

**MOTION**

Moved by Council Member Najarian, seconded by Council Member Gharpetian, that upon consideration of General Plan Amendment Case No. PGPA 1220635 for the South Glendale Community Plan, and having reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the proposed South Glendale Community Plan at a duly noticed public hearing, including the staff report dated July 31, 2018, and having certified the Final Environmental Impact Report concerning the South Glendale Community Plan, the Council hereby directs the following modifications and actions with regard to the South Glendale Community Plan document:

- a. Modify Chapter 4 Centers and Corridors to maintain current zoning densities, except for the Tropico TOD center;
- b. Hold study sessions with Planning Commission to review revised mixed use land use designations for Centers and Corridors;
- c. Modify Chapter 4 Road's End Neighborhood to designate the area zoned R1R as Single Family Hillside Residential;
- d. Maintain existing residential densities in residential neighborhoods; and,
- e. Provide progress reports to Council.

Vote as follows:

Ayes: Agajanian, Gharpetian, Najarian, Sinanyan

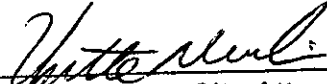
Noes: Devine

Absent: None

Abstain: None

THE MOTION WAS ADOPTED AT THE REGULAR CITY COUNCIL MEETING OF: Tuesday, July 31, 2018.

APPROVED AS TO FORM

  
\_\_\_\_\_  
Senior Assistant City Attorney

DATE 7/26/18

**MOTION**

Moved by Council Member Najarian, seconded by Council Member Gharpetian, that upon consideration of Land Use Element Text Amendment Case No. PGPA 1800445 and related General Plan Land Use Map Amendment for the South Glendale Community Plan, and having reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the proposed South Glendale Community Plan, as well as the General Plan Draft Land Use Element, at a duly noticed public hearing, that the City Council, after certifying the Final Environmental Impact Report concerning the South Glendale Community Plan, hereby directs that the proposed Land Use Element Text and Land Use Map be modified to match the South Glendale Community Plan.

Vote as follows:

Ayes: Agajanian, Gharpetian, Najarian, Sinanyan

Noes: Devine

Absent: None

Abstain: None

THE MOTION WAS ADOPTED AT THE REGULAR CITY COUNCIL MEETING OF: Tuesday, July 31, 2018.

APPROVED AS TO FORM

*Whitehead*  
Senior Assistant City Attorney

DATE 7/20/18

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA  
TO ADOPT GENERAL PLAN AMENDMENT (CASE NO. PGPA 1800448) TO AMEND  
THE LAND USE MAP OF THE GENERAL PLAN**

**WHEREAS**, the City Council, on August 30, 2016, authorized and directed staff to prepare the South Glendale Community Plan Environmental Impact Report (EIR) with three project alternatives; and

**WHEREAS**, the project includes review of four parcels (six lots) located north of Wilson Avenue between Isabel Street and Jackson Street zoned C3 III on the City Zoning Map and designated Community Services Commercial on the City Land Use Map, for the purpose of re-zoning three of these parcels to C3 I (APN 5642-018-059, 5642-018-067, 5654-018-076) and to re-designate and re-zone a portion of one of the parcels (APN 5642-018-055) to High Density Residential and R-1250 zone. The portion of APN 5642-018-055 proposed to be re-designated to High Density Residential on the General Plan Land Use Map is also known as Lot 19, Block 6 of Town of Glendale Tract as per map recorded in Book 41, pages 95-96 of Miscellaneous Records in the Office of the Recorder of the County of Los Angeles; and

**WHEREAS**, staff conducted extensive public outreach regarding the South Glendale Community Plan project and alternatives studied in the Draft EIR, meeting with over 15 stakeholder groups and holding a public scoping meeting for the Draft EIR in September 2016; and

**WHEREAS**, the Draft EIR was circulated for a 60-day public comment period from January 11, 2018 to March 12, 2018; and

**WHEREAS**, staff presented the South Glendale Community Plan to the Planning Commission on March 7, 2018, to take testimony concerning the Draft EIR and the South Glendale Community Plan, including amendments to the Land Use Element land use map to change the land use designation of one lot designated Community Services Commercial and developed with a multi-family residence to High Density Residential to remedy a split land use designation on the property; and

**WHEREAS**, the South Glendale Community Plan was presented to the Planning Commission at a Special Planning Commission Meeting on June 25, 2018, along with the subject General Plan Land Use Map Amendment, for review and comment; and

**WHEREAS**, the Planning Commission reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the proposed South Glendale Community Plan project, as well as Final Draft Environmental Impact Report, and the subject General Plan Land Use Map Amendment at the duly noticed public hearing, pursuant to the provisions of Chapter 30.61 of the Glendale Municipal Code and Chapter 3, Title 7 of the Government Code of the State of California, and found that the subject General Plan Amendment is consistent with the goals and objectives of the City's General Plan, pursuant to Sections 2.68 and 30.63 of the Glendale Municipal Code and the State Government Code; and

**WHEREAS**, the Planning Commission voted to recommend that the City Council certify the Final South Glendale Community Plan EIR (SCH No. 2016091026), and also

recommended that the City Council adopt the Land Use Element Map Amendment to re-designate one lot to High Density Residential, as depicted on "General Plan Land Use Map Amendment Case Number PGPA 1800448, Zoning Map Amendment Case Number PZC 1800449", attached hereto as Exhibit A; and

**WHEREAS**, the City Council has conducted a noticed public hearing pursuant to the provisions of Section 2.68.130 of the Glendale Municipal Code and Chapter 3, Title 7 of the Government Code of the State of California; and

**WHEREAS**, the City Council has received and accepted proposed General Plan Amendment Case No. PGPA 1800448 as it relates to amending the current Land Use Map of the General Plan and has reviewed and considered all materials and exhibits of current record relative to General Plan Amendment Case No. PGPA 1800448; and

**WHEREAS**, pursuant to the California Environmental Quality Act, the City Council has reviewed and certified the South Glendale Community Plan Final EIR prepared for the project.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENDALE AS FOLLOWS:**

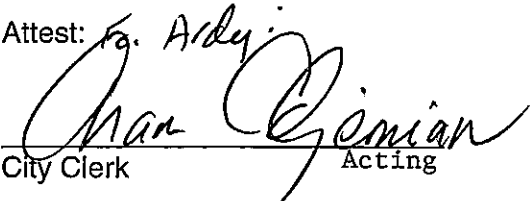
**Section 1.** The above recitals are true and correct and are incorporated herein by this reference.

**Section 2.** The City Council adopts the amendment to the General Plan Land Use Element map to re-designate a portion of APN 5642-018-055 (Lot 19, Block 6 of Town of Glendale Tract as per map recorded in Book 41, pages 95-96 of Miscellaneous Records in the Office of the Recorder of the County of Los Angeles) from Community Services Commercial to High Density Residential.

**Section 3.** The Land Use Map of the General Plan is amended in the manner set forth in Exhibit A, attached hereto and incorporated herein by reference.

Adopted this 31st day of July, 2018.

By   
Mayor

Attest:   
City Clerk Acting

STATE OF CALIFORNIA            )  
                                          )  
COUNTY OF LOS ANGELES        )        SS

I, ARDASHES KASSAKHIAN, Clerk of the City of Glendale, certify that the foregoing Resolution No. 18-148 was adopted by the Council of the City of Glendale, California at a regular meeting held on the 31st day of July, 2018, and that same was adopted by the following vote:

Ayes:        Agajanian, Gharpetian, Najarian, Sinanyan

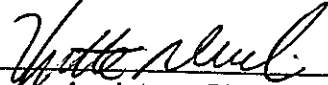
Noes:        Devine

Absent:      None

Abstain:     None

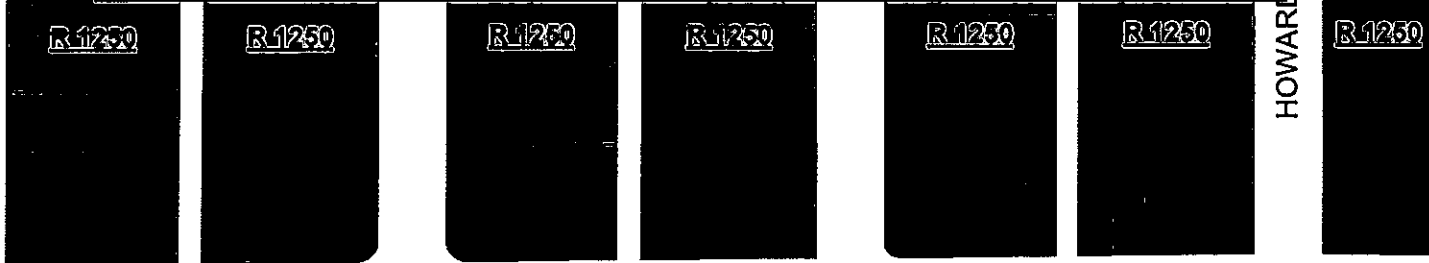
*For Andy:*  
  
\_\_\_\_\_  
Acting            City Clerk

APPROVED AS TO FORM

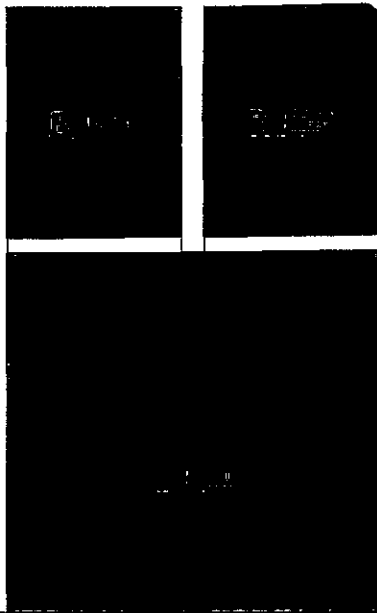
  
\_\_\_\_\_  
Senior Assistant City Attorney

DATE 7/26/18

General Plan Land Use Map Amendment - Case No. PGPA 1800448  
Zoning Map Amendment - Case No. PZC 1800449

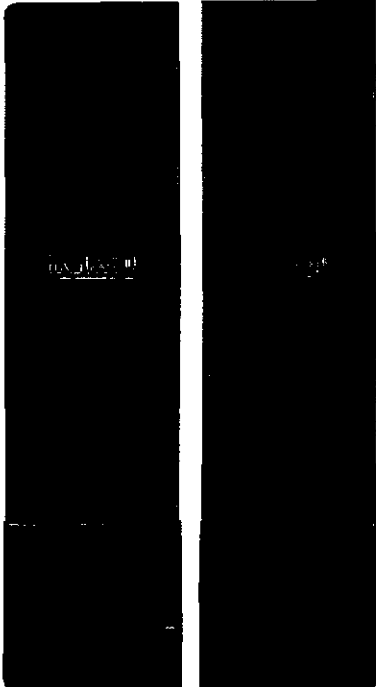


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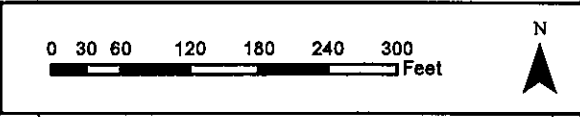
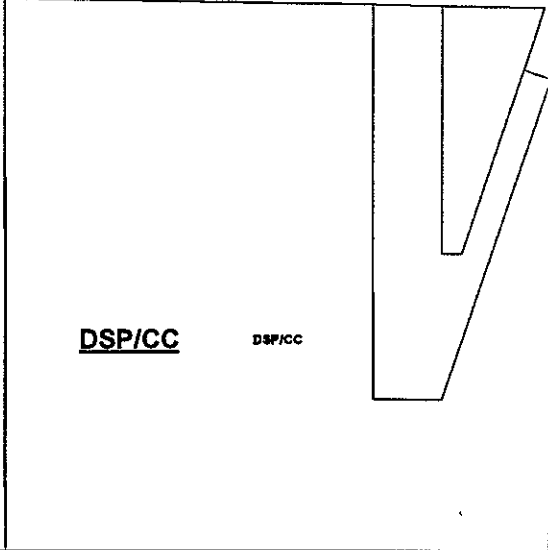
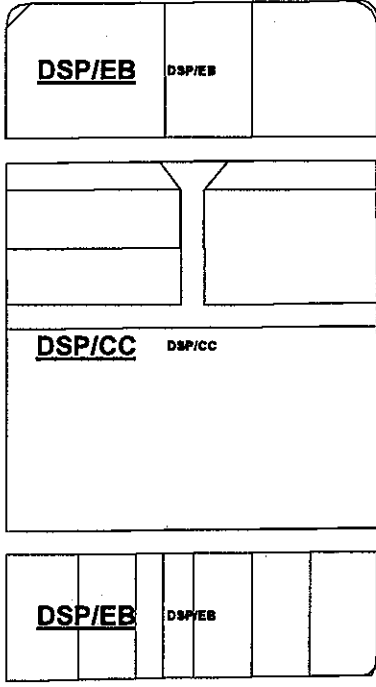
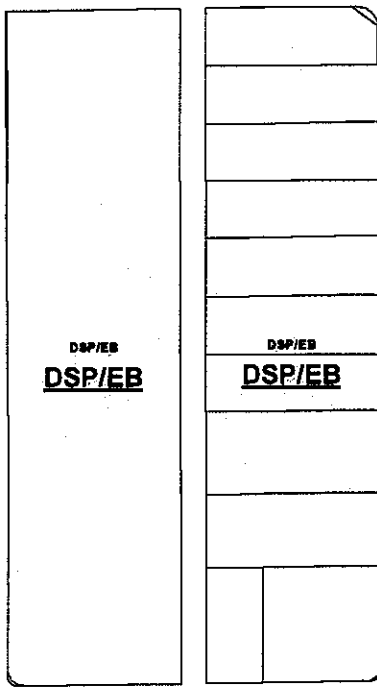
ISABEL



Land Use Map Amendment -  
Commercial Services to High Density Residential  
Zone Change - C3 - III to R-1250

Zone Change from C3 - III to C3 - I

WILSON



BROADWAY

**RESOLUTION NO. 18-147**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA CERTIFYING THAT THE CITY COUNCIL HAS REVIEWED AND CONSIDERED THE INFORMATION IN THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SOUTH GLENDALE COMMUNITY PLAN; MAKING CERTAIN FINDINGS AND DETERMINATIONS REGARDING THE ENVIRONMENTAL EFFECTS OF THE SOUTH GLENDALE COMMUNITY PLAN; ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM**

**WHEREAS**, the City of Glendale Planning Division has prepared a South Glendale Community Plan (which constitutes the "Project") to guide development for the neighborhoods and commercial districts in Glendale south of the 134 Freeway, including the Downtown Specific Plan. The Plan constitutes the City's goals and policies for stewardship of the places and people that make up South Glendale. The Plan is intended to shape positive community change and foster sustainable land use patterns, while balancing the unique character of the community with citywide polices and regional initiatives.

**WHEREAS**, a Draft Environmental Impact Report ("Draft EIR") for the Project was prepared and circulated on January 11, 2018 for a 60 day public review period pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 et seq., and State and City Guidelines adopted pursuant thereto; and

**WHEREAS**, notice was duly provided to the public, government agencies and all other interested parties that they may submit written comments on the Draft EIR to the City on or before March 12, 2018; and

**WHEREAS**, a Final Environmental Impact Report for the Project, State Clearinghouse No. SCH 2016091026, ("Final EIR") was prepared pursuant to CEQA and the State CEQA Guidelines, was released on June 2018 and incorporated the Draft EIR and included written responses to the comments made during the CEQA review period; and

**WHEREAS**, after notice, on June 25, 2018, the City Planning Commission conducted a public hearing on this matter at which it reviewed and considered the information contained in the Final EIR; and

**WHEREAS**, after notice, on July 31, 2018, the City Council conducted a public hearing on this matter at which it reviewed and considered the information contained in the Final EIR as well as supplemental responses and information; and

**WHEREAS**, the City, as Lead Agency under the California Environmental Quality Act, has reviewed and considered all the information contained in the Final EIR for the Project.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Glendale that the Final EIR for the Project is hereby certified as complete based on the following findings:

1. Each and all of the Findings and Determinations contained in this document are based upon competent and substantial evidence, both oral and written, contained in the entire record relating to the Project and the Final EIR. The Findings and Determinations constitute the independent Findings and Determinations of the City Council in all respects and are fully and completely supported by

substantial evidence. All of the language included in this document constitutes findings by the City Council, whether or not any particular sentence or clause includes a statement to that effect.

2. All summaries of information and the Findings to follow are based on the Final EIR, the Project (and every component thereof), and/or other evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. The summaries of information below are only summaries. Cross-references to the Final EIR and other evidence in the record have been made where helpful, and reference should be made directly to the Final EIR and other evidence in the record for more precise information regarding the facts on which any summary is based. In addition, unless noted or stated otherwise, the rationale for the Findings is that set forth in the Final EIR (including the responses to comments) or elsewhere in the administrative record.

3. The following Findings are hereby adopted by the City Council as required by *Public Resources Code* §§21081, 21081.5 and 21081.6, and CEQA Guidelines §§15091 through 15093, in conjunction with the approval of the Project. The Final EIR identified significant impacts associated with the Project. Approval of a project with significant impacts requires that findings be made by the Lead Agency. Significant impacts of the Project would either: (1) be mitigated to a less than significant level pursuant to the mitigation measures identified in the Final EIR; or (2) mitigation measures notwithstanding, have a residual significant impact that requires a Statement of Overriding Considerations. Specifically, CEQA Guidelines Section 15091 requires the City Council to make one or more of the following written findings:

a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

c. Specific economic, social or other considerations make infeasible the mitigation measure or project alternative identified in the Final EIR.

These Findings accomplish the following: (a) they address the significant environmental effects identified in the Final EIR for the Project; (b) they incorporate all mitigation measures associated with these significant impacts identified in the Final EIR; (c) they indicate whether a significant effect is avoided or reduced by the adopted mitigation measures to a less-than-significant level or remains significant and unavoidable, either because there are no feasible mitigation measures or because, even with implementation of mitigation measures, a significant impact will occur, or because such changes or alterations are within the responsibility and jurisdiction of another public agency; and (d) they address the feasibility of all project alternatives and mitigation measures identified in the Final EIR. For any effects which will remain significant and unavoidable, a "Statement of Overriding Considerations" is adopted.

