundation by seiche, tsunami, or mudflow**

The DSP area, including the Project site, is not located in a coastal area; therefore, tsunamis (seismic sea waves) are not considered a significant hazard. In addition, the DSP area, including 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 semienclosed body of water. The DSP area and the Project are also not located near any hillside areas that could produce mudflows. Therefore, no impact related to inundation by seiche, tsunami, or mudflow would result from implementation of the proposed Project and impacts would be less than significant.

10 City of Glendale, General Plan Safety Element, 2003.

Thresholds: **Violate any water quality standards or waste discharge requirements**

Otherwise substantially degrade water quality

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

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 GMC, at the time of construction to the satisfaction of the City of Glendale Public Works Department. These requirements include preparation of a Storm Water Pollution Prevention Plan (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 (BAT) economically achievable and best conventional pollutant control technology (BCT) to reduce pollutants. Examples of BAT and 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 part of plan check.. 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 first 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 federal Clean Water Act (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 GMC to submit and then implement an 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.

Threshold: **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 land uses for which permits have been granted)**

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, the proposed Project's water demand is within water projections of the DSP. 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 proposed Project site is not a designated groundwater recharge area and does not serve as a primary source of groundwater recharge within the San Fernando or Verdugo Basins. Consequently, the potential for impacts related to groundwater extraction and recharge will be less than significant. No new or substantially greater impacts would occur with implementation of the proposed Project.

Thresholds: **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**

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

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

The Project site is currently developed, and stormwater runoff sheet flows into existing City streets and drains. Construction activity associated with 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 quantity of runoff would increase with implementation of the proposed Project because the site would be developed with primarily impervious surfaces. 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. 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.

Threshold: **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

The Project site largely consists of impervious surfaces with a small portion of the site containing a dirt area which is pervious. Given that small area that is pervious, runoff from the site would be similar under current and future conditions. The Project would convey on-site runoff during storms to the existing drainage system and no new drainage facilities would be required. In addition, the Project would be required to comply with Low Impact Development (LID) which is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. Potential for impacts due to the construction of the drainage facilities associated with the Project would be less than significant.

6.10 LAND USE AND PLANNING

Threshold: **Physically divide an established community**

The proposed Project does not involve any site development that would physically divide any established community (residential, commercial, or industrial), neighborhood, or district within downtown Glendale. The Project is located within the DSP, is already developed, and is located in an urbanized area surrounded by residential developments. Given that the proposed Project would not introduce new infrastructure (except where required by utility service providers to accommodate anticipated demand by the proposed uses) and the proposed uses would be complimentary to the surrounding land uses, impacts associated with physically dividing an established community (residential, commercial, or industrial) would be less than significant.

Threshold: **Conflict with any applicable habitat conservation plan or natural community conservation plan**

The proposed Project site is located within and adjacent to the DSP and is not within an adopted habitat conservation plan or natural community conservation plan area. Consequently, impacts would be the same as those identified for the DSP, and no new or substantially greater impacts would occur with implementation of the proposed Project. Also, the development of the proposed Project would be consistent with the impacts identified in the DSP Program EIR and would remain less than significant.

Threshold: **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**

The proposed 5-story structure would be approximately 74 feet 6 inches in height to the stair tower and have a FAR of 2.75. The Project site is located with the East Broadway District of the DSP which permits new development to have a maximum of 4 stories/65 feet and a FAR of 2.50 by right with additional development intensity allowed through a series of incentives defined in the DSP. Developments seeking incentives in the East Broadway District are permitted a maximum of 5 stories/80 feet and a FAR of 2.75. The Applicant is proposing to use the DSP open space incentive to obtain a height and density bonus to allow development of the Project since the height and FAR proposed exceeds the by right standards.

In conformance with DSP Section 7.2.4 Public Open Space, the Project is providing additional publicly accessible open space to obtain the maximum number of stories and FAR in the DSP East Broadway District. The DSP allows that for every one (1) square foot of publicly accessible open space provided above the total minimum required, an additional ten (10) square feet of floor area may be added. The Project is eligible for a height and density bonus because it is offering an additional 563 square feet of publicly accessible open space over the minimum 1,125 square feet required by Code. The total of 1,688 square feet of publicly accessible open space is provided just south of the building and adjacent to the public sidewalk. This area has been designed to encourage casual use by neighborhood residents. It features outdoor seating benches, a fountain element, and landscaping planters with shade trees; additionally, it is completely open to the sky. This area complies with the standards set forth for the DSP open space incentive. Consequently, the Project would be consistent with the DSP. Impacts would be less than significant.