The City Council hereby adopts and incorporates, as conditions of approval, the mitigation measures set forth in the Findings below to reduce or avoid the potentially significant and significant impacts of the Project, as well as certain less-than-significant impacts. In adopting these mitigation measures, the City Council intends to adopt each of the mitigation measures recommended in the Final EIR, except to the extent such mitigation measures are specifically rejected or specifically modified by these Findings. In the comments on the Draft EIR, a number of measures were suggested by various commenters as proposed additional mitigation measures. With respect to the measures that



were proposed in the comments, and not adopted by the Final EIR, the responses to comments in the Final EIR explain why the proposed mitigation measures are not recommended by the Final EIR for adoption. The City Council hereby adopts and incorporates by reference the reasons stated in the responses to comments contained in the Final EIR as its grounds for rejecting adoption of these proposed mitigation measures.

4. Statement of Overriding Considerations: The Council hereby incorporates and adopts the "Statement of Overriding Considerations" attached hereto and incorporated by reference as Attachment "A" in support of this Resolution.

5. Mitigation Monitoring Program: The Council hereby incorporates and adopts the "Environmental Mitigation Monitoring Program" attached hereto and incorporated by reference as Attachment "B" in support of this Resolution.

6. Section 21081.6(a)(2) of the Public Resources Code and CEQA Guidelines Section 15091(e) require that the public agency shall specify the location of the custodian of the documents or other materials that constitute the record upon which its decision is based. Accordingly, the record and custodian of documents is the Glendale Planning Department, 633 East Broadway, Room 103, Glendale, California, 91206-4386.

7. The City has received, reviewed, and considered the foregoing information as well as any and all other information in the record, and hereby makes the following Findings and Determinations based on substantial evidence pursuant to and in accordance with Section 21081.5 of the Public Resources Code.

8. Pursuant to Section 21082.1(c) of the Public Resources Code, the City finds that the Final EIR reflects the independent judgment of the City as Lead Agency for the Project.

9. Impacts determined to be less than significant. As specifically described in Section 4.0 and 5.0 of the Draft EIR, certain potential impacts related to Aesthetics, Agricultural/Forestry Resources, Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Mineral Resources, Population and Housing, Public Services, Transportation and Traffic, and Utility and Service Systems were determined to be less than significant by the Glendale Community Development Department. The City hereby adopts and incorporates by reference the reasons stated in these sections of the Draft EIR as its grounds for determining that each of these potential environmental impacts are less than significant and that further analysis of these impacts in the Final EIR are not required.

10. In accordance with Public Resources Code section 21081, the EIR for the Project examined the potential for significant effects on the following environmental impact categories in order to assess the likelihood of significant or unavoidable impacts: (1) aesthetics; (2) air quality and greenhouse gas emissions; (3) land use and planning; (4) noise; (5) public services; (6) recreation; (7) population and housing; (8) traffic and transportation; and (9) utilities and service systems. In addition, significant irreversible environmental changes and growth inducing impacts were examined. The Project description, impacts, mitigation measures, and findings that are applicable to the Project are set forth below.

11. Project Description.

The proposed SGCP area is located within the City, approximately 5 miles north of downtown Los Angeles. Glendale is located between unincorporated La Crescenta and Montrose,

and the cities of Burbank and La Cañada Flintridge to the north; the city of Pasadena to the east; the city of Los Angeles to the south; and portions of the city of Burbank to the west. The proposed SGCP area comprises all of the neighborhoods within the City south of SR-134, including Downtown Glendale, Adams Hill, and Tropicico.

The proposed SGCP is the second of four community plans planned for Glendale, preceded by the North Glendale Community Plan (2011) and to be followed by the West and East Glendale Community Plans (future). The proposed SGCP includes all of the neighborhoods within Glendale south of SR-134, including Downtown Glendale, Adams Hill, and Tropicico. The proposed SGCP area comprises 2,952 acres and includes one of the main retail hubs in the Los Angeles Metropolitan Area, featuring the Glendale Galleria, a major regional mall, and The Americana at Brand, a flagship mixed-use lifestyle center. The proposed SGCP area is generally bounded by Chevy Chase Drive and Acacia Avenue to the north, Verdugo Road and city of Los Angeles to the east, the Adams Hill Neighborhood (bordered by Glendale Avenue to the west), and the city of Los Angeles to the south.

Downtown Glendale has experienced significant growth in high density mixed-use commercial and residential buildings since the adoption of the Downtown Specific Plan (2006) and the Downtown Mobility Study (2007). At this time, approximately 3,100 units have been approved, are under construction, or have been recently completed in Downtown Glendale with more development anticipated. Just south of Downtown is the Brand Boulevard of Cars, which contains a regional concentration of auto dealerships; and the Tropicico town site, the City's historic industrial base and a growing mixed use and residential neighborhood near the Larry Zarian Transportation Center and Glendale Memorial Hospital and Health Center. Adams Hill is a hillside neighborhood that was developed mostly in the 1920s and 1930s with narrow winding streets. San Fernando Road contains the majority of Glendale's industrial base. The corridor has been evolving with a mix of industrial and light industrial uses north of Pacific Avenue, and creative arts and infill housing projects defining the area between Pacific Avenue and Tropicico.

The Project includes four components: 1) adoption of the SGCP; 2) amendments to the Land Use Element text and Land Use Map, Circulation Element, and Housing Elements of the General Plan to reflect the SGCP; 3) an amendment to the boundaries of the DSP; and 4) amendments to the Zoning Ordinance and Zoning Map to apply zoning consistent with the proposed SGCP.

## Glendale General Plan

The Glendale General Plan Land Use Element was adopted in 1977 and was comprehensively updated in 1986. Since then various amendments have been adopted. The General Plan includes ten elements containing goals, policies, and action items for the City consisting of Land Use (1986), Circulation (1998), Noise (2007), Open Space and Conservation (1993), Safety (2003), Housing (2014), Historic Preservation (1997), Recreation (1996), Air Quality (1994), and Community Facilities (1975) Elements. In addition, the Land Use Element contains the Glendale General Plan Land Use Map, which outlines the location of existing planned land uses throughout the city.

The Glendale General Plan Land Use Map currently contains 14 residential, commercial, and other land use designations. High-density residential uses are concentrated to the east and northwest of the DSP, industrial and mixed uses to the east of the San Fernando Road corridor, and commercial uses along the major north/south corridors of Glendale Avenue, Brand Boulevard, and Central Avenue. Low-density residential is concentrated in a small area in the southeast portion of the proposed SGCP area, with medium and medium-high density residential south of

the DSP, the Broadway Corridor, and the northwest and northeast portions of the proposed SGCP area.

#### Downtown Specific Plan

The DSP was adopted in 2006 and has undergone several amendments. The DSP is a mixed-use, urban design plan that establishes the desired physical vision for Downtown Glendale through a comprehensive set of policies, incentives, and requirements. The DSP sets the physical standards and guidelines, as well as land use regulations, and directs policies for economic development; streetscape improvements; transportation development; parking; pedestrian amenities; open space and land use; preservation of cultural resources; and public art.

#### Glendale Zoning Ordinance

Title 30 of the Glendale Municipal Code contains the Zoning Ordinance and Zoning Map. The purpose of the Zoning Ordinance is to classify land into allowable land uses consistent with the Glendale General Plan and apply development regulations that outline how the land can be developed. The Zoning Code currently contains 24 zoning designations and eight overlay zones to implement the Glendale General Plan.

#### South Glendale Community Plan

The proposed SGCP builds on and amends the existing Glendale General Plan to provide a vision and policies for how future development in South Glendale should develop over time. It consists of a comprehensive set of incentives, standards, and requirements that work together to realize this vision. It has been developed to encourage positive community change and foster sustainable land use, while balancing the character of the community with citywide policies and regional initiatives, including multi-modal connectivity through new active transportation improvements and TOD. The proposed SGCP would provide incentives for TOD and economic development, such as reduced parking requirements and increased housing density to promote mixed-use development around key resources including Larry Zarian Transportation Center and the Glendale Memorial Hospital and Health Center, in an effort to manage and direct future growth to South Glendale's transit corridors and commercial centers while maintaining or enhancing its stable residential neighborhoods.

#### *Plan Contents*

The proposed SGCP is designed to function as a manual for residents, business owners, decision makers and other stakeholders to use as a guide for future development in South Glendale. The proposed SGCP Land Use Map, outlines the location of planned land uses throughout the proposed SGCP area. The proposed SGCP includes six chapters and six appendices, as described below:

Chapter 1 Introduction - This chapter provides the setting and context of the proposed SGCP. It describes what a community plan is, how to use a community plan, and provides a summary of the major topics included within each chapter.

Chapter 2 Community Vision - Chapter 2 contains the overarching Vision Statement for South Glendale which articulates what the community hopes to achieve in the future. The Vision Statement is intended to be an idealized view of the community in the future. The proposed SGCP Vision Statement is:

*"We value connectedness and vitality with a wide variety of safe housing choices, quality schools, neighborhood-serving stores, access to parks and recreation, community facilities and open spaces in close proximity to regional*

*shopping centers. Economic energy centered in Downtown Glendale and along commercial streets, including Glendale Galleria, The Americana at Brand, Brand Boulevard of Cars, and Glendale Memorial Hospital and Health Center, disperses opportunities for employers and employment, and access to regional freeways, rail and public transportation gives Glendale regional connections. We seek to advocate sustainable and responsible development, enhance neighborhood character, provide transportation options for local and regional connectivity, and balance land uses.”*

Chapter 3 Principles - This chapter contains the citywide principles and policies that apply to South Glendale, which are organized into the following topical areas as presented in the Glendale General Plan:

- Manage Growth
- Economic Development
- Housing
- Urban Design and Land Use
- Mobility
- Infrastructure and Sustainability
- Community Services and Parks
- Access to Government Services and Community Facilities
- Wellness and Safety
- Natural Resources
- Historic Resources

Chapter 4 Places - Chapter 4 provides the overall planning context for the proposed SGCP area. It divides the area into four distinctive types of development, including centers, corridors, neighborhoods and districts. Each development type then includes a vision, design guidelines and public improvements needed to implement that vision.

Chapter 5 Policy Framework - This chapter explains the relationship of the proposed SGCP to the Glendale General Plan and other local, regional and state planning laws and policies. It also describes the public participation process for the creation of the proposed SGCP.

Chapter 6 Implementation - This chapter lists the process for implementing the proposed SGCP and lists the actions and programs needed for implementation.

Appendices - The following technical appendices are included with the SGCP:

- Appendix A.1: Historic Context
- Appendix A.2: Historic Survey
- Appendix B: Past Plans and Policies
- Appendix C: Tropico Center Plan
- Appendix D: Land Use Map of South Glendale
- Appendix E: Zoning and Land Use Classifications in South Glendale

#### *Relationship to Key Policy Documents*

Glendale General Plan - The proposed SGCP would be part of the Glendale General Plan and would work in tandem with the Glendale General Plan elements, providing additional guidance on land use and development in the proposed SGCP area. The proposed SGCP

would also provide opportunities for housing development, consistent with the Housing Element of the Glendale General Plan.

Downtown Specific Plan - Similar to its relationship with the Glendale General Plan, the proposed SGCP would bolster the policies of the DSP, providing additional guidance on development in the City's central hub.

Tropico Center Plan - The proposed SGCP would include implementation of the Tropico Center Plan. The purpose of the Tropico Center Plan is to supplement the proposed SGCP as a set of urban design guidelines with supportive zoning designations and parking standards for the Tropico district surrounding the Larry Zarian Transportation Center.

Greener Glendale Policies - The proposed SGCP will incorporate policies of the Greener Glendale Plan - Glendale Climate Action Plan to reduce greenhouse gas (GHG) emissions and achieve greater sustainability in compliance with Assembly Bill (AB) 32.

Complete Streets - Complete Streets Policy and design standards in accordance with the California Complete Streets Act of 2008 would be incorporated so that transportation improvements within the city will accommodate all users.

Amendments to Glendale General Plan Land Use Element, Land Use Element Map, and Circulation Element

The project includes an amendment to the Glendale General Plan Land Use Element text and Land Use Map to reflect the SGCP. Amendments to the Land Use Element Map would modify the boundaries of the DSP in six locations and implement and apply new land use designations in South Glendale (within the SGCP) to foresee the vision of the community. Additionally, amendments to the Circulation Element will be necessary to ensure consistency with the SGCP.

#### *Proposed Glendale General Plan Land Use Designations*

The following new or modified land use designations would be added to the Glendale General Plan.

- Urban Center—High density mixed-use centers served by regional and local transit with improved bus stops, wide sidewalks, and street trees. Urban Centers have freeway access; primary access is by major and minor arterials. Applied to Tropico TOD.
- Town Center—Moderately high mixed-use centers that are served by regional and local transit, are pedestrian-friendly, and includes street trees. Town Centers have freeway access; primary access is by minor arterials and urban collectors. Applied to Pacific Avenue Gateway and Pacific Edison.
- Village Center—Medium density mixed-use centers that are served by local transit, are pedestrian friendly, and includes street trees. Primary access is by minor arterial, urban collector, and community. Applied to Adams Square and Columbus School.
- Mixed-Use Corridor High—High density mixed-use corridors that features a creative skyline and 24-hour activity. Transportation and Complete Streets features include Transit Priority Areas for regional and local transit service, frequent transit headways, transit connections to rail, freeway access, improved bus stops, wide sidewalks, street trees, pedestrian-scale lighting, and Transportation Demand Management for new buildings. Applied to South Central and West Colorado.

- **Mixed-Use Corridor Low**—Mixed-used corridors up to four stories in height with buildings located close to the sidewalk with parking underground and easy pedestrian access. Transportation and Complete Streets features include local transit service and possibly regional transit service, a focus on walkability, bus stops, sidewalks, street trees, pedestrian-scale lighting, street furniture, and Transportation Demand Management for new buildings. Applied to East Broadway, West Broadway, and East Colorado Gateway.
- **Main Street/Neighborhood Corridor**—Main Street Corridors have low-scale community and neighborhood-serving retail and offices with pedestrian-scale detailing. Transportation and Complete Streets features include enhanced pedestrian crossings, bike facilities, traffic calming and safety features, sidewalks, street trees, pedestrian-scale lighting, and street furniture. Applied to East Colorado, Verdugo Road, South Glendale Avenue north of Palmer, and South Glendale Avenue south of Palmer.
- **Suburban Corridor**—Medium density, mixed-use corridors with community-serving retail and offices, and limited residential. Transportation and Complete Streets features include bike facilities, on-site parking, traffic calming and safety features, sidewalks, street trees, and pedestrian-scale lighting. Applied to North Glendale Avenue.
- **Industrial/Creative**—Industrial/Creative areas support light manufacturing, assembly, wholesale/warehousing, sound stages, and various entertainment-related and creative craft trades, with pedestrian-scaled features, open space and landscaping as required, mixed-use buildings where permitted, and pedestrian-friendly streets. Applied to San Fernando Road north of Colorado and San Fernando Road south of Pacific Curve.
- **Brand Boulevard of Cars**—Includes automobile dealerships and complementary commercial uses. Development regulations remain unchanged. Applied to the Brand Boulevard of Cars corridor.
- **Single-Family Hillside**—Includes single -family residential neighborhoods in hillside areas. Development regulations remain unchanged. Applied to the Adams Hill Neighborhood.
- **Campus**—Includes large specialized use areas, typically dominated by one or two single employers or organizations, such as hospitals, movie studios, colleges or religious institutions. Campuses are usually large, contiguous areas that contain a variety of buildings and uses geared toward a primary purpose.
- **Civic**—Publicly owned lands such as parks and schools that support uses for the benefit of the public.
- **Transportation**—The Public/Semi-Public land use designation and “T” zone are currently applied to those properties within the railroad Right-of-Way (ROW); the Transportation land use designation is being established to include existing “T” zoned properties, and the “T” zone would be applied to properties within the California Department of Transportation (Caltrans) state highway rights-of-way that fall within the boundaries of the proposed SGCP. Applied to SR-134, SR-2, and the Southern California Regional Rail Authority (SCRRA) ROW.

In addition to the new and modified land use designations proposed in the plan, the SGCP also includes the following land use destinations that are already included in the General Plan Land Use Element.

- **Downtown** - Includes the area within the DSP that includes mixed-used development of Glendale's city center. Provides for a vibrant array of commercial (retail, service, office, entertainment) uses with high density, urban housing/mixed-use developments.
- **Multi-Family** - Includes 1- to 3-story multi-family buildings ranging from 14 to 35 units per acre convenient to and within walking distances to transit, shopping, parks and other public gathering spaces.
- **Single-Family** - Includes single-family neighborhoods that promote and enhance the existing quality and character of Glendale's existing flat-land neighborhoods.
- **Cemetery** - Includes areas used for cemetery purposes in a manner conducive to the public health, safety and general welfare. Cemeteries may include places of worship, mortuaries, crematoriums, mausoleums, museums, and florists.
- **Recreation/Open Space** - Includes major public/semi-public or private open space properties in the City.

**Projected Community Plan Build-Out**

Build-out is the amount of residential and non-residential development expected in South Glendale between 2016 and a 2040 horizon year. The projected build-out under the adopted Glendale General Plan and proposed SGCP, compared to existing development, is shown in Table 1.

<b>Table 1 Anticipated Development 2016 – 2040</b>					
<b>Existing Conditions</b>		<b>Projected Build-Out</b>			
		<b>Adopted Glendale General Plan</b>		<b>Proposed SGCP</b>	
<b>Dwelling Units</b>	<b>Non-Residential Square Feet (k)</b>	<b>Dwelling Units</b>	<b>Non-Residential Square Feet (k)</b>	<b>Dwelling Units</b>	<b>Non-Residential Square Feet (k)</b>
37,903	20,243	40,490	22,713	48,240	24,009

**Downtown Specific Plan**

The project proposes to modify the boundaries of the DSP in six locations. The changes are proposed to include entire properties in the DSP that are currently split between the DSP and citywide zoning, and to incorporate adjacent citywide zoned parcels into the DSP in a manner consistent with DSP and citywide zoning goals.

**Glendale Zoning Ordinance**

The proposed project includes amendments to Title 30 of the Glendale Municipal Code to modify the City Zoning Ordinance and Zoning Map to implement the vision of the proposed SGCP and the revised land use map. The map includes application of the new zones within community centers and corridors consistent with proposed Glendale General Plan map revisions. Other modifications include application of the "T" Transportation Zone to properties within the Caltrans state highway ROW that fall within the boundaries of the proposed SGCP.

In addition to the map, changes to the Glendale Municipal Code would include the addition of five new zones and corresponding development regulations (see Table 2 below). The proposed new zones could be applied elsewhere in Glendale through future legislative actions, but are only proposed to be applied to South Glendale at the present time through adoption of the proposed project.

<b>Table 2 Proposed New Zones</b>		
<i>New Zone</i>	<i>Name</i>	<i>Corresponding General Plan Designation</i>
TOD I	Transit-Oriented Development I	Urban Center
TOD II	Transit-Oriented Development II	Urban Center
MX1	Mixed Use 1	Village Center; Main Street Corridor
MX2	Mixed Use 2	Mixed Use Corridor Low
MX3	Mixed Use 3	Town Center; Mixed Use Corridor High

Overall, the new zones would accommodate medium to high density, mixed use transit-oriented development at key centers and corridors within the community, supported by a comprehensive set of incentives, development standards, and requirements to bring about the principles and vision detailed in the SGCP. Specific development standards by planning area are detailed in SGCP Appendix E, Zoning and Land Use Classifications in South Glendale, including proposed zones, maximum density and stories/height, allowable land uses, and other development standards as applicable.

In addition to the new zones/development regulations, some existing development regulations in the Zoning Ordinance would be modified in conjunction with the SGCP. For properties designated mixed use, development regulations would be modified to eliminate “wedding cake” R-1250 High Density Residential Zone setback requirements for properties with commercial frontage proposing residential units. New height limits are introduced in mixed use zones where they abut non-DSP zones.

### Project Objectives

The following objectives have been identified for the proposed project:

- Coordinate community planning and zoning policies in light of historic development patterns.
- Accommodate and focus regionally projected jobs, housing, and population growth through transformative transit-oriented and mixed-use development in corridors, centers, and gateways including Pacific Avenue Gateway, Pacific Edison Center, East Broadway Corridor, East Colorado Gateway, South Central Avenue Corridor, South Glendale (South of Palmer) Corridor, West Broadway Corridor, West Colorado Corridor, Verdugo Road, the Glendale Community College Garfield Campus area, Tropic Center, and area freeways and railroad rights-of-way.
- Create and enhance vibrant, attractive, and walkable commercial, multi-family residential and mixed-use areas including Columbus School, South Glendale (North of Palmer), and Adams Square to meet the wide range of economic needs within the City.
- Improve the function, design, and vitality of multi-family residential areas, including Moorpark, Vineyard, Diamond, Citrus Grove, City Center, Somerset, Pacific



Edison, South Brand, Road's End, and Mariposa by enhancing the positive characteristics of existing land uses.

- Maintain the character of existing single family and hillside residential neighborhoods including Moorpark, Vineyard, Diamond, Citrus Grove, City Center, Pacific Edison, Adams Hill, North Glendale Avenue, and Mariposa.
- Enhance and maintain the Brand Boulevard of Cars as a regional automotive center.
- Manage the expansion of Glendale Memorial Hospital and Health Center to the benefit of Glendale's residents, workers, and visitors.
- Foster a well-planned and equitable transportation system to enhance mobility and goods movement through first-last mile connectivity and complementary land uses in High-Quality Transit Areas, and along proposed High-Speed Rail and East-West Connector corridors.
- Promote community health and wellness through equitable access to health care; bicycle, pedestrian, and transit infrastructure; and a variety of high-quality local parks, trails, community centers, recreational opportunities, and regional open space.
- Cultivate medical, commercial, industrial, and creative employment opportunities by taking advantage of Glendale's proximity and connections to regional destinations.
- Adopt Downtown Specific Plan parking management policies in current or future transit-oriented and mixed-use areas where feasible to promote economic development, improve multimodal mobility, and encourage sustainable land use planning.
- Provide a balanced mix of housing opportunities and services available and affordable to all current and future residents, including those with special needs, by meeting or exceeding the city Regional Housing Needs Assessment allocation.
- Identify and protect cultural, historical, archaeological and paleontological resources that are important to the community.
- Amend the Glendale General Plan to ensure consistency with the South Glendale Community Plan, including policies in the Circulation Element regarding Level of Service, use of Vehicle Miles Traveled as a means of impact analysis, and consistency with the Bicycle Transportation Plan; and policies in the Land Use Element regarding land use designations.

## 12. CEQA Process.

### Notice of Preparation

In accordance with Section 15063 of the CEQA Guidelines, a Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. The City determined that an EIR was required without the preparation of an Initial Study and prepared a Notice of Preparation on September 7, 2016. The State Clearinghouse assigned this project State Clearinghouse (SCH) No. 2016091026. The Notice of Preparation circulated for public review and comment for a 30-day period beginning on September 7, 2016.

## Environmental Impact Report

The City has prepared a Final EIR in accordance with CEQA (Public Resources Code Sections 21000 *et seq.*) and the CEQA Guidelines. The City has supervised the preparation of the EIR. The EIR is a full-disclosure informational document intended to inform and assist public agency decision-makers and the general public of the significant environmental effects of the project. Possible ways to minimize significant effects are identified in the EIR, and reasonable alternatives to the project are evaluated. This document assesses the environmental impacts, including unavoidable adverse impacts and cumulative impacts that may result from approval of the Project.

The City distributed the Draft EIR for public review for a 60-day period beginning January 11, 2018 and ending on March 12, 2018. The Draft EIR was considered at public meetings of City commissions, including:

- Historic Preservation Commission, February 15, 2018
- Joint meeting of the Planning Commission, and Traffic & Parking Commission, March 7, 2018 (meeting held with Planning Commission only as the Traffic & Parking Commission lacked a quorum)

Written or oral comments from the public were received. All comments and responses to those comments are included in the Final EIR.

Each and all of the Findings and Determinations contained in this document are based upon competent and substantial evidence, both oral and written, contained in the entire record relating to the Project and Final EIR. The Findings and Determinations constitute the independent Findings and Determinations of the City in all respects and are fully and completely supported by substantial evidence. All of the language included in this document constitutes findings by the City, whether or not any particular sentence or clause includes a statement to that effect.

All summaries of information and the findings to follow are based on the Final EIR, the Project (and every component thereof), and/or other evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact. The summaries of information below are only summaries. Cross-references to the Final EIR and other evidence in the record have been made where helpful, and reference should be made directly to the Final EIR and other evidence in the record for more precise information regarding the facts on which any summary is based. In addition, unless noted or stated otherwise, the rationale for the findings is that set forth in the Final EIR (including the responses to comments) or elsewhere in the administrative record.

### 13. Findings on Significant and Potentially Significant Impacts of the Proposed Project Identified in the Draft EIR and Final EIR.

Pursuant to and in accordance with Section 21081 of the Public Resources Code, the EIR examined the potential for adverse effects to result from project implementation. In summary, implementation of the proposed SGCP would result in the following significant and unavoidable project-related and/or cumulative impacts:

#### ■ Aesthetics

Impact 4.1-3—Implementation of the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings.

Impact 4.1-4—Implementation of the proposed project would result in new sources of increased shade.

- Air Quality

Impact 4.2-1—Implementation of the proposed project would conflict with or obstruct implementation of the applicable air quality plan.

Impact 4.2-2—Implementation of the proposed project would violate an air quality standard or contribute substantially to an existing or projected air quality violation.

Impact 4.2-3—Implementation of the proposed project would 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 that exceed quantitative thresholds for ozone precursors).

Impact 4.2-4—Implementation of the proposed project would expose sensitive receptors to substantial pollutant concentrations.

- Greenhouse Gas Emissions

Impact 4.6-1—Implementation of the proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Additionally, the proposed project would conflict with an applicable plan policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.

- Population and Housing

Impact 4.12-2—Implementation of the proposed project would induce substantial population growth in an area, either directly or indirectly.

- Public Services

Impact 4.13-3—Implementation of the proposed project would increase the demand for fire protection services and would potentially require the construction of new or physically altered facilities to accommodate the increased demand.

Impact 4.13-4—Implementation of the proposed project would increase the demand for police protection services and would potentially require the construction of new or physically altered facilities to accommodate the increased demand.

- Recreation

Impact 4.14-1—Implementation of the proposed project would 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.

Impact 4.14-2—Implementation of the proposed project would include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

- Transportation/Traffic

Impact 4.15-5—Implementation of the proposed project would 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

In addition significant irreversible environmental effects and growth-inducing impacts were examined. The findings, impacts, and mitigation measures that are applicable to the proposed project are noted below.

### Aesthetics

Impact 4.1-3 Implementation of the proposed project would substantially degrade the existing visual character or quality of the site and its surroundings. This is considered a potentially significant impact and no feasible mitigation measures have been identified to reduce the impact. Therefore, this would be a significant and unavoidable impact.

The proposed project would increase development intensity, which would indirectly impact residential neighborhoods and commercial land use zones. Construction activities associated with future projects implemented under the proposed SGCP would occur over several years. South Glendale is relatively flat; therefore, grading activities during the construction of future development projects would be limited. Thus, the visual changes associated with construction activities would be temporary and less than significant.

Future development projects would typically include the demolition of an existing building prior to the construction of a new use. Building heights and additional structures associated with implementation of the proposed SGCP would have the ability to impact the visual character or quality of the site and its surroundings. As discussed above under Impact 4.1-1, building heights would vary depending on the zoning designation. Future development would increase building heights in the Urban Centers, Town Centers, Village Centers, and along existing corridors, although in some situations, heights in some areas would be reduced.

Following City guidelines and requirements of future projects, along with the existing Zoning Ordinances 5683 and 5399), the design guidelines, standards, and principals set forth in the Glendale General Plan, DSP, Glendale Town Center Specific Plan, and Glendale Comprehensive Design Guidelines would reduce potential impacts associated with building mass and design through compliance with the scale and placement of design features. Changes to the visual character of the

proposed SGCP area would occur due to increased building heights for mixed-use residential areas and commercial development along the growth corridors; however, these changes would be consistent with the Citywide principles and the 2006 Long-Range Plan goals to identify a variety of housing options, including affordable housing. The residential scale and character of South Glendale's neighborhoods is emphasized through neighborhood-compatible building massing and architectural design to ensure that the visual character of the area is not lost with high density mixed-use developments. Areas such as Adams Hill would remain as hillside single-family homes and their visual character would not be impacted by the proposed SGCP.

Future development projects could incorporate design features, such as building facades, to reduce the bulk of buildings. Landscaping could soften and buffer the bulk and density of future development within the proposed SGCP area. New landscape features could include potted plants, mature trees and other amenities to add variety and contribute to a sense of human scale. In general, the architectural design guidelines required for the new developments, the use of design elements, and the use of landscape features would improve the aesthetic character of the proposed SGCP area. However, the overall increased development intensity and height would alter the existing character of South Glendale. Therefore, the areas where changes in building height would substantially differ from the existing conditions would result in an adverse impact, and impacts would be significant and unavoidable.

**Finding: This impact is significant and unavoidable, as no feasible mitigation would adequately reduce this impact. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).**

Impact 4.1 4 Implementation of the proposed project would result in new sources of increased shade. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce shading to a less than significant level, this would be a significant and unavoidable impact.

The current low-rise buildings within the SGCP area presently create limited shade and shadow patterns that are contained within close proximity to each low-rise building. Future development of new multi-story buildings in the SGCP area may create new sources of shade that could impact shadow-sensitive uses in the vicinities of the new development sites. Due to the programmatic nature of this EIR, specific project-level design plans (including building heights, positioning, and dimensions) are not available at this time, and a complete assessment of shade and shadow impacts of proposed development under the SGCP is not possible. In the future when specific development projects are proposed within the SGCP area, project design plans will be developed and subject to project-level CEQA review. The project-level design plans will be evaluated, as necessary, to determine the extent of potential shade and shadow impacts upon adjacent shadow-sensitive uses. However, it is reasonable to conclude at this programmatic level of analysis that new sources of increased shade would likely result from new development under the proposed SGCP. Since there is typically no feasible mitigation available to reduce or eliminate shading impacts, this impact is considered significant and unavoidable.

**Finding: This impact is significant and unavoidable, as no feasible mitigation would adequately reduce this impact. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).**

## Air Quality

**Impact 4.2-1 Implementation of the proposed project would conflict with or obstruct implementation of the applicable air quality plan. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less than significant level. Therefore, this would be a *significant and unavoidable* impact.**

SCAQMD considers a project to be consistent with existing air quality plans and other relevant documents, if the project's land use changes and growth rates remain consistent with those in the existing plan. Projects that do not increase dwelling unit density, vehicle trips, or VMT above the projected rates included in relevant air quality plans are not considered to exceed this threshold (SCAQMD 1993).

The most relevant and applicable air quality plans for the proposed SGCP area is SCAQMD's 2016 AQMP and SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Regional air quality emissions projections used in the SIP and the AQMP are based on the growth projections included in the RTP/SCS; therefore, projects that are consistent with these growth projections would also be consistent with regional air quality emission projections and attainment status regarding CAAQS and NAAQS.

Table 3 compares the dwelling units, employment, and annual growth rates of the proposed SGCP area and the growth rates included in the SCAG 2016 RTP/SCS. As seen in Table 3, population and employment increases within the SGCP area are greater than those included in the growth rates forecasted for Glendale in the SCAG 2016 RTP/SCS. Additionally, the household growth rate in the proposed SGCP area is higher than the regional household growth rates established in the SCAG RTP/SCS.

According to the Transportation Analysis Report (Appendix F of this EIR), although project buildout would generate approximately 14 percent more VMT over existing conditions, the project increases dwelling units in the proposed SGCP area by 27 percent and nonresidential land uses by 19 percent over existing conditions, resulting in a net decrease of per capita VMT. Specifically, based on 2015 SGCP population (102,338) and SGCP daily (VMT 3,870,000), existing VMT per capita within the SGCP area is 37.8. Based on project-generated VMT (4,410,000) at plan buildout and future projected SGCP population (130,248), VMT per capita within the SGCP area is expected to be 33.9, representing a 10.3 percent decrease in VMT/capital, which would be consistent with VMT per capita reduction goals of 7.4 percent established by the RTP/SCS. While this per capita VMT reduction helps reduce emissions in the proposed SGCP area, the growth rate associated with the proposed SGCP would remain higher than the SCAG 2016 RTP/SCS, as shown in Table 3, given the overall volume of forecasted new growth as a result of the proposed SGCP. Therefore, per capita VMT would likely decrease, but overall VMT would increase beyond what is forecast in the SGAG 2016 RTP/SCS.

**Table 3 Summary of Project, City and Regional Forecasted Growth Rates**

	2015	2040	Annual Growth Increase
<b>Proposed SGCP Growth</b>			
Dwelling Units	37,903	48,240	1.1%
Population	102,338	130,248	1.1%
Employment	46,511	57,747	1%
<b>SCAG RTP/SCS Glendale Forecast</b>			
Dwelling Units	72,400	81,100	0.4%
Population	193,200	214,000	0.4%
Employment	111,300	127,000	0.5%
<b>SCAG RTP/SCS Regional Forecast</b>			
Dwelling Unit	5,885,000	7,412,000	0.9%
Population	18,322,000	22,138,000	0.7%
Employment	7,440,000	9,872,000	1.2%

Source: Ascent Environmental 2017 (Appendix B to this EIR)

**MM 4.2-1** *The following policies shall be incorporated into the SGCP to reduce construction related emissions associated with future development projects implemented under the proposed SGCP.*

**Policy AQ-1:** *Require conditions of approval for construction projects near sensitive receptors and/or that would generate substantial levels of mass emission to implement emissions reduction strategies such as:*

- *Install PM or other exhaust reducing filters on generators;*
- *All off-road diesel-powered construction equipment shall meet or exceed Tier 4 off-road emissions standards. A copy of the fleet's tier compliance documentation, and CARB or SCAQMD operating permit shall be provided to the Lead Agency at the time of mobilization of each applicable unit of equipment. In the event that all construction equipment cannot meet the Tier 4 engine certification, the Lead Agency must demonstrate through future study with written findings supported by substantial evidence before using other technologies/strategies. Alternative strategies may include, but would not be limited to, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the proposed project, and/or limiting the number of individual construction project phases occurring simultaneously;*
- *Use of electric-powered construction equipment;*
- *Phase construction activities;*
- *Provide grid or renewable electricity in place of generators;*

- Use alternative fuel such as high performance renewable diesel for construction equipment and vehicles;
  - Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or
- (a) Require construction contractors to provide clear signage that posts the California Code of Regulations, Title 13, section 2449 (d) (3) and 2485 requirement to reduce idling time to 5 minutes or less at construction sites.
  - (b) Suspend all soil disturbance activities when winds exceed 25 mph as instantaneous gusts or when visible plumes emanate from the site and stabilize all disturbed areas.
  - (c) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM<sub>10</sub> generation.
  - (d) Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
  - (e) Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas, unpaved road surfaces, or to areas where soil is disturbed.

**Policy AQ-2:** Require area businesses, residents, and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to TACs, which encourage voluntary reduction of construction exhaust emissions, as well as exposure to these emissions;

**Policy AQ-3:** The City shall continue to work with CARB and SCAQMD in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution and

**Policy AQ-4:** The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction emissions for VOC, NO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design.

**MM 4.2-2**

The following policies shall be incorporated into the SGCP to reduce operational emissions from ROG, NO<sub>x</sub>, and particulate matter associated with future development projects implemented under the proposed SGCP.

**Policy AQ-5:** Create a more multi-modal transportation network of comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel, which would lead to reduced VMT, thereby reducing operational emissions;

**Policy AQ-6:** Provide a complete streets design that balances the diverse needs of users of the public right-of-way, which would reduce VMT, thereby reducing operational emissions.

**Policy AQ-7:** Provide and manage a balanced approach to parking that meets economic development and sustainability goals by reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking.

**Policy AQ-8:** Implement traffic calming features such as sidewalks, protected bike lanes, reduced speed limits, narrow lane widths, lane reconfiguration, and roundabouts.



**Policy AQ-9:** Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.

**Policy AQ-10:** Support high-density transit-oriented and compact development within the City to improve transit ridership and to reduce automobile use and traffic congestion;

**Policy AQ-11:** The City shall review discretionary proposed development projects to ensure projects incorporate feasible measures that reduce operational emissions for VOC, NO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design; and

**Policy AQ-12:** Encourage the use of low or no VOC-emitting materials.

**Policy AQ-13:** Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction and operation. If 2010 model year or newer diesel haul trucks are not feasible, the development projects under the plan shall use trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements, at a minimum.

**Policy AQ-14:** Require that 240-Volt electrical outlets or Level 2 chargers be installed in parking lots that would enable charging of NEVs and/or battery powered vehicles. Development projects under the Proposed Plan shall be constructed with the appropriate infrastructure to facilitate sufficient electric charging for vehicles to plug-in.

**Policy AQ-15:** Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility.

**Policy AQ-16:** Limit parking supply and unbundle parking costs.

**Policy AQ-17:** Maximize the planting of trees in landscaping and parking lots.

**Policy AQ-18:** Use light colored paving and roofing materials.

**Policy AQ-19:** Install light colored "cool" roofs and cool pavements.

**Policy AQ-20:** Require use of electric or alternatively fueled sweepers with HEPA filters.

**Policy AQ-21:** Require use of electric lawn mowers and leaf blowers.

**Policy AQ-22:** Utilize only Energy Star heating, cooling, and lighting devices, and appliances.

**Policy AQ-23:** Use of water-based or low VOC cleaning products.

**Finding:** Due to this inconsistency with existing air quality plans, this impact would be potentially significant. Implementation of mitigation measures *MM 4.2-1* and *MM 4.2-2* would reduce this impact, but not to a less than significant level. Therefore, the proposed project would conflict with an air quality plans and the impact would remain significant and unavoidable. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).