Parking for the Project would be provided on site in conformance with Glendale Municipal Code (GMC) requirements. The Project would require 89 parking spaces (one space for one-bedroom units, two spaces for two or more bedroom units, and one guest space for every 10 units). The Project is providing 89 vehicle parking spaces: 68 standard spaces and 21 spaces in a tandem configuration. Five of the spaces would be for guest parking. Consequently, the Project would be consistent with the DSP. Impacts would be less than significant.

6.11 MINERAL RESOURCES

Threshold: **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**

Threshold: **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**

The Project site and surrounding area are characterized by features typical of the urban landscape and include commercial, industrial, and residential uses. The State Geologist has mapped the Glendale area for aggregate resources. The Project site is located within a Mineral Resource Zone (MRZ)-1 defined as an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence. Consequently, impacts would be less than significant.

6.12 NOISE

Threshold: **Result in the 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**

Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

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 multifamily 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 Project would result in a total of 22 AM peak-hour trips, 27 PM peak-hour trips, and 293 daily trips. This small incremental increase in daily traffic along Kenwood Street and East Broadway 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.

Threshold: Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels

According to Sections 8.36.020 and 8.36.210 of the Glendale Noise Ordinance, operating or permitting the operation of any device creating a vibration that is above the vibration perception threshold of the 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. Given that 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 multifamily 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.

Threshold: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

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 (GMC 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.

Threshold: **For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels**

The DSP and Project site are not 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 8 miles to the northwest. Therefore, no impacts associated with excessive airport noise levels would be experienced within the DSP area or Project site.

Threshold: **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels**

6.13 POPULATION AND HOUSING

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

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 DSP's current average household size of 1.8 persons, the 44 multifamily residential units (net of 40 units when considering the removal of 4 existing residential units) proposed would add approximately 72 net new 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 medium-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 DSP 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. Impacts would be less than significant.

Thresholds: **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere**

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

The proposed Project is in compliance with the DSP goals of increasing higher-density residential construction within the DSP. Specifically, the Project as a whole would add 44 residential units and remove the existing buildings consisting of 4 residential units. Taking into account the 4 multifamily units being removed, the Project will create a net increase of 40 residential units and would therefore not have a significant impact on housing availability; therefore, no replacement housing is needed elsewhere. Because the Project will increase the housing development by 40 net new residential units in the DSP, no significant impact will occur with respect to the displacement of housing necessitating the construction of new housing off site.

6.14 PUBLIC SERVICES

Threshold: **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 fire protection and emergency medical services, police protection services, schools, or libraries**

Fire Protection

The Glendale Fire Department (GFD) provides comprehensive emergency services for the City of Glendale, including fire, rescue, and emergency medical (paramedic) services, as well as fire prevention and code enforcement functions. The proposed Project would add approximately 72 net new residents to the City of Glendale. This small incremental increase would not substantially affect provision of fire protection, given the Project's location in a highly urbanized area and close proximity to existing fire stations. Furthermore, compliance with the applicable Fire Code and 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. Therefore, the Project is not anticipated to result in substantial adverse impacts.

The overall need for fire protection services is not expected to substantially increase. Impacts would be less than significant.

Police Protection Services

The Glendale Police Department provides police protection services to the Project site from its station at 131 North Isabel Street, approximately 1.5 miles to the northeast. The proposed Project would introduce approximately 72 net new residents to the City of Glendale. This small incremental increase would not substantially affect provision of police protection, given the Project's location in a highly urbanized area and 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.

Schools

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). 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.

Parks

The proposed Project would add approximately 72 net new residents to the City. In accordance with the requirements of the GMC (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.

Other Public Facilities

The proposed Project would not create any significant increase in demand for library services. However, in accordance with the requirements of the GMC (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.

6.15 RECREATION

Threshold: **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**

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 above, 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.

Threshold: **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**

The Project does include the development of an on-site gym. Impacts associated with the development of this gym have been assessed as part of the Project and would not have an adverse effect on the environment. 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.

6.16 TRANSPORTATION/TRAFFIC

Threshold: **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**

The proposed Project would generate 293 trips per day, with 22 AM peak-hour and 27 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 6.0-4**, **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. Consequently, impact would be considered to be less than significant.