Impact 4.2-4 Implementation of the proposed project would expose sensitive receptors to substantial pollutant concentrations. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less than significant level. Therefore, this would be a *significant and unavoidable* impact.

The exposure of sensitive receptors to TAC emissions from project-related construction and operational sources is discussed separately below. The TAC that is the focus of this analysis is diesel PM, because it is the TAC of primary concern when evaluating health risk (CARB 2000). Although other TACs exist (e.g., benzene, 1,3-butadiene, hexavalent chromium, formaldehyde, methylene chloride), they are primarily associated with industrial operations. It should be noted that the proposed project does not directly propose new stationary sources or mobile sources of emissions, but implementation of the proposed SGCP would result in an indirect increase of stationary and mobile TAC emitting sources.

#### *Construction*

Construction-related activities associated with the proposed SGCP would result in temporary, intermittent emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment use for site preparation (e.g., demolition, clearing, grading); paving; application of architectural coatings; on-road truck travel; and other miscellaneous activities. For construction activity, diesel PM is the primary TAC of concern. On-road diesel-powered haul trucks traveling to and from the construction area to deliver materials and equipment are less of a concern because they would not stay on the site for long durations.

Diesel PM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2003). With regards to exposure of diesel PM, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher level of health risk for any exposed receptor. The California Office of Environmental Health Hazard Assessment (OEHHA) 2015 Guidance details the risk assessment guidelines for evaluating cancer risk associated with exposure of sensitive receptors to TAC emissions. Exposure durations of 9-, 30-, and 70-years are used for cancer risk evaluations at individual receptors. The 9 and 70-year exposure duration present potential impacts over the range of residency periods, while the 30-year exposure duration is recommended for use as the basis for estimating cancer risk at the maximally exposed individual resident in all health risk assessments. Furthermore, 70-year exposure period is required for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015).

The use of off-road heavy-duty diesel equipment would be limited to the construction phase. As construction progresses, activity intensity and duration would vary throughout individual construction sites throughout the proposed SGCP area. As such, it is unlikely that diesel PM-emitting construction activity would not take place near any single existing or future receptor for extended periods of time. Further, policies associated with mitigation measure *MM 4.2-1* would further reduce exhaust emissions from construction equipment using best available control technology, cleaner fuels, and higher tiered engines.

Existing residential receptors are located throughout the proposed SGCP area. Studies cited in the CARB Air Quality and Land Use Handbook (CARB 2005) show that diesel PM is highly dispersive, and receptors must be near emission sources to result in the possibility of exposure to concentrations of concern and must be in close proximity for a long duration of time; some of the studies cited specifically considered the link between traffic emissions and respiratory symptoms in children. Given

the temporary and intermittent nature of construction activities likely to occur within specific locations in the proposed SGCP area (i.e., construction is not likely to occur in any one part of the proposed SGCP area for an extended time), the dose of any exposure to diesel PM of any one receptor would be limited. Therefore, considering the relatively short duration of diesel PM-emitting construction activity at any one location of the proposed SGCP area, the distance to the nearest off-site sensitive receptors, the highly dispersive properties of diesel PM, and policies in place that would reduce construction-related exhaust emissions, construction-related TAC emissions would not expose residences to substantial concentrations.

#### *Operation Related Impacts*

The operational TAC analysis evaluates new sources associated with SGCP buildout (e.g., increased vehicular traffic, stationary or commercial land uses) and the placement of new sensitive receptors in close proximity to existing TAC sources. The analysis is based on available guidance from CARB and SCAQMD shown below in Table 4.

Operation of new land uses could generate new sources of TACs from commercial and industrial land uses (e.g., gasoline dispensing facilities and dry cleaners). Land uses that have the potential to generate stationary source emissions would be required to obtain a permit from SCAQMD. If the facility has the potential to generate health risks above established risk levels, facilities are required to distribute public notifications to both residential, nonresidential, and parents of children attending school within the area of impact and develop and implement a risk reduction plan. Due to the program level scope of this analysis, specific land use types and location of future development are not available. However, it is possible that future development within the proposed SGCP area would result in new stationary sources associated with commercial and industrial land use development, that would result in TAC exposure to existing or future planned sensitive land uses.

In addition to new stationary sources, the proposed SGCP would result in an increase in 619,500 vehicle trips, distributed over the project-affected roadways and intersections. In accordance with CARB guidance, high volume roads and freeways are the primary sources of TACs within urban areas (CARB 2005). Freeways or urban roads experiencing 100,000 or more vehicles/day could expose sensitive receptors to adverse health risks. Although all project-generated trips would not occur on any single road, the project would result in a substantial increase in trips to the surrounding roadway network, and therefore, could result in a substantial increase to existing health risk levels associated with vehicular traffic, exposing existing and future planned land uses to increased TAC levels.

The existing risk levels indicate the estimated levels of cancer risk across the proposed SGCP area from a 30-year exposure to diesel PM emitted by SR-134 and SR-2 in the base year 2019. The risk isopleth was developed using the cancer risk levels estimated for each point in the receptor grid. Cancer risk is a function of traffic on freeways that carry volumes of vehicle traffic, particularly trucks. Cancer risk generally decreases from greater than 100 in a million to 50 in a million at approximately 500 feet from the freeways; furthermore, cancer risk generally decreases from greater than 100 in a million to 30 in a million at approximately 1,000 to 1,500 feet from the freeways.

**Table 4 CARB Recommendations on Siting New Sensitive Land Uses**

<i>Source Category</i>	<i>Advisory Recommendations</i>
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with transportation refrigeration unit operating per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005 cited in Ascent Environmental 2017 (Appendix B to this EIR)

The Glendale General Plan includes goals or policies that would reduce TAC exposure to existing and future sensitive receptors, as does the Greener Glendale Plan (Community Activities, Objective EH1 – Reduce use of toxics citywide; Municipal Activities, Objective EH1 – Reduce criteria air pollution from vehicles; Municipal Activities, Objective EH2 – Reduce use of toxics).

MM 4.2-3 The following policies shall be incorporated into the SGCP to reduce exposure of new sensitive receptors to pollution sources associated with future development projects implemented under the proposed SGCP.

***Policy HRA-1:*** *The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TACs) and fine particulate matter (PM<sub>2.5</sub>), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM<sub>2.5</sub>-emitting sources in order to minimize exposure to health risk; and*

***Policy HRA-2:*** *At the time of discretionary approval of new sensitive land uses proposed in close proximity to existing TAC sources, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs and PM<sub>2.5</sub>. Specific*

*reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.*

**Finding:** Proposed SGCP buildout would result in additional stationary and mobile sources of TACs that would contribute to the existing risk level in the proposed SGCP area; thus, potentially exposing existing and newly planned development to increased risk levels. This impact would be potentially significant. Implementation of mitigation measures *MM 4.2-3* would reduce this impact, but not to a less than significant level. Therefore, project related operational impacts would remain significant and unavoidable. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).

Impact 4.2-5 Implementation of the proposed project would create objectionable odors affecting a substantial number of people. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant* level.

The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose a substantial number of people to objectionable odors would be deemed to have a significant impact. SCAQMD's Rule 402 (Nuisance) regulates odorous emissions and states that "no person shall discharge any air contaminant that may "cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public" (SCAQMD Rule 402). Odors are evaluated for construction and operation, separately below.

Minor odors from the use of heavy-duty diesel equipment, and the laying of asphalt during project related construction activities would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. While construction would occur intermittently over an approximately 24-year buildout period, these types of odor-generating activities would not occur at any single location, or within proximity to off-site receptors, for an extended period.

Facilities developed under the project would be subject to SCAQMD Rule 402 (Nuisance) regarding the control of nuisances, including odors. Receptors located in the general vicinity of such sources may be exposed to odorous emissions. Considering that specific nonresidential land use designations are not included in the project, future nonresidential land uses or specific facilities in the proposed SGCP area may include odor emissions considered a nuisance. Common examples of odor emissions sources from nonresidential land uses in the proposed SGCP area include dry cleaning facilities, food processing facilities or coffee roasting facilities. Proposed land use designations within the proposed SGCP area that could potentially generate odor emissions include Industrial/Creative and Mixed-Use designations of varying densities.

As a result, potential exposure of sensitive receptors to odors associated with proposed land uses in the proposed SGCP area and the siting of new sensitive receptors in proximity to existing odor sources would be considered potentially significant. However, implementation of mitigation measure *MM 4.2-4* would reduce this impact to a less than significant level.

***MM 4.2-4*** *The following policies shall be incorporated into the SGCP to reduce impacts associated with objectionable odors associated with future development projects implemented under the proposed SGCP.*

**Policy Odor-1:** Land uses that have the potential to emit objectionable odorous emissions and conflict with SCAQMD Rule 402 (e.g., dry cleaning establishments, restaurants, and gasoline stations) shall be located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors; and

**Policy Odor-2:** If an odor-emitting facility is to occupy space in commercial or retail areas, odor control devices shall be installed to mitigate the exposure of receptors to objectionable odorous emissions. The use of setbacks, site design considerations, and emission controls are typically sufficient to ensure that receptors located near commercial or retail uses would not be exposed to odorous emissions on a frequent basis.

**Finding:** Potential exposure of sensitive receptors to odors associated with proposed land uses in the proposed SGCP area and the siting of new sensitive receptors in proximity to existing odor sources would be considered potentially significant. However, implementation of mitigation measure *MM 4.2-4* would reduce this impact to a less than significant level.

#### Biological Resource

Impact 4.3-4 Implementation of the proposed project would result in a potential reduction in nesting opportunities for resident and migratory avian species of special concern. This is considered a potentially significant impact. Implementation of mitigation measure would reduce this impact to a less than significant level.

Natural habitats for sensitive bird species are not expected to occur within the proposed SGCP area due to the dense urban development; however, mature landscaped trees line the streets within the proposed SGCP area. Migratory bird species, such as raptors, may utilize the existing landscaped trees for nesting. The MBTA prohibits the disturbance of migratory birds, including raptors. In addition, the BGEPA limits impacts to bald eagles and golden eagles. The loss of a special status species, an occupied nest or substantial interference with roosting and foraging for migratory species of special concern or raptors, as a result of future construction or demolition activities, would result in a potentially significant impact. However, implementation of mitigation measure *MM 4.3-1* would require biological surveys prior to construction to determine the presence of a resident or migratory avian species, and reduce potential impacts to less than significant.

**MM 4.3-1** *If future projects implemented under the SGCP are constructed during the bird-nesting season (June 1-July 31) a Biological Monitor shall survey the construction area and establish a buffer area for nesting activity or juvenile birds. Surveys shall be conducted 5 days prior to any construction activity. If protected bird species are observed nesting within 100 feet for non-raptors and 300 feet for raptor species of the nearest work site, the biological monitor shall establish a buffer around the tree, and no construction activities shall be permitted within the restricted area, unless directly related to the management or protection of the protected species. If the tree is designated for removal, the removal shall be deferred until after August 30<sup>th</sup>, or until the adults and young have fledged or left the nest.*

**Finding:** Implementation of mitigation measure *MM 4.3-1* would reduce potential impacts to migratory avian species to less than significant.

#### Cultural Resource

Impact 4.4-1 Implementation of the proposed project would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines

Section 15064.5. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant* level.

The City commissioned the development of the South Glendale Historic Context and Historic Resources Survey for the proposed SGCP area (see Appendix G) to aid in identifying potential historic resources that may be impacted by the proposed project. Potential historical resources must meet one or more of the following criteria to be eligible for local designation and, therefore, considered as historic resources under CEQA:

- The proposed historic resource is identified with important events in national, State or city history, or exemplifies significant contributions to the broad cultural, political, economic, social, or historic heritage of the nation, State or city;
- The proposed historic resource is associated with a person, persons, or groups who significantly contributed to the history of the nation, State, region, or city;
- The proposed historic resource embodies the distinctive and exemplary characteristics of an architectural style, architectural type, period, or method of construction; or represents a notable work of a master designer, builder or architect whose genius influenced his or her profession; or possesses high artistic values;
- The proposed historic resource has yielded, or has the potential to yield, information important to archaeological pre-history or history of the nation, State, region or city;
- The proposed historic resource exemplifies the early heritage of the city.

The proposed SGCP area contains 28 historically designated resources in the GRHR, dating from the 1870s to 1970s. Of the 28 GRHR designations, six are also listed in the NHRP and ten are listed in the CRHR as designated historic resources. These historic resources are recognized for their architectural character and roles in the cultural life of the City.

The proposed SGCP categorizes the planning areas in South Glendale as “Maintain,” “Maintain-Enhance,” “Enhance” or “Transform,” each of which may experience progressively greater degrees of change over time, respectively, as a result of SGCP implementation. Three designated historical resources and 134 properties identified in the South Glendale Historic Resource Survey as eligible historic resources are located in areas designated as “Maintain-Enhance;” and eight designated historic resources and 359 eligible historic resources identified in the survey are located in areas designated as “Maintain.” No changes to existing structures are proposed as a result of the SGCP in Maintain areas; therefore, there would be no impacts to historic resources within Maintain areas.

A total of 14 designated historic resources and 113 eligible historic resources are located in areas to be Transformed; and three designated historic resources and 47 eligible historic resources are located in areas to be Enhanced. Construction activities associated with future development projects implemented under the proposed SGCP could result in the demolition or major alteration of these resources or other undiscovered resources; or may result in development in the vicinity of a known historical resources resulting in the decrease in integrity of the historical resource.

DSP Policy 4.1.3, 4.2.2, and 7.2.3 would reduce impacts associated with historic resources by limiting the amount and type of alterations to historic buildings. Additionally, the proposed SGCP will incorporate the following citywide principle and goal to protect historical resources:

- **Citywide Principle:** Identify and protect significant cultural, historical, archaeological, and paleontological resources that are important to the community through education, designation, conformance with State environmental laws, and sound preservation practices.

- **Goal:** Identify and protect significant cultural, historical, archaeological, and paleontological resources that are important to the community through education, designation, conformance with state and environmental laws, and sound preservation practices.

**MM 4.4-1** All properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits.

**MM 4.4-2** The City shall require a current historical survey by a qualified historian or architectural historian meeting the secretary of the Interior's Professional Qualification Standards for Architectural History for future projects under review after the year 2022 that could impact buildings or structures 45 years old or older. Potential resources shall be evaluated for their eligibility for listing in the national, state, or local registers prior to the City's approval of project plans. The historic survey shall be submitted to the City for review and approval.

**Finding:** **Alteration or demolition of historic resources located within areas identified as areas to Maintain-Enhance, Enhance, and Transform would result in potentially significant impacts associated with historic resources; however, implementation of mitigation measures MM 4.4-1, and MM 4.4-2 would reduce this impact to a less than significant level.**

Impact 4.4-2 Implementation of the proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant level*.

A Sacred Lands File search was conducted with the NAHC to determine the presence of known cultural resources and informal cemeteries. The NAHC reported no known Native American resources within the proposed SGCP area. Since the proposed SGCP area is located on prehistorically occupied Fernandeño and Gabrielino territories, archaeological resources would be potentially present. Ground disturbing activities associated with development of land uses allowable under the proposed SGCP would have a potentially significant impact on archaeological resources.

Therefore, future projects implemented under the proposed SGCP would potentially result in new development and ground disturbing activities in areas containing undiscovered archaeological resources. This would be a potentially significant impact; however, implementation of mitigation measures *MM 4.4-3* and *MM 4.4-4* would reduce this impact to a less than significant level.

**MM 4.4-3** The City shall require that archaeological and tribal monitors be retained during ground disturbing activities that can disturb previously undisturbed soils that may have the potential to impact archaeological and tribal cultural resources qualifying as historical resources or unique archaeological resources, as determined by a qualified archaeologist (following Standard of Interior Qualifications) and local Native American tribal monitors in consultation with the City. Historically built environments have not been subject to CEQA guidelines and could possess unknown cultural resources previously undiscovered. Additionally, current construction practices often require foundations to be set at a depth below that historically used for seismic stability. This new practice can result in previously undisturbed soils that contain archaeological deposits. Native American monitors shall be retained for projects that have a high potential to impact unknown and sensitive tribal cultural resources, as determined by the City in coordination with the qualified archaeologist.



**MM 4.4-4** To prevent impacts to cultural resources, the City shall evaluate the likelihood of the project site to contain archaeologist resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.

- The City shall consult with the local Native American representatives for future development projects. Any cultural resources inventory shall include a cultural resources records search to be conducted at the South Central Coastal Information Center; scoping with the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey by the qualified archaeologist, (when appropriate); and formal recordation of all identified archaeological resources and significance evaluation of such resources presented in a technical report. The report shall also include full documentation of outreach to the Native American community. The Phase I survey shall be conducted prior to any CEQA review of development projects.
- If potentially significant archaeological resources are encountered during the survey, the City shall require the resources to be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency and the appropriate Native American groups for prehistoric resources. Preservation shall be the preferred manner of mitigation to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery in consultation with the implementing agency, and any local Native American representatives expressing interest in cultural resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provision of Section 21083.2 of CEQA.

**Finding: Implementation of mitigation measures MM 4.4-3 and MM 4.4-4 would result in reducing any potential impacts related to paleontological resources to less-than-significant levels.**

Impact 4.4-3 Implementation of the proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant* level.

According to the Geological Technical Study prepared by Earth Consultants International (2003), the majority of the proposed SGCP area is underlain by Holocene era sediments composed of fine-grained sands, silts, and clays. The Holocene deposits of Quaternary Alluvium rock types vary in the possibility of containing fossils. The discovery of a paleontological resource within Holocene Alluvium is unlikely; however, the discovery of a resource would likely be significant in scientific integrity. A small portion of the west central area of the proposed SGCP area is underlain by Monterey formation, which has high potential to produce paleontological resources, specifically vertebrate species. A small portion of the proposed SGCP area within and northeast of Forest Lawn

Memorial Park is underlain by Topanga formation, which has high paleontological potential for vertebrates and invertebrate fossil discovery. The area underlain by the Topanga formation is within a "Maintain" planning area under the proposed SGCP. The proposed SGCP area is also underlain by large igneous and metamorphic rocks, which are not likely to produce paleontological resources. The SGCP area does not contain any known unique geologic features.

Small portions of the formations within the proposed SGCP area have the potential to contain undiscovered fossils. Future development projects implemented under the proposed SGCP located within the formation could result in a potentially significant impact to paleontological resources. Any discovery of a resource would be a potentially significant impact; however, implementation of mitigation measures MM 4.4-5 and MM 4.4-6 would reduce this impact to a less than significant level.

**MM 4.4-5** For future individual projects that require ground disturbance, the City shall evaluate the sensitivity of the project site for paleontological resources. If deemed necessary, at the applicant's expense the City shall retain a qualified paleontologist (following Secretary of Interior standards) to evaluate the project and provide recommendations regarding additional work, potentially including testing or construction monitoring throughout the length of ground disturbance in paleontologically sensitive areas.

**MM 4.4-6** Prior to any grading a City-certified paleontologist shall be retained, at the applicant's expense, to observe grading activities over formations where paleontological resources have greater possibility of being discovered. The paleontologist shall be present at the pre-grade conference, establish procedures for paleontologist resource surveillance, and establish, in cooperation with the applicant, procedures for temporarily halting and/or redirecting work to permit identification and evaluation of paleontological resources.

If unanticipated discoveries are found, the paleontologist shall evaluate the resources in cooperation with the project applicant, for significance evaluation and proper management of the paleontological resources. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, and other special studies; submit materials to its designee, and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.

**Finding: Implementation of MM 4.4-5 and 4.4-6 would result in reducing any potential impacts related to paleontological resources to less-than-significant levels.**

Impact 4.4-4 Implementation of the proposed project would disturb any human remains, including those interred outside of formal cemeteries. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant* level.

Forest Lawn Memorial Park is a formal historic cemetery that is located in the southeastern portion of the proposed SGCP area; and has been in use since 1906. Informal cemeteries are commonly found adjacent to formal Christian cemeteries. A Sacred Lands File search conducted through the NAHC confirmed that no other known informal cemeteries are located within the proposed SGCP area. However, given the prehistory of human occupation and development of Glendale in the early 20<sup>th</sup> century, the potential to disturb unknown human remains outside of a formal cemetery is likely. In the event of inadvertently discovering human remains during ground disturbing activities, Section 7050.5 of the California Health and Safety Code would be in effect. The Health and Safety Code requires that no further ground disturbance, after the discovery of human remains, shall continue

until a County Coroner has made a determination about the human remains. PRC Section 5097.98 states that the NAHC shall be notified if the County Coroner determines the human remains are prehistoric to determine the Most Likely Descendant. The appropriate Native American tribe shall then coordinate with the City for proper handling of any prehistoric human remains discoveries.

**MM 4.4-7** Regulations and procedures of the discovery of human remains must be included in all archaeological-related programs and ground disturbance information for future projects. All references to the inadvertent discovery of human remains shall promote preservation and proper coordination with applicable Native American tribes in a timely manner.

**MM 4.4-8** Should subsurface archaeological and tribal cultural resources be discovered during construction of future projects under the SGCP, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC, who will then contact the most likely descendant of the deceased Native American. If tribal cultural resources are determined to be significant, the tribal monitor and archaeologist shall determine, in consultation with the City, appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to tribal cultural resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, with CEQA Guidelines Section 15126.4(b)(3)(C), the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of CEQA Section 21083.2.

**Finding:** **The potential to disturb human remains is considered a potentially significant impact; however, implementation of mitigation measures *MM 4.4-7* and *MM 4.4-8* would reduce this impact to a less than significant level.**

**Impact 4.4-5** Implementation of the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the CRHR or local register of historical resources. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant* level.

AB52 requires lead and/or consulting agencies consult with local Native American tribes regarding the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. Tribal cultural resources are cultural landscapes, features, objects, places, sacred places, and/or sites with cultural value to a local Native American tribe that are either eligible or listed in the CRHR or locally registered with historic resources register.

The City, as lead agency, contacted six traditional inhabitant tribes of the proposed SGCP area, and as discussed above, the City also conducted a Sacred Lands File search through the NAHC. Two of the six tribes responded with comments regarding the proposed SGCP. The Fernandeño Tataviam Band of Mission Indians sent an email on September 23, 2016, requesting consultation on all plan adoptions, modifications, and amendments associated with the proposed SGCP. The Gabrieleño Band of Mission Indians - Kizh Nation replied via email to the consultation attempt. The Gabrieleño

Band has requested an experienced and certified Native American monitor from their Band to be present during any ground disturbance. Although both tribes have expressed concern of unprecedented tribal and cultural resources discoveries as a result of implementation of the proposed SGCP, no currently known tribal cultural resources exist in the proposed SGCP area.

The proposed SGCP area has six historical resources on the NRHP, ten historical resources on the CRHR, and 24 historical resources on the GRHR; none of which have any known affiliation or significance to local Native American tribes.

Following standard Native American consultation practices, a Sacred Lands File search was conducted through the NAHC to obtain further information on known cultural resources within the proposed SGCP area. Although the outcome of the Sacred Lands File did not result in the identification of potential cultural resources, negative results do not rule out the possibility of future projects discovering previously unknown cultural resources that could be considered significant by local tribes.

Although there are no tribal cultural resources known to the local Native American tribes, unknown and undiscovered subterranean tribal and cultural resources could be present. According to the Fernandeano Tataviam Band of Mission Indians, the ancestral village of Hahamongna, which loosely translates to "walking, they seated themselves" is located a quarter mile northwest of the proposed SGCP area (USDI 2017).

**Finding:** Implementation of the proposed SGCP citywide principle and goal list above under Impact 4.4-1 would reduce potential impacts to tribal and cultural resources. Unearthing tribal or cultural resources could occur during future ground disturbing activities. This is considered a potentially significant impact; however, implementation of mitigation measures *MM 4.4-2, MM 4.4-3, MM 4.4-4, and MM 4.4-8* would reduce this impact to a less than significant level.

Impact 4.4-6 Implementation of the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource as determined by the lead agency pursuant to PRC 5024.1(c). This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to a *less than significant* level.

Record searches and cultural resources searches did not reveal any known tribal and cultural resources within the proposed SGCP area; however, future construction and ground disturbing activities have the potential to encounter tribal cultural resources that are known to exist in the proposed SGCP area. As mentioned above for Impact 4.4-5, implementation of the proposed SGCP citywide principle and goal would require future development projects to reduce impacts associated with tribal cultural resources.

**Finding:** This is considered a potentially significant impact; however, implementation of mitigation measures *MM 4.4-2, MM 4.4-3, MM 4.4-4, and MM 4.4-8* would reduce this impact to a less than significant level.

### Greenhouse Gas Emissions

Impact 4.6-1 Implementation of the proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Additionally, the proposed project would conflict with an applicable plan policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less than significant level. Therefore, this would be a *significant and unavoidable* impact.

GHG emissions associated with the proposed SGCP would be generated during project construction and as a result of operations within the proposed SGCP area during and after buildout. Estimated levels of construction- and operation-related GHG emissions are presented below, followed by a discussion of the project's consistency with applicable regulations and policies established to enable the achievement of mandated statewide GHG reduction goals.

Project construction activities would result in the generation of GHG emissions from the use of heavy-duty, off-road construction equipment, materials transport, and worker commute.

Operation of the proposed SGCP would result in mobile-source GHG emissions associated with project-generated vehicle trips (i.e., project-generated VMT); area-source emissions from the combustion of natural gas for space and water heating and operation of landscape maintenance equipment; energy-source emissions from the consumption of electricity; water-source emissions from water use and the conveyance and treatment of wastewater; and waste-source emissions from the transport and disposal of solid waste. Mobile-source emissions would result from new vehicle trips generated by anticipated land use development (i.e., 10,337 new dwelling units and 3,765 thousand square feet of non-residential development). It should be noted that mobile source emissions would be expected to decrease over time due to fleet turnover and State regulations requiring reductions in carbon emissions from vehicles. Operational emissions would be highest during the first year and would decline due to fleet turnover and implementation of additional regulations at the State level; operation emissions would be the lowest at proposed SGCP buildout (2040).

As of the 2014 first updated Scoping Plan, CARB recommends GHG emissions at the local plan-level not exceed 6 metric tons CO<sub>2</sub>e per capita per year by 2030 and no more than 2 metric tons CO<sub>2</sub>e per capita by 2050. The proposed project would exceed these per capita and mass emissions goals; therefore, the SGCP would not be consistent with statewide emissions limits established by AB 32, SB 32, SB 391, and Executive Orders S-3-05 and B-30-15.

Based on the emissions modeling conducted using CalEEMod version 2016.3.1, project-generated GHG emissions would result in 4.8 metric tons CO<sub>2</sub>e per capita per year at buildout of the proposed project in 2040, thus exceeding recommended levels needed to meet overall state GHG emissions targets. Although the 2017 Scoping Plan Update has been approved by CARB at the time of this EIR, the relevant forecasts and specific targets and outcomes modeled in the 2014 are the most up-to-date resources available that support statewide compliance with emissions levels identified in SB 32 (2006) and AB 197 (2016).

**MM 4.6-1** The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:

**Policy GHG-1:** The City shall update the Greener Glendale Plan for community and municipal operations and establish GHG reduction goals that are consistent with California's established goals of 40 percent below baseline emissions by 2030 and 80 percent below baseline emissions by 2050; this update shall be evaluated against potential environmental impacts and qualified under CEQA as a Climate Action Plan. The updated plan shall include quantifiable and feasible measures that the City can implement to achieve established GHG reduction targets;

**Policy GHG-2:** The City shall require any new development proposals within the SGCP to demonstrate consistency with an applicable adopted Climate Action Plan, or other applicable thresholds that demonstrate how the development would not conflict with the City of Glendale's GHG reduction targets. Specific GHG reduction requirements for individual development applications shall be determined at the time of discretionary

approval and in accordance with all applicable local (e.g., City, SCAMQD) and State GHG emissions targets;

**Policy GHG-3:** The City shall reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions; and

**Policy GHG-4:** The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City's long-term GHG emissions reduction goals.

Implementation of mitigation measure *MM 4.6-1* would help establish GHG reduction goals and establish a plan for meeting long-term City goals. Any new development subject to CEQA proposed within the SGCP area would be required to show consistency with City and State GHG reduction targets by incorporating GHG reduction measures identified in an adopted Climate Action Plan; however, currently no future GHG reduction targets have been established for Glendale. Upon adoption of an updated Greener Glendale Plan, the City's progress toward achieving future GHG reduction targets will be evaluated, and any additional GHG reduction measures needed to meet future targets will be identified. Once a plan is adopted, subsequent development within the SGCP area can show consistency with recommendations included within the plan, thus also not interfering with the City or State's ability to meet GHG reduction targets. Nonetheless, at this time, individual development (e.g., size, type, location) that may occur within the proposed SGCP area is unknown. GHG emissions and the level of GHG reduction that may be achieved by on and off-site mitigation measures for future individual development projects remain unknown. While the City previously adopted the Greener Glendale Plan as its citywide sustainability plan, it is not yet a qualified Climate Action Plan, as it lacks future GHG reduction targets against which future development projects may be analyzed. Without a qualified plan outlining a clear path towards achieving GHG reduction targets, it cannot be determined whether or not all future development would be consistent with City or State plans adopted for the purpose of reducing GHG emissions. This impact would remain significant and unavoidable.

**Finding:** This is considered a potentially significant impact. Implementation of mitigation measures *MM 4.6-1*, as well as *MM 4.2-1* and *MM 4.2-2* would reduce this impact, but not to a less than significant level, resulting in a significant and unavoidable impact. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).

### Noise

Impact 4.11-2 Implementation of the proposed project would 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. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.

#### *Vehicular Noise*

The dominant noise source affecting land use compatibility within the proposed SGCP area consists of vehicular traffic on adjacent roadways. The distances to the 60 dBA, 65 dBA, 70 dBA, and 75 dBA CNEL roadway noise contours attributed to future project generated traffic volumes.

The noise model based these contours on an assumed hard, flat site, with no intervening barriers or obstructions. The actual existing noise levels would depend on both the current source noise levels and the path of sound from the source to the receptor. Structures, ground topography, and other obstacles could significantly reduce noise exposure at discrete receptor locations by obstructing the direct line of sight from the receptor to traffic noise sources.

As a result of the proposed project, existing and proposed residential use areas would, in cases of residences close to the freeways and major roadways, exceed the General Plan Noise Element “conditionally acceptable” thresholds for residential land uses (70 dBA CNEL) under both existing and future conditions. Certain conditions for land uses, such as business commercial, industrial, and other non-noise-sensitive land uses, may allow noise levels exceeding 75 dBA CNEL, which are considered “clearly unacceptable” for residential land uses (Glendale 2007). In areas where existing noise barriers are not currently constructed, land uses located adjacent to SR-134 and SR-2 have the potential to be exposed to noise levels greater than 75 dBA CNEL. Future projects may include mitigation, such as additional noise barriers adjacent to freeways and roadways, which can reduce exterior noise to levels compliant with General Plan Noise Element guidelines.

Future noise levels within the proposed SGCP area, for residential land uses would be clearly unacceptable (i.e., greater than 75 dBA CNEL) at areas located within approximately 358 to 380 feet from the SR-134 edge of pavement and 264 feet from the SR-2 edge of pavement, and normally unacceptable (i.e., greater than 70 dBA CNEL) at areas located within approximately 613 to 637 feet from the SR-134 edge of pavement and 594 feet from the SR-2 edge of pavement. Although these areas are already developed, changes to the land use in these areas would result from implementation of the proposed SGCP, including the introduction of new sensitive land uses. Development of new noise-sensitive land uses as a result of future projects within the proposed SGCP area may subject receptors in vicinities not shielded by existing highway noise barriers to noise levels that exceed General Plan guidelines. Tropico, Pacific Edison Center, Pacific Avenue Gateway, Downtown, Verdugo Road, and East Colorado Gateway areas are located in the immediate vicinity of freeways, are proposed to be transformed, and all have potential to experience CNEL levels greater than 75 dBA. Any future residential use in areas experiencing noise levels above 65 dBA CNEL would be required to meet exterior and interior noise standards applicable to the proposed land use category through both exterior and interior noise attenuation measures.

Policies in the proposed SGCP, General Plan, and CBC would reduce traffic noise exposure due to standards for siting noise sensitive land uses. Noise Element Policy 3.1 requires the preparation of a noise study by a qualified acoustic consultant for certain new land uses in areas where the existing or future noise levels exceed or would exceed the “acceptable” noise level thresholds. Future discretionary proposals would be required to demonstrate that those projects would not place sensitive receptors in areas that would exceed the existing or future exterior noise levels of the noise compatibility guidelines of the General Plan. Noise Element Policy 3.2 requires continued enforcement of CBC, Title 24, Compliance Reports to demonstrate that the building envelope acoustic performance results in interior noise levels of 45 dBA CNEL or less. Due to this compliance, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

### *Rail Noise*

Railway noise, consisting of freight trains and passenger rail (Amtrak and Metrolink), is generated from rail traffic along the proposed SGCP area western boundary within the Southern California Regional Rail Authority corridor. Modeled passenger train speeds were reduced to 15 mph in the vicinity of the Larry Zarian Transportation Center to reflect the slowing and stopping of passenger trains at the station

Prediction model results provide 60 dBA L<sub>dn</sub> noise contour distances that are calculated assuming flat-site conditions and no intervening existing buildings or barriers that would provide noise attenuation, which would represent a conservative, worst-case analysis

The California High-Speed Rail Authority is currently studying use of the current railroad ROW on the western border of the proposed SGCP area as a portion of the planned Burbank to Los Angeles Project Section of their planned California High Speed Rail service, although final designs and in-service date are still under development. The section that borders the proposed SGCP (along the existing rail corridor), if it is built, would be constructed either at-grade or on an elevated viaduct to avoid existing grade-crossings. The combined acoustical effect of higher train speeds and number of trains (which would increase exposure to rail noise, and ultimate changes in the vertical and horizontal alignment of the future rail lines in this area) are not known at this time.

As described in the Noise Element of the Glendale General Plan, train operations by the year 2030 will increase to 96 trains per day, a growth in trip quantity of approximate 34 percent and it is assumed freight rail usage would increase by 33 percent from 10 trains per day to 15 trains per day.

The railroad corridor is lined with varying land use types, primarily comprised of commercial retail, storage warehouses and yards, and parking lots. One segment of railway abuts the residential neighborhood of single family and multi-family homes. Similar to vehicular noise levels generated by vehicular traffic noise, future rail operation noise levels within the proposed SGCP area in existing and proposed residential use areas would, in cases of proposed single-family and multi-family residences close to the rail alignment, exceed the General Plan Noise Element thresholds and standards.

#### *Municipal Code Compliance*

Mixed-use areas would contain residential, commercial, and industrially permitted developments under the proposed SGCP. Noise sensitive receptors are likely to be exposed to additional noise, aside from traffic noise contributions found throughout the proposed SGCP area, where residential uses are located in proximity to commercial or industrial sites. These noise sensitive receptors could be exposed to noise as a result of operations traffic, truck idling, loading and unloading operations, mechanical equipment such as HVAC units and air handlers, trash-hauling activities, and customer/employee use of commercial facilities.

While noise sensitive residential land uses would be exposed to noise associated with the operation of commercial uses, policies are in place to control noise and reduce noise impacts between various land uses. Noise policies, as contained in the General Plan Noise Element, the proposed SGCP, and regulations in the Glendale Municipal Code are in place to control and reduce noise levels from various land uses to levels below impact thresholds for certain new developments. Plans and policies include the requirement for noise studies for new developments, limits on hours of operation for various noise-generating activities, and standards for the compatibility of land use types. Additionally, enforcement of the federal, State, and local noise regulations would control impacts. With the implementation of these policies and enforcement of the Noise Control chapter of the Glendale Municipal Code, impacts associated with compliance of the Glendale Municipal Code would be less than significant.

**MM 4.11-1** Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan, Noise Ordinance, or other applicable standards shall be required to implement measures, such as but not limited to; increase setbacks of dwelling units from area roadways or rail lines, use of developer-installed noise walls to protect exterior use area, and/or use of upgraded acoustical doors and windows in dwelling units to reduce interior noise.



- MM 4.11-2** Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan Noise Ordinance, or other applicable standards, shall implement measures, such as but not limited to, the use of parking areas or garage structures to act as acoustical buffers or barriers against highway or rail noise shall be implemented.
- MM4.11-3** Future projects implemented under the SGCP that result in substantial increase in operational noise levels shall implement measures, such as but not limited to, specification of quieter equipment, implementation of acoustical panels or enclosures around exposed noise producing equipment, relocate noise producing equipment into an acoustically-isolated space, relocate noise producing equipment further from noise-sensitive property boundary, and/or apply appropriate silencers (i.e. mufflers, baffles, or other noise reducing modifications) to noisy equipment.