Table 6.0-4
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
Multifamily Residential	44 units	0.51	5	17	22	0.62	17	10	27	6.65	293
Total Trip Generation			**5**	**17**	**22**	**—**	**17**	**10**	**27**	**—**	**293**

Threshold: **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**

The proposed Project would not result in any significant increase in traffic (greater than 50 peak hours) 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.

Threshold: **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**

The Project would not result in an increase in air traffic levels or a change in location of air traffic patterns that would result in substantial safety risks because the only mode of transport affected by the proposed Project is automobile operations. The Project would require no provisions for airborne shipping or receiving. Also, the Project site is not included in an airport land use plan. Therefore, no impact to air traffic patterns would occur as a result of implementation of the proposed Project.

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

Result in inadequate emergency access

One vehicular access point to the garage would be provided from the alley at the rear of the Project site. No driveway access is proposed on Kenwood Street. The Project does not involve changes to the existing street network and, as such, would not substantially increase hazards due to design or to existing emergency response plans. All entrances and exits to the subterranean parking area would meet City of Glendale Public Works and GFD standards. No impacts would occur with implementation of the Project.

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

Alternative transportation modes are available in the Project vicinity. The Metropolitan Transportation Authority (MTA) and the City of Glendale presently operate bus routes along Central Avenue, Brand Boulevard and Broadway. All routes serving the Project make a stop at the Glendale Transportation Center (GTC), which provides access to the Greater Los Angeles metropolitan region via bus and commuter trains. The GTC also provides Statewide access via Amtrak long-distance trains. The GTC is located approximately 2.0 miles southwest from the Project site and is accessible via South Brand Boulevard. 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

6.17 UTILITIES AND SERVICE SYSTEMS

Sewer

Threshold: **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board**

Under Section 401 of the CWA, the RWQCB issues NPDES permits to regulate waste discharged to "waters of the nation," which include reservoirs and lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction-related discharges. he proposed Project would be required to submit an SUSMP to mitigate construction and long-term urban stormwater runoff utilizing Best Management Practices (BMPs) and LID. The LID stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to its source as possible. LID promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater. 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, impacts would be less than significant.

Threshold: **Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects**

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

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 gallons per day (gpd) and is currently operating below capacity, at 362 million gpd. As a result, adequate capacity exists to treat the proposed Project–generated effluent of approximately 8,800 gpd.[11] 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 8,800 gpd of sewage generated by the proposed Project would not result in the plant's exceeding capacity. Thus, 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 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 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 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

11 200 gallons per day per dwelling unit = [44 × 200] = 8,800 gallons per day.

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.[12]

Water

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

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 gpd (125 percent of the wastewater generation rate) per dwelling unit, the Project would require 11,000 gpd of water, which equates to 92.1 acre-feet per year (afy). The City's Urban Water Management Plan (UWMP) and Water Supply Assessment prepared for the DSP address 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 afy of water. Future water demand in the City is based on projected development contained in the General Plan. For purposes of this assessment, the demand of the proposed Project was assumed not to have been included in this demand projection. However, even with the additional demand of 92.1 afy generated by the proposed Project, ample supply exists to meet remaining City demand under normal conditions.

Dry Weather Conditions

Water supplies from the San Fernando and Verdugo Basins and recycled water would potentially be affected by drought conditions. If 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 UWMP, 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 the 92.1 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.

Threshold: **Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects**

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.

Solid Waste

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

Implementation of the proposed Project would result in an increase of 44 multifamily residential units on site. The proposed Project would generate approximately 32 tons of solid waste per year.[13]

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 32 tons per year in solid waste generated by the proposed Project, the annual disposal amount would increase to approximately 233,032 tons per year. With a total annual disposal amount of 233,032 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.

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.

Threshold: **Comply with federal, state, and local statutes and regulations related to solid waste**

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 GMC, which states that demolition, construction, and remodeling shall divert 50 percent of

13 44 multifamily units × 4 lb./unit/day = 176 lb./day, or approximately 32 tons/year of solid waste. Solid waste generation factor from CalRecycle, "Waste Characterization: Residential Developments: Estimated Solid Waste Generation Rates," http://www.calrecycle.ca.gov/wastechar/WasteGenRates/Residential.htm, accessed August 2016.

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 statues and regulations. Impacts would be less than significant.