**Finding: Implementation of the proposed SGCP would expose receptors or result in the generation of noise levels in excess of standards established in the General Plan Noise Element; therefore, this is considered a potentially significant impact. However, implementation of mitigation measures MM 4.11-1, MM 4.11-2, and MM 4.11-3 would reduce this impact to a less than significant level.**

Impact 4.11-3 Implementation of the proposed project would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.

#### *Commercial Uses*

Utilization of equipment for commercial and industrial operations may generate vibration impacting land uses in close proximity to the source. However, compliance with Glendale Municipal Code, Chapter 8.36, Section 8.36.210 Vibration would reduce impacts to below a level of significance. Proposed land uses within the proposed SGCP include retail facilities, restaurants, and office spaces that would not require heavy mechanical equipment or heavy truck deliveries, both of which would potentially generate atypical levels of vibration. Proposed land uses, such as residential developments and civic uses do not typically generate any notable vibration. Therefore, operational vibration impacts associated implementation of the proposed project resulting in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be less than significant.

#### *Construction Activities*

Depending on the construction activity and equipment being used, construction activities can generate groundborne vibration. Groundborne vibration and noise associated with construction activities would only occur temporarily during groundbreaking activities such as demolition, excavation for underground levels, and pile driving activities to stabilize the walls of excavated areas. Non-pile driving or foundation work construction phases have the greatest potential of producing vibration, which would be intermittent and only occur for short periods of time. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2013) identify potential vibration damage thresholds for various structure types and human receptors. Utilization of administrative controls, such as scheduling vibration-intensive construction activities to hours with the least potential to affect nearby sensitive receptors, perceptible vibration can be kept to a minimum and, as such, would result in a less than significant impact. Additionally, any future construction projects within the proposed SGCP and in proximity to noise sensitive areas would be required to conduct specific environmental review to ensure that the project is in compliance with the

Glendale Municipal Code, particularly Section 8.36.080 for construction noise, and any required noise mitigation elements.

Pile driving would potentially generate the highest groundborne vibration levels and is the primary concern in regard to human perception. Pile driving or other intermittent or continuous vibratory construction can result in distinct human perception at a vibratory level of 0.04 PPV in/sec and human receptors experience “strongly perceptible” vibration at 0.1 PPV in/sec.

**MM 4.11-4** Future projects implemented under the SGCP that exceed groundborne thresholds outlined in Code Section 8.36.210 shall be required to use alternative methods to pile driving, such vibratory or pre-augured pile. When located near sensitive receptors, vibration sensitive land uses, or older fragile buildings, vibration monitoring shall be implemented.

**Finding:** **The construction of future land uses as a result of the implementation of the proposed project would have the potential to result in a significant impact related to vibration associated with construction. This is considered a potentially significant impact. However, implementation of mitigation measure MM 4.11-4 would reduce this impact to a less than significant level.**

Impact 4.11-4 Implementation of the proposed project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This is considered a potentially significant impact. However, implementation of mitigation would reduce this impact to *less than significant*.

Although no specific construction or development is proposed under the proposed SGCP, construction noise would occur as a result of future development. Construction activities would likely take place adjacent to noise sensitive land uses due to the highly-developed nature of the proposed SGCP area, temporarily impacting ambient noise levels.

Any future construction projects within the proposed SGCP area and in proximity to a noise sensitive area would be required to conduct specific environmental review to ensure that the project is in compliance with the Glendale Municipal Code, particularly Section 8.36.080 for construction noise, and any required noise mitigation elements.

**MM 4.11-5** Future projects implemented under the SGCP that result in a substantial temporary or periodic increase in ambient noise levels shall be required to implement measures, such as but not limited to, the installation of temporary noise wall or curtains, use of quieter equipment and/or construction procedures, and restrictions on nighttime construction.

**Finding:** **This is considered a potentially significant impact. However, implementation of mitigation measure MM 4.11-5 would reduce this impact to a less than significant level.**

### Population and Housing

Impact 4.12-2 Implementation of the proposed project would induce substantial population growth in an area, either directly or indirectly. As no feasible mitigation is available, this would be a *significant and unavoidable* impact.

Although implementation of the proposed SGCP does not involve direct development, it allows for an increase of up to 10,337 new dwelling units in the proposed SGCP area. In order to assess whether a project would directly or indirectly induce a substantial population increase or housing growth, an evaluation is reached on whether the project-related growth could be accommodated within applicable population and housing projections.

The buildout of the proposed SGCP would result in an increase of 10,337 dwelling units within the proposed SGCP. This growth exceeds SCAGs forecasted growth of 8,700 dwelling units for the entire City. An increase of 10,337 dwelling units would result in a population increase of approximately 27,910 people within the proposed SGCP area; the increase is calculated using SCAG's 2017 Profile of the City 2.7 average persons per household. SCAG projects an increase in population of 20,800 residents within the City by 2040; therefore, the growth associated with the proposed SGCP exceeds the projected growth for the entire City by 7,110 people. Implementation of the proposed SGCP would result in a population increase of 20,925 beyond the existing Glendale General Plan for the proposed SGCP area. The growth associated with the proposed SGCP is beyond the allowable growth under the existing Glendale General Plan.

It should be noted, growth associated with the proposed SGCP could occur beyond the 2040 buildout used in this analysis and by SCAG for planning purposes. The development of land uses allowable under the proposed SGCP would induce population growth within the proposed SGCP area, which is considered a potentially significant impact.

In terms of employees, the proposed SGCP would lead to an additional 11,236 employees (57,747 in total), which is a 24.2 percent increase on the number of employees (as of 2015) in the proposed SGCP area. It is estimated that without the project, the number of employees in the proposed SGCP area would be 54,651, which is a 17.5 percent increase on the number of employees (as of 2015) in the proposed SGCP area.

While the additional population allowed under the proposed SGCP would exceed SCAG's projections, one of the proposed project's main objectives (see Project Description Section 3.2, Objective 12 of this EIR) is to meet or exceed the RHNA allocation. Section 4.8 of the Glendale General Plan Housing Element identifies a need for 2,017 dwelling units over the period 2014-2021. The policies listed in the Housing Element and listed above in Section 4.12.2, Regulatory Framework, promote the development of housing for all income levels and seek to accommodate growth based on community needs. Relevant policies include Policies 1.1 through 1.9, 2.2 through 2.4, 4.2, 4.4, 4.10, 5.1, 6.1, and 6.2. In addition to the Housing Element and associated policies, the Glendale Long Range Planning Public Input Findings (2006) identified "retention, new development, and rehabilitation of affordable housing" as its highest priority within the housing topic area. Increasing population growth and new residential development within the City has thus been a priority for a considerable amount of time. The proposed SGCP in conjunction with the DSP aims to ensure responsible growth in the Downtown area (Policy 1.5) and provide incentives for a range of housing developments (Policy 1.1) near transportation hubs, services, and recreation facilities (Policy 1.3). The increase in dwelling units and subsequent population increase within the City is aligned with the vision for South Glendale, and the proposed development seeks to enable the projected growth in the proposed SGCP area. Policy 6.1 aims to "accommodate future housing needs to prevent overcrowding and over-utilization of existing community resources." Implementation of the proposed SGCP would enable better connections between lower income housing and transportation and service areas, and consequently facilitate better connections with employment centers.

The proposed project would include an amendment to the Glendale General Plan to incorporate the proposed SGCP and slight modification to the DSP boundaries, and an amendment to Zoning Ordinance and Zoning Map (see also Housing Element, Policy 1.9) to apply zoning consistent with the proposed SGCP; some or all of which could be approved concurrently with the proposed SGCP at the discretion of the City Council. This would allow for the increase in population and dwelling units to be consistent with all local planning documents within the City. The proposed SGCP would thus guide future growth and include a framework for land use and development to prevent unanticipated or inappropriate population growth within the proposed SGCP area.

The impact associated with induced population growth is partly reduced due to the City's role in approving discretionary projects. However, this is a programmatic analysis and impacts are addressed under the assumed buildout year of 2040.

**Finding:** The proposed SGCP, as noted above, would directly and indirectly result in the inducement of substantial population growth within the proposed SGCP area, and there is no feasible mitigation to reduce the impact; therefore, this impact is considered significant and unavoidable. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).

### Public Services

Impact 4.13-3 Implementation of the proposed project would increase the demand for fire protection services and would potentially require the construction of new or physically altered facilities to accommodate the increased demand. As no feasible mitigation is available, impacts to fire protection services would be *significant and unavoidable*.

There are currently 37,903 existing dwelling units within the proposed SGCP area. The proposed SGCP would allow up to 10,337 additional dwelling units within the proposed SGCP area. Utilizing the SCAG population projection ratio of 2.7 persons per dwelling unit (SCAG 2017), population would potentially increase by 27,910 people. The proposed SGCP would contribute to population growth, increasing demands for fire protection.

Additional residents would create additional demand on the GFD, specifically for the three stations located within the proposed SGCP area: Fire Station 21, Fire Station 22, and Fire Station 25. Currently, 153 sworn management and executive department personnel serve the City (GFD 2017). The present fire personnel-to-resident ratio is 0.76 per 1,000 residents (Glendale 2016). The proposed SGCP would increase the citywide population to 231,982, which would increase the fire personnel-to-resident ratio. Thus, the increase in population within the proposed SGCP area would have a potentially significant impact on fire protection services.

NFPA's standard for response time is 240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident. According to City key performance standards, the average time to arrive on scene for fire calls from fiscal year 2015-2016 was 305 seconds. To maintain or achieve acceptable fire protection standards, it is reasonably foreseeable that the provision of new or physically altered fire facilities would be required, which would have the potential to result in adverse environmental impacts. The City does not have any programs in place, which allows the collection of development impact fees to mitigate impacts to fire protection services, including the provision of new or physically altered fire facilities.

Development under the proposed SGCP would comply with all local, State, and federal regulations pertaining to fire protection. In addition, all discretionary projects are subject to environmental review and standard mitigation measures are applied as part of the conditions of approval for the project.

**Finding:** The GFD's ability to maintain current workload/service levels would be reduced through a larger population requiring fire protection services. This is considered to be a significant and unavoidable impact. There is no feasible mitigation to reduce the impact; therefore, this impact is considered significant and unavoidable. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).

Impact 4.13-4 Implementation of the proposed project would increase the demand for police protection services and would potentially require the construction of new or physically

altered facilities to accommodate the increased demand. As no feasible mitigation is available, impacts to police protection services would be *significant and unavoidable*.

The proposed SGCP would allow up to 10,337 additional dwelling units within the proposed SGCP area. Utilizing the SCAG population projection ratio of 2.7 persons per dwelling unit (SCAG 2017), population would potentially increase by 27,910 people. The proposed SGCP would contribute to population growth, increasing demands for police protection services. The GPD provides law enforcement within the proposed SGCP area. The City's police station is located within the proposed SGCP area at 131 N. Isabel Street. The GPD does not have an emergency response time goal, as officers are dispatched to calls based on an officer's proximity to the origin of the call. The demand for police protection services would increase as population grows due to development associated with the proposed SGCP.

Development under the proposed SGCP would comply with all local, State, and federal regulations pertaining to police protection. In addition, all discretionary projects are subject to environmental review and standard mitigation measures are applied as part of the conditions of approval for the project.

The GPD currently has 244 sworn police officer positions to serve the City, which includes the area within the proposed SGCP area resulting in an officer-to-population ratio of 1.2 officers per 1,000 residents (GPD 2017). The standard officer-to-population ratio used by GPD is 2 officers per 1,000 residents. To meet the standard ratio, the current population would require 408 sworn police officers. The addition of 27,910 people within the proposed SGCP area would increase the City population to 231,982. Using an officer-to-population ratio of 2 officers to every 1,000 residents, 464 officers would be needed to serve the increased population, resulting in an added deficiency of police protection services. Current staffing levels do not meet the 2 officers per 1,000 resident standard officer-to-population ratio used by GPD.

**Finding: An increased population allowed by the proposed SGCP would exacerbate this deficiency; thus, the impact to police staffing levels is considered a significant and unavoidable impact. There is no feasible mitigation to reduce the impact; therefore, this impact is considered significant and unavoidable. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).**

## Recreation

Impact 4.14-1 Implementation of the proposed project would 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. This is considered a potentially significant impact. As no feasible mitigation is available, this would be a *significant and unavoidable* impact.

Implementation of the proposed SGCP would permit the development or redevelopment of allowable land uses and would result in an increase of up to 10,337 dwelling units. As discussed in Section 4.12 (Population and Housing), implementation of the proposed SCGP would potentially result in a population increase of 27,910 people, which would bring the total population within the proposed SGCP area to 130,248 people. Applying the minimum NRPA standards of 6 acres per 1,000 residents to the City would require a total of approximately 781 acres of developed parkland. Presently, there is approximately 285 acres of developed parkland within the City, indicating a deficit of 496 acres. The proposed SGCP area has 23.19 acres of park land.

The increase in population would result in an increase in the use of local and regional recreational facilities within the proposed SGCP area. The Glendale General Plan Recreation Element has

established a standard ratio of 6 acres per 1,000 persons. The proposed SGCP area currently has a ratio of approximately 0.23 acre of parkland per 1,000 persons. Implementation of the proposed SGCP would result in a population increase of 27,910, which would create the need for an additional 167.5 acres of new parkland. Implementation of the proposed SGCP would further exacerbate the deficiency of parkland, which would lead to a deterioration of existing facilities.

The City is currently studying Space 134, a 25-acre linear “cap park” located above the SR-134 freeway (Glendale 2016). The 25-acre increase would bring the total parkland to 48.19 acres of parkland available to residents within the proposed SGCP area. The parkland ratio would increase to 0.47 acre of parkland per 1,000 persons, a 104 percent increase to the existing 0.23 acre per 1,000 persons.

When completed, the Glendale Narrows Riverwalk would provide a total of approximately 2.6 acres of “trails for bicyclists and pedestrians that will include parks, rest areas, river overlooks, an equestrian facility, interpretive signage, a public art project, and potentially a bridge connecting Glendale Narrows Riverwalk to Griffith Park and/or North Atwater” (Glendale 2014a). Phase I (approximately 2 acres) is complete, while Phase II, currently in planning, should provide an additional approximately 0.6 acres of new recreation space; Phase III, the Los Angeles River bridge, will provide additional connectivity when completed. The total acreage of this project is not considered in parkland calculations given its conceptual status and location outside of the proposed SGCP area.

Future development within the proposed SGCP area would be required to comply with the minimum NRPA and Quimby Act standards. Specifically, this requires that 6 acres of land for each 1,000 residents be devoted to local park and recreational purposes. This could be met through land dedication or payment of park fees, or a combination of both. While dedicated parkland directly increases the available recreation space within the City for residents, the payment of park fees from new development would be allocated to fund the acquisition and/or development of future parks or facility renovations associated with increased use of public facilities.

Adherence to existing applicable local regulations and implementation of the provisions in the Quimby Act would ensure that parks and open space are acquired, developed, improved, and expanded as future residential projects are constructed. The proposed SGCP is not a physical project and does not directly create an impact; however, development resulting from the proposed SGCP would be subject to development impact fees in order to mitigate any potential impacts associated with parklands. As mentioned above in Section 4.14.2 Regulatory Framework, development impact fees would be imposed on any future development project, and these payments would constitute mitigation of project-related impacts on park and recreation land and facilities within the proposed SGCP area. Furthermore, Space 134 would help alleviate the strain on the existing facilities by adding a facility that would raise the acreage per 1,000 persons. Any open space, facilities or parks proposed for establishment at a later date would require separate environmental review under CEQA and development impact fees; however, the proposed SGCP will remain deficient in parkland despite the increases in parkland acreages.

**Finding: Although implementation of the proposed SGCP would result in a reduced deficiency in parkland available to the residents of South Glendale, the area would remain in noncompliance with the 6 acres of parkland per 1,000 residents. No mitigation measures are feasible to reduce this impact; therefore, this is considered a significant and unavoidable impact. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).**

Impact 4.14-2 Implementation of the proposed project would include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse

physical effect on the environment. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce this impact to a less than significant level, this would remain *significant and unavoidable*.

Future population increases would result in additional demand for park and recreational areas, and possibly create the need for the construction or expansion of such areas. As part of the proposed SGCP, the creation of Space 134 is envisioned, which would introduce park space and reconnect the neighborhoods north of the freeway with Downtown Glendale.

The existing Glendale General Plan strives to alleviate park and recreational deficits through implementation of goals, objectives, and policies as identified in the Open Space and Conservation Element, Community Facilities Element, and Recreation Element, as well as in the DSP. The proposed SGCP includes citywide Principal 3.8.1 to provide and enhance a variety of high-quality parks, trails, community centers, and open space, regionally integrated, equitably distributed and accessible to all, to contribute to the character of the community and offer personal enrichment, educational, and recreational opportunities. In addition, citywide Principal 3.10.1 is provided to limit new development in natural areas by protecting indigenous trees and habitats and perennial streams with habitat value (blueline streams). The City is planning for the development of a new recreation use along SR-134 that would comprise of 25 acres of recreational uses (i.e., Space 134).

**Finding: It is possible that new development of park and recreational areas may be planned in the future to meet City standards and the construction and/or operational of such recreational facilities would have an adverse effect on aesthetics, air quality, biological resources, cultural resources, noise, and traffic. Therefore, the proposed project could result in potentially significant and unavoidable direct impacts from the construction or expansion of recreational facilities. No mitigation measures are feasible to reduce this impact; therefore, this is considered a significant and unavoidable impact. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).**

#### Transportation and Traffic

Impact 4.15-5 Implementation of the proposed project would 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. This is considered a potentially significant impact. Implementation of mitigation would reduce impacts to the identified intersections; however, the remaining intersection would remain significantly impacted. Therefore, this impact would remain *significant and unavoidable*.

#### *Freeway Operations*

The CMP is a state-mandated program administered by Metro that provides a mechanism for coordinating land use and development decisions. In accordance with Metro's CMP guidelines, mainline freeway operating conditions during morning and evening peak periods were evaluated. Mainline LOS is estimated by calculating the demand-to-capacity ratios of each mainline segment. LOS calculations based on demand-to-capacity ratios is a proxy for the speed-based LOS performance measure used by Caltrans for traffic operations analysis. An impact is considered significant if a facility's volume-to-capacity ratio increases by 0.02 or more causing or worsening LOS F. The following locations are determined as operating at an LOS of F:

- SR-2 at Round Top Road – Southbound (AM only);

- I-5 at Stadium Way – Southbound (PM only); and
- I-5 south of Colorado Street Exit – Northbound and Southbound (AM and PM).

These locations already operate at LOS F under existing conditions.

As part of the CMP analysis that was performed for the proposed project (Appendix F of this EIR), the four freeway locations, listed above, near the SGCP area were found to be impacted under 2040 SGCP conditions.

In order to reduce the impacts at these locations, additional capacity would be required along SR-2 and I-5. Mitigation to reduce these impacts would require widening these freeway facilities; however, the area is currently fully built-out and any expansion measure is considered infeasible.

### *Arterial Operations*

The operation of the arterial street network was evaluated at 50 study intersections during the morning (AM) and evening (PM) peak hours. Intersection volumes were collected from 7:30 to 9:30 A.M. and from 4:30 to 6:30 P.M. respectively, in May and August 2016. The peak one-hour time period for the morning and afternoon is found by identifying the four consecutive 15-minute periods with the highest traffic volumes.

During the months when traffic counts were collected, San Fernando Road was under construction between Colorado Street and Pacific Avenue, and the number of through lanes was reduced to one lane in each direction. The intersection at Pacific Avenue and Colorado Street was also under construction and the number of northbound through lanes was reduced from two to one. Additionally, local schools were in session when the counts were collected in both May and August. The weekday traffic volumes are representative of existing conditions in 2016 for the purposes of this analysis. The Transportation Analysis Report (Fehr & Peers 2017, Appendix F of this EIR) includes the lane configurations at each study intersection when the time counts were collected.

The City requires the use of ICU methodology for traffic impacts on the operation of intersections. The ICU method measures an intersection's capacity to serve all legs of an intersection within a complete signal phase cycle. ICU can also indicate how much reserve capacity the intersection has, or how much the intersection is over capacity. An impact is considered significant if a facility's volume-to-capacity ratio increases by 0.02 or more and LOS D, E or F occurs.

The LOS was calculated for each of the 50 study area intersections using the ICU methodology. Since the proposed SGCP is not an individual development project, the standard practice is to compare each future scenario to existing conditions to determine impact. Buildout of the proposed SGCP would result in 27 total impacts (17 morning and 23 evening); 28 LOS D or worse impacts (19 morning and 24 evening); and 18 new LOS D or worse impacts (12 morning and 11 evening). An intersection operating under LOS D or worse under existing conditions is not considered a new impact, only intersections that experience a 0.02 or more volume-to-capacity ratio increase and a LOS D, E, or F are new impacts and are considered significant.

As described in the Mitigation Measures section below, the proposed SGCP would implement mitigation measures *MM 4.15-1* through *MM 4.15-10*, which reduce the impacts to seven of the intersections listed above; however, the proposed project impacts on the remaining intersections cannot be mitigated to a level below significant. The proposed SGCP would result in significant and unavoidable impacts associated with an applicable CMP, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads.

### *Vehicle Miles Travelled*

The City travel model was used to estimate the average daily weekday VMT generated by land uses within the proposed SGCP area. Buildout of the proposed SGCP would generate approximately 14



percent more VMT than under existing conditions; however, the 14 percent net increase in VMT is substantially less than the combined approximately 27 percent increase in dwelling units and 19 percent increase in non-residential land use within the proposed SGCP area. The benefits of trip reduction strategies identified in the proposed SGCP contribute to the substantially less VMT increase than the overall increases in land use intensity. Trip reduction strategies include:

- Providing alternatives to automotive transportation by designing healthy, attractive, and safe streets for all users;
- Supporting flexibility in local street improvements (i.e. sidewalks, lighting, and access) to meet neighborhood needs;
- Improving linkages to important destinations; and
- Increasing pedestrian safety.

Implementation of these goals will help reduce the impact associated with increased vehicle trips and VMT associated with implementation of the proposed SGCP; however, as described above, the proposed project would result in intersections operating at an LOS of D, E or F. These new impacts are considered significant and unavoidable if not mitigated to a level below significant.

The following mitigation measures will reduce the impacts to intersections that currently operate at a LOS D, E or F, and intersections that would operate at LOS D, E or F as a result of proposed SGCP buildout. Additionally, a list of partial/infeasible mitigation measures is included.

#### Fully Feasible Mitigation Measures

- MM 4.15-1** ***Brand Boulevard & Glenoaks Boulevard:** The addition of a second northbound left-turn lane is proposed in order to fully mitigate the impact at this intersection. The proposed turn lane would replace an existing concrete, landscaped median that measures roughly 11 feet wide and 160 feet long.*
- MM 4.15-2** ***Glendale Avenue & Monterey Road:** The eastbound approach of this intersection along Monterey Road consists of a left-turn lane, through lane, and right-turn lane. The proposed mitigation would restripe the through lane as a through/right-turn lane to accommodate high right-turn volumes at this location. This mitigation can be implemented within the existing ROW.*
- MM 4.15-3** ***Harvey Drive & Wilson Avenue:** A full mitigation of this impact would require widening the westbound approach along Wilson Avenue to add a second right-turn lane to accommodate high right-turn volumes at this location, specifically in the AM peak hour. This mitigation can be implemented within the existing ROW.*
- MM 4.15-4** ***Central Avenue & Colorado Street:** The northbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the northbound approach within the existing ROW to two left-turn lanes, one through lane, and one through/right-turn lane. The existing receiving lanes on the west leg of this intersection can accommodate this modification.*
- MM 4.15-5** ***Central Avenue & Los Feliz Road:** The southbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the southbound approach within the existing ROW to two left-turn lanes, one through lane, and one right-turn lane. There are currently two receiving lanes on the east leg of the intersection to accommodate this modification.*

## Partial/Infeasible Mitigation Measures

**Dual jurisdiction control:** The following intersections are controlled by both the City and Caltrans. Full mitigation of these intersections is feasible within the existing ROW; however, since the City does not have full control at these intersections, the mitigation measures are not considered fully feasible.

- MM 4.15-6** ***Pacific Avenue & SR-134 WB Ramps:** The westbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a through/left-turn lane and a right-turn lane) at the intersection. There is currently a raised concrete pad on the north side of the westbound approach that is assumed to be within Caltrans ROW. The proposed mitigation at this location would widen the westbound approach in the Caltrans ROW to add a second westbound right-turn lane. While this mitigation would widen the existing 50-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.*
- MM 4.15-7** ***Pacific Avenue & SR-134 EB Ramps:** There are two modifications that can be made at this intersection within the existing right-of-way to fully mitigate this impact. On the northbound approach, an existing through lane would be restriped as a through/right-turn lane. The eastbound approach (the SR-134 off-ramp) would be widened within the existing Caltrans ROW to add a right-turn lane. While this mitigation would widen the existing 35-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.*
- MM 4.15-8** ***SR-134 WB Ramps & Monterey Road:** The northbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a left-turn lane and a right-turn lane) at the intersection. The mitigation proposed at this location would widen the off-ramp at the intersection in incorporate a second left-turn lane. There is currently additional Caltrans ROW adjacent to the ramp to make this modification. This configuration would require space for two receiving lanes on the west leg of the intersection, which could be accommodated by removing existing median paint and restricting on-street parking along Monterey Road for approximately 225 feet.*

## Partial Mitigation Measures

Partial mitigations are proposed at the locations identified below. These proposed intersection configurations allow for a partial mitigation of the intersection impact, reducing volume-to-capacity ratio, but do not fully bring the intersection operations into compliance with the City guidelines. Partial feasible mitigations include intersection changes that can be made entirely within the existing ROW.

- MM 4.15-9** ***Central Avenue & Goode Avenue:** The westbound approach of this intersection includes a through/right-turn lane that is approximately 20 feet wide. In order to partially mitigate this intersection, this through/right-turn lane would be restriped as a 10-foot through lane and a 10-foot right-turn lane. In order to fully mitigate the impact, the southbound approach would also need to be widened to add a new through lane. The full mitigation is considered infeasible due to physical constraints.*
- MM 4.15-10** ***Verdugo Road & Broadway:** The impact at this intersection would be partially mitigated if the existing northbound through/right-turn lane was restriped as a right-turn only lane. In order to fully mitigate the impact at this location, the southbound approach and the westbound*

approach would also both need to be widened to add a new left-turn lane on both legs. The full mitigation is not feasible due to physical constraints.

**Finding: Changes and design guidelines have been required in, or incorporated into, the project that substantially lessens the significant environmental effect as identified in the Final EIR, although the proposed project would alter the visual character or quality of the SGCP area over the long term. This impact is significant and unavoidable, as no feasible mitigation would adequately reduce this impact. The Council finds this significant impact to be acceptable for the reasons set forth in the Statement of Overriding Considerations (Exhibit A to this Resolution).**

#### Significant irreversible environmental effects

The project could result in irreversible environmental changes if any of the following occur:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project;
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Resources that will be permanently and continually consumed due to implementation of the proposed project include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient or wasteful use of resources. In addition, construction activities related to the proposed project would result in the irreversible commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

With respect to operational activities, compliance with all applicable building codes, as well as project mitigation measures, would ensure that all natural resources are conserved or recycled to the maximum extent feasible. It is also possible that new technologies or systems will emerge, or will be more cost-effective or user friendly, that will further reduce reliance upon nonrenewable natural resources; however, even with implementation of conservation measures, consumption of natural resources would generally increase with implementation of the proposed project.

In addition, a long-term increase in the demand for electrical and natural gas resources would occur. However, the proposed project would not involve a wasteful or unjustifiable use of energy or other resources, and energy conservation efforts could also occur with new construction. New development associated with the proposed project will be constructed and operated in accordance with specifications contained in CCR Title 24; therefore, the use of energy on site would occur in an efficient manner.

**Finding: Implementation of the proposed project would result in the irretrievable commitment of limited, slowly renewable and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during buildout of the proposed SGCP. However, continued use of such resources would be nominal. Therefore, although irreversible changes would result from implementation of the proposed project, such changes would not be considered significant.**

## Growth-Inducing Effects

A project may foster spatial, economic or population growth in a geographic area if it meets one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Potential growth inducement impacts of the proposed SGCP are addressed in Section 4.12 (Population and Housing) of this EIR under Project Impacts and Mitigation 4.12.3. As stated in Section 4.12.3, although implementation of the proposed SGCP does not involve direct development, it allows for an increase of up to 10,337 new dwelling units in the proposed SGCP area. This growth exceeds SCAGs forecasted growth of 8,700 dwelling units for the entire City. An increase of 10,337 dwelling units would result in a population increase of approximately 27,910 people within the proposed SGCP area. SCAG projects an increase in population of 20,800 residents within the City by 2040; therefore, the growth associated with the proposed SGCP exceeds the projected growth for the entire City by 7,110 people. Implementation of the proposed SGCP would result in a population increase of 20,925 beyond the existing Glendale General Plan for the proposed SGCP area.

In terms of employees, the proposed SGCP would lead to an additional 11,236 employees (57,747 in total), which is a 24.2 percent increase on the number of employees (as of 2015) in the proposed SGCP area. It is estimated that without the project, the number of employees in the proposed SGCP area would be 54,651, which is a 17.5 percent increase on the number of employees (as of 2015) in the proposed SGCP area.

While the additional population allowed under the proposed SGCP would exceed SCAG's projections, one of the proposed project's main objectives (see Project Description Section 3.2, Objective 12 of this EIR) is to meet or exceed the RHNA allocation. Section 4.8 of the Glendale General Plan Housing Element identifies a need for 2,017 dwelling units over the period 2014-2021. The policies listed in the Housing Element promote the development of housing for all income levels and seek to accommodate growth based on community needs (refer to Section 4.12.2, Regulatory Framework). In addition to the Housing Element, the Glendale Long Range Planning Public Input Findings (2006) identified "retention, new development, and rehabilitation of affordable housing" as its highest priority within the housing topic area. Increasing population growth and new residential development within the City has thus been a priority for a considerable amount of time.

The proposed SGCP in conjunction with the DSP aims to ensure responsible growth in the Downtown area and provide incentives for a range of housing developments near transportation hubs, services, and recreation facilities. The increase in dwelling units and subsequent population increase within the City is aligned with the vision for South Glendale, and the proposed development seeks to enable the projected growth in the proposed SGCP area. Implementation of the proposed SGCP would enable better connections between lower income housing and transportation and service areas, and consequently facilitate better connections with employment centers.

The proposed project would also include an amendment to the Glendale General Plan to incorporate the proposed SGCP and slight modification to the DSP boundaries, and an amendment to Zoning Ordinance and Zoning Map to apply zoning consistent with the proposed SGCP; some or all of which could be approved concurrently with the proposed SGCP at the discretion of the City Council. This would allow for the increase in population and dwelling units to be consistent with all local planning documents within the City. The proposed SGCP would thus guide future growth and include a framework for land use and development to prevent unanticipated or inappropriate population growth within the proposed SGCP area.

**Finding: The impact associated with induced population growth is partly reduced due to the City's role in approving discretionary projects. However, this is a programmatic analysis and impacts are addressed under the assumed buildout year of 2040. Therefore, inducement of population growth, economic expansion, and a change in zoning and general plan amendment approval (three of the criteria listed above) anticipated under the proposed project would constitute a significant and unavoidable impact.**

#### 14. Findings on Project Alternatives Considered in the Environmental Impact Report.

The Alternatives chapter of the EIR (Chapter 6) was prepared in accordance with CEQA Guidelines Section 15126(d), which requires the analysis of a reasonable range of alternatives capable of eliminating or reducing significant adverse environmental effects of the proposed project. Included in this range of alternatives must be the no project alternative. The purpose of the alternatives analysis is to explain potentially feasible ways to avoid or minimize significant effects on the Project. The Alternatives section contains an analysis of the effects of the following alternatives:

1. No Project Alternative
2. Downtown/Tropico Center Plan Alternative
3. East Broadway/South Central Avenue Development Alternative

##### Alternative 1: No Project Alternative

Section 15126.6(e)(3)(A) of the CEQA Guidelines states that when the project is the revision of an existing land use plan, policy or ongoing operation, the No Project Alternative is the continuation of the existing plan, policy or operation into the future. Continuation of the Glendale General Plan would result in 2,587 dwelling units beyond existing conditions by 2040; however, land uses and zoning designations would remain the same as they exist today throughout the proposed SGCP area and within the existing DSP boundaries. Thus, this alternative, which is required by CEQA, assumes that the existing General Plan and implementing zoning would remain unchanged. The existing General Plan would remain in effect, and no update to the existing General Plan goals and policies would occur.

Under the No Project Alternative, development would continue as allowed under the existing General Plan and would result in an increase of 2,587 dwelling units and 6,985 residents when compared to an increase of 10,337 dwellings and 27,910 residents under the proposed project scenario.

The No Project Alternative would meet some of the objectives identified for the proposed project (refer to Section 6.1 above) in that it would allow for land uses consistent with the existing character of the City and continue to provide sufficient infrastructure to meet demand. However, the No Project Alternative would not fully meet any of the objectives that will act as a catalyst to move the City into the coming decades, while creating investment in employment opportunities, transit investment and increased mobility by which to enjoy a more environmentally friendly and sustainable community. Further, the proposed SGCP would provide a unified planning approach and specific design

standards where future subsequent projects serve as independent pieces of the greater whole. Development under the No Project Alternative will be more of the same type of development and does not include key policies and land use changes necessary to spur employment and economic growth.

**Finding: The No Project Alternative will not generally result in impacts with a different level of significance, but it will result in no impacts to the following resource areas: conflict with or obstruct implementation of applicable air quality plans and conflict with any applicable land use plan, policy, or regulation. However, the No Project Alternative will not fulfill most of the objectives identified for the proposed SGCP. Thus, specific economic, legal, social, technological, or other considerations make this alternative infeasible, as set for above and in the Statement of Overriding Considerations (Attachment A).**

#### Alternative 2: Downtown/Tropico Center Plan Alternative

The proposed project is anticipated to result in significant and unavoidable impacts to Aesthetics, Air Quality, Greenhouse Gas Emissions, Population and Housing, Public Services, Recreation, and Transportation and Traffic. While the impact to these resources identified in relation to the proposed project is based on the speculative nature of the programmatic level of the land use plan, the potential for impacts at a future project-level can be further reduced by a reduction in the intensity of land uses, and associated trip generation, criteria pollutants and greenhouse gas emissions.

This Downtown/Tropico Center Plan Alternative has been developed in direct response to input received from City Council and the Housing Authority during the July 2016 workshops to promote pedestrian-connected neighborhood village areas, similar to Larchmont Village or Atwater Village in Los Angeles. In the workshops, City Council specifically mentioned South Glendale Avenue and the motel cluster at East Colorado Street as areas of interest. Alternative 2 also includes Verdugo Road and the area around Columbus School to serve neighborhoods north of Colorado Street. This alternative also builds upon previous plans and City investment in neighborhood centers, such as Adams Square and Pacific Edison. It is furthermore reflective of policy direction from the 1996 Greater Downtown Strategic Plan, which recommended surrounding downtown with a series of neighborhood centers.

Under this alternative, new investment and modest development is encouraged in a series of small business districts in the neighborhoods surrounding Downtown. These neighborhood centers are:

- Adams Square/Glendale Community College Garfield Campus area
- Columbus School/Pacific Gateway
- East Colorado (east of Verdugo Avenue)
- Pacific Edison Center
- South Glendale Avenue (south of Palmer Avenue)
- Verdugo Road

Additionally, South Central Avenue, which connects Downtown and Tropico, is proposed as a mixed-use main street of greater intensity than in the village centers, reflecting the frequency of transit service along this street. Zoning standards outside of the above-mentioned village centers, main streets, and Tropico planning areas would remain the same. It is estimated this alternative would yield an additional 5,400 to 7,400 dwelling units, between 48 percent and 28 percent fewer dwelling units when compared to up to 10,337 units under the proposed project.

With the exception of the majority of new development focused in Downtown and Tropic areas, all development in the SGCP area under Alternative 2 is assumed to be as outlined in the proposed project, and impacts would be the same but reduced given that between 48 percent and 28 percent fewer dwelling would be anticipated. Under Alternative 2, all proposed changes to land use, associated assumptions regarding growth, identified mitigation measures and compliance with General Plan goals and policies would be implemented in a manner identical to the proposed project. Further, all requirements to comply with existing and future regulations and guidance would remain the same as proposed under the proposed project.

Development anticipated under Alternative 2 would result in an increase of between 5,400 and 7,400 dwelling units and between 14,580 and 19,980 residents when compared to an increase of 10,337 dwellings and 27,910 residents between 48 percent and 28 percent fewer residents under the proposed project scenario.

Alternative 2 would meet most of the objectives identified for the proposed project (refer to Section 6.1 above) in that it would allow for land uses consistent with the existing character of the City and continue to provide sufficient infrastructure to meet demand. However, Alternative 2 would not fully meet all of the proposed project objectives that will act as a catalyst to move the City into the coming decades, because the majority of future development under Alternative 2 would be focused in the Downtown and Tropic areas. Further, zoning standards outside of the above-mentioned village centers, main streets, and Tropic planning areas (i.e., Adams Square/Glendale Community College Garfield Campus area, Columbus School/Pacific Gateway, East Colorado (east of Verdugo Avenue), Pacific Edison Center, South Glendale Ave (south of Palmer Avenue), Verdugo Road) would remain the same.

**Finding: While Alternative 2 will not generally result in impacts with a different level of significance when compared to the proposed project, Alternative 2 will fulfill most of the objectives identified for the proposed SGCP and is the environmentally superior alternative identified in the EIR.**

#### Alternative 3: East Broadway/South Central Avenue Development Alternative

The proposed project is anticipated to result in significant and unavoidable impacts to Aesthetics, Air Quality, Greenhouse Gas Emissions, Population and Housing, Public Services, Recreation, and Transportation and Traffic. While the impact to these resources identified in relation to the proposed project is based on the speculative nature of the programmatic level of the land use plan, the potential for impacts at a future project-level can be further reduced by a reduction in the intensity of land uses, and associated trip generation, criteria pollutants and greenhouse gas emissions.

Similar to Alternative 2, this alternative has been developed in direct response to input received from City Council and the Housing Authority during the July 2016 workshops. As presented in the July 2016 workshops, the most heavily used transit corridor in South Glendale today is Metro's 780/180/181 route running on East Broadway from Eagle Rock and Pasadena, then turning south on Central Avenue before heading to Hollywood via Los Feliz Boulevard. In the absence of new transit investment, these corridors, represent the most transit-rich location for new development outside of the Downtown and Tropic planning areas.

Alternative 3 proposes: 1) a new mixed-use zoning standards for properties fronting East Broadway and South Central Avenue; 2) up-zone the multi-family blocks parallel to these two corridors as an "affordable housing overlay zone;" 3) a similar re-zoning along East Colorado Street under the premise that Metro would route its planned east-west Pasadena-NoHo Bus Rapid Transit route along Colorado-Central-Glenoaks; and 4) selected down and/or re-zoning on West Broadway, which does not have the same frequency of transit service as East Broadway. As presented at the July 2016 workshops, Metro is presently planning this rapid transit corridor, and anticipates service

beginning by 2022. City staff estimates this alternative might yield over the lifespan of the EIR approximately 7,400 to 9,400 dwelling units, between 28 percent and 9 percent fewer dwelling units when compared to up to 10,337 units under the proposed project.

With the exception of the majority of new development focused around Metro's 780/180/181 route running on East Broadway to Central Avenue, all development in the SGCP area under Alternative 3 is assumed to be as outlined in the proposed project, and impacts would be the same but reduced given between 28 percent and 9 percent fewer dwelling units, unless identified in the discussions below. Under Alternative 3, all proposed changes to land use, associated assumptions regarding growth, identified mitigation measures and compliance with General Plan goals and policies would be implemented in a manner identical to the proposed project. Further, all requirements to comply with existing and future regulations and guidance would remain the same as proposed under the proposed project.

Development anticipated under Alternative 2 would result in an increase of between 7,400 and 9,400 dwelling units and between 19,980 and 25,380 residents when compared to an increase of 10,337 dwellings and 27,910 residents between 28 percent and 9 percent fewer residents under the proposed project scenario.

Alternative 3 would meet most of the objectives identified for the proposed project in that it would allow for land uses consistent with the existing character of the City and continue to provide sufficient infrastructure to meet demand. However, Alternative 3 would not fully meet the proposed project objectives that will act as a catalyst to move the City into the coming decades, because the majority of future development under Alternative 3 would be focused around Metro's 780/180/181 route along East Broadway to Central Avenue. Further, zoning standards outside of the above-mentioned planning areas (i.e., new mixed-use zoning standards for properties fronting East Broadway and South Central Avenue; up-zone the multi-family blocks parallel to these two corridors as an "affordable housing overlay zone; a similar re-zoning along East Colorado Street under the premise that Metro would route its planned east-west Pasadena-NoHo Bus Rapid Transit route along Colorado-Central-Glenoaks; and selected down and/or re-zoning on West Broadway, which does not have the same frequency of transit service as East Broadway) would remain the same. Additionally, the exact mechanisms of how an "affordable housing overlay zone" would be implemented have yet to be established; although, the City could explore such options as, inclusionary housing requirements; additional zoning incentives for affordable housing beyond SB 1818; and potential financial incentives for affordable housing.

**Finding: Alternative 3 will not generally result in impacts with a different level of significance when compared to the proposed project. Alternative 3 will not fulfill all of the objectives identified for the proposed SGCP. Thus, specific economic, legal, social, technological, or other considerations make this alternative infeasible, as set forth above and in the Statement of Overriding Considerations (Attachment A).**

#### Environmentally Superior Alternative

CEQA Guidelines require that an additional alternative be chosen as the Environmentally Superior Alternative from among the remaining alternatives. This would ideally be the alternative that eliminates or lessens significant and unavoidable impacts. Implementation of the proposed SGCP would result in the significant and unavoidable project-related and/or cumulative impacts to the following resources: Aesthetics, Air Quality, Greenhouse Gas Emissions, Population and Housing, Public Services, Recreation, and Transportation and Traffic. Thus, the environmentally superior alternative is the No Project Alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall



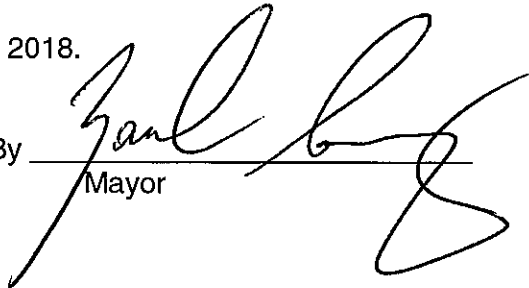
identify an Environmentally Superior Alternative among the other alternatives. Alternative 2, Downtown/Tropico Center Plan, would result in the greatest reduction of environmental impacts when compared to the proposed project and would be the Environmentally Superior Alternative.

15. Absence of Significant New Information.

Section 15088.5 of Title 14 of the California Code of Regulations requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification. New information includes: (i) changes to the project; (ii) changes in the environmental setting; or (iii) additional data or other information. Section 15088.5 further provides that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

The Final EIR incorporated minor changes and revisions, but none to the Project; minor technical and clarifications changes were made based on comments received. However, these changes and revisions do not result in any new significant environmental impacts or a substantial increase in the severity of an environmental impact, which cannot be mitigated. In addition, all feasible mitigation measures are included in the Mitigation Monitoring and Reporting Program, which is hereby adopted and incorporated into the Project. Therefore, having reviewed the information in the Draft and Final EIRs, the administrative record, the section 15088.5 requirements, and applicable judicial authority, the City hereby finds that no new significant information as defined within the meaning of CEQA, was added to the Final EIR following public review; and, thus, recirculation of the EIR is not required by CEQA.

Adopted this 31st day of July, 2018.

By   
Mayor

Attest: For Ardey

  
City Clerk

Acting

STATE OF CALIFORNIA            )  
                                          )  
COUNTY OF LOS ANGELES        )        SS

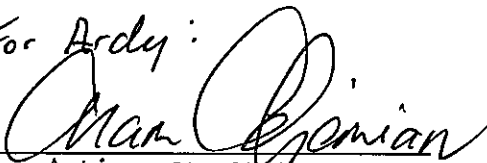
I, ARDASHES KASSAKHIAN, Clerk of the City of Glendale, certify that the foregoing Resolution No. 18-147 was adopted by the Council of the City of Glendale, California at a regular meeting held on the 31st day of July, 2018, and that same was adopted by the following vote:

Ayes:     Agajanian, Gharpetian, Najarian, Sinanyan

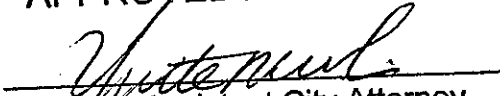
Noes:     Devine

Absent:   None

Abstain:  None

*For Ardy:*  
  
\_\_\_\_\_  
Acting City Clerk

APPROVED AS TO FORM

  
\_\_\_\_\_  
Senior Assistant City Attorney

DATE 7/26/18

## ATTACHMENT "A"

### I. STATEMENT OF OVERRIDING CONSIDERATIONS

The Final Environmental Impact Report ("Final EIR") for the South Glendale Community Plan (the "Project") has identified significant and unavoidable impacts which will result from implementation of the Project. These significant and unavoidable impacts are identified in the findings adopted by the City Council pursuant to CEQA Guidelines Section 15091.

CEQA requires the decision-making agency to balance the economic, legal, social, technological or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered acceptable. CEQA requires the agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

The City Council finds that the economic, social and other benefits of the Project outweigh the significant and unavoidable impacts identified in the EIR and in the record. In making this finding, the City Council has balanced the benefits of the Project against its unavoidable impacts and has indicated its willingness to accept those adverse impacts. The City Council finds that each one of the following benefits of the Project, independent of the other benefits, warrant approval of the Project notwithstanding the unavoidable environmental impacts of the Project:

- 1) The Project will allow the City to foster cohesive, high-quality infill development within the SGCP and will present development regulations in a comprehensive, easy-to-follow manner.
- 2) The Project will permit the City to concentrate growth in the downtown - a transit-rich entertainment, employment and cultural center - to relieve development pressures on existing residential neighborhoods.
- 3) Approval of the Project would mean that the City has a mechanism to improve the design and quality of development within South Glendale that will encourage pedestrian activity and improve visual qualities.
- 4) Approval of the Project will mean that the City has additional tax revenue from additional commercial, residential, and office uses.
- 5) Approval of the Project will result in new housing opportunities for a variety of household types and income levels within a mixed-use, urban environment close to shopping, employment and transit opportunities.
- 6) The Project will strengthen South Glendale's pedestrian, bicycle and transit oriented characteristics while ensuring vehicular access to regional destinations.
- 7) The Project will encourage appropriate land uses that extend activity of the South Glendale into evenings and weekends, thereby contributing to the economic vitality of the South Glendale and viability of the commercial businesses.

The City Council hereby finds that each of the reasons stated above constitutes a separate and independent basis of justification for the Statement of Overriding Considerations, and each is able to independently support the Statement of Overriding Considerations and override the unavoidable environmental effects of the Project. In addition, each reason is independently supported by substantial evidence contained in the administrative record.

**ATTACHMENT "B"**  
**MITIGATION MONITORING AND REPORTION PROGRAM**

# Attachment B

## Mitigation Monitoring and Reporting Program

### INTRODUCTION

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Public Resources Code (PRC) Section 21081.6 and Section 15097 of the CEQA Guidelines to provide for the monitoring of mitigation measures required of the South Glendale Community Plan, as set forth in the Final EIR for the project. The CEQA Guidelines Section 15097 states:

“... In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

This report will be kept on file in the offices of the City of Glendale, Planning Department, 633 East Broadway, Room 103, Glendale, CA 91206-4386.

### ENFORCEMENT

In accordance with CEQA, the primary responsibility for making determinations with respect to potential environmental effects rests with the Lead Agency rather than the monitor or preparer. As such, the City is identified as the enforcement agency for this MMRP.

### MONITORING SCHEDULE

Prior to the issuance of building permits, while detailed development plans are being prepared for approval by City staff, City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project design phase. City staff will prepare or cause to be prepared reports identifying compliance with mitigation measures. Once construction has begun and is underway, monitoring of the mitigation measures associated with construction will be included in the responsibilities of designated City staff, who shall prepare or cause to be prepared reports of such monitoring no less than once a month until construction has been completed. Once construction has been completed, the City will monitor the project as deemed necessary.

### PROGRAM MODIFICATION

Any substantive change to the MMRP made by City staff shall be reported in writing to the Environmental Administrator. Reference to such changes shall be made in the monthly/yearly

Environmental Mitigation Monitoring Report prepared by City staff. Modifications to the mitigation measures may be made by City staff subject to one of the following findings, documented by evidence included in the record:

- a. The mitigation measure included in the Final EIR and the MMRP is no longer required because the significant environmental impact identified in the Final EIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors; or
- b. The modified or substitute mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIR and the MMRP; and

The modified or substitute mitigation measures do not have significant adverse effects on the environment in addition to or greater than those which were considered by the Zoning Hearing Officer and other responsible hearing bodies in their decisions on the Final EIR and the proposed project; and

The modified or substitute mitigation measures are feasible, and the City, through measures included in the MMRP or other City procedures, can assure their implementation.

## SUPPORT DOCUMENTATION

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the MMRP and shall be made available to the public upon request.

## MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

The organization of the Mitigation Monitoring Matrix as presented in Table 1 on the following pages is formatted to parallel the format of the Executive Summary table contained in the Final EIR. The matrix identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the timeframe for monitoring, and the responsible monitoring party.

If any mitigation measures are not being implemented, the City may pursue corrective action. Penalties that may be applied include, but are not limited to, the following: (1) a written notification and request for compliance; (2) withholding of permits; (3) administrative fines; (4) a stop-work order; (5) criminal prosecution and/or administrative fines; (6) forfeiture of security bonds or other guarantees; (7) revocation of permits or other entitlements.

**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
<b>AESTHETICS</b>				
None	—	—	—	—
<b>AIR QUALITY</b>				
<p><b>MM 4.2-1</b> The following policies shall be incorporated into the SGCP to reduce construction related emissions associated with future development projects implemented under the proposed SGCP.</p> <ul style="list-style-type: none"> <li>■ Policy AQ-1: Require conditions of approval for construction projects near sensitive receptors and/or that would generate substantial levels of mass emission to implement emissions reduction strategies such as:                             <ul style="list-style-type: none"> <li>(a) Install PM or other exhaust reducing filters on generators;</li> <li>(b) All off-road diesel-powered construction equipment shall meet or exceed Tier 4 off-road emissions standards. A copy of the fleet’s tier compliance documentation, and CARB or SCAQMD operating permit shall be provided to the Lead Agency at the time of mobilization of each applicable unit of equipment. In the event that all construction equipment cannot meet the Tier 4 engine certification, the Lead Agency must demonstrate through future study with written findings supported by substantial evidence before using other technologies/strategies. Alternative strategies may include, but would not be limited to, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the proposed project, and/or limiting the number of individual construction project phases occurring simultaneously;</li> <li>(c) Use of electric-powered construction equipment;</li> <li>(d) Phase construction activities;</li> <li>(e) Provide grid or renewable electricity in place of generators;</li> <li>(f) Use alternative fuel such as high performance renewable diesel for construction equipment and vehicles;</li> <li>(g) Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or</li> <li>(h) Require construction contractors to provide clear signage that posts the California Code of Regulations, Title 13, Section 2449 (d) (3) and 2485 requirement to reduce idling time to 5 minutes or less at construction sites.</li> </ul> </li> </ul>	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Prior to issuance of a grading permit	Development Services/ Planning/Public Services

**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
<ul style="list-style-type: none"> <li>(i) Suspend all soil disturbance activities when winds exceed 25 mph as instantaneous gusts or when visible plumes emanate from the site and stabilize all disturbed areas.</li> <li>(j) Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.</li> <li>(k) Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).</li> <li>(l) Apply water three times daily, or non-toxic soil stabilizers according to manufacturers' specifications, to all unpaved parking or staging areas, unpaved road surfaces, or to areas where soil is disturbed.</li> <li>■ Policy AQ-2: Require area businesses, residents, and partnering organizations to provide information about best management practices that can be implemented on a voluntary basis to reduce exposure of sensitive receptors to TACs, which encourage voluntary reduction of construction exhaust emissions, as well as exposure to these emissions;</li> <li>■ Policy AQ-3: The City shall continue to work with CARB and SCAQMD in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution;</li> <li>■ Policy AQ-4: The City shall review proposed development projects to ensure projects incorporate feasible measures that reduce construction emissions for VOC, NO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design.</li> </ul>				
<p><b>MM 4.2-2</b> The following policies shall be incorporated into the SGCP to reduce operational emissions associated with future development projects implemented under the proposed SGCP.</p> <ul style="list-style-type: none"> <li>■ Policy AQ-5: Create a more multi-modal transportation network of comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel, which would lead to reduced VMT, thereby reducing operational emissions;</li> <li>■ Policy AQ-6: Provide a complete streets design that balances the diverse needs of users of the public right-of-way, which would reduce VMT, thereby reducing</li> </ul>	<p>Contract language and notes on grading plans</p>	<p>Review and approve contract specifications and grading plans for inclusion</p>	<p>Prior to issuance of a grading permit</p>	<p>Development Services/ Planning/Public Services</p>



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<p>operational emissions;</p> <ul style="list-style-type: none"> <li>■ Policy AQ-7: Provide and manage a balanced approach to parking that meets economic development and sustainability goals by reducing parking demand, managing parking supply, and requiring alternative fuel vehicle parking;</li> <li>■ Policy AQ-8: Implement traffic calming features such as sidewalks, protected bike lanes, reduced speed limits, narrow lane widths, lane reconfiguration, and roundabouts;</li> <li>■ Policy AQ-9: Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership;</li> <li>■ Policy AQ-10: Support high-density transit-oriented and compact development within the City to improve transit ridership and to reduce automobile use and traffic congestion;</li> <li>■ Policy AQ-11: The City shall review discretionary proposed development projects to ensure projects incorporate feasible measures that reduce operational emissions for VOC, NO<sub>x</sub>, and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) through project design; and</li> <li>■ Policy AQ-12: Encourage the use of low or no VOC-emitting materials.</li> <li>■ Policy AQ-13: Require the use of 2010 model year diesel haul trucks that conform to 2010 EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction and operation. If 2010 model year or newer diesel haul trucks are not feasible, the development projects under the plan shall use trucks that meet EPA 2007 model year NO<sub>x</sub> emissions requirements, at a minimum;</li> </ul>				
<ul style="list-style-type: none"> <li>■ Policy AQ-14: Require that 240-Volt electrical outlets or Level 2 chargers be installed in parking lots that would enable charging of NEVs and/or battery powered vehicles. Development projects under the Proposed Plan shall be constructed with the appropriate infrastructure to facilitate sufficient electric charging for vehicles to plug-in;</li> <li>■ Policy AQ-15: Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the Project site to generate solar energy for the facility;</li> <li>■ Policy AQ-16: Limit parking supply and unbundle parking costs;</li> <li>■ Policy AQ-17: Maximize the planting of trees in landscaping and parking lots;</li> </ul>				

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<ul style="list-style-type: none"> <li>■ Policy AQ-18: Use light colored paving and roofing materials;</li> <li>■ Policy AQ-19: Install light colored "cool" roofs and cool pavements;</li> <li>■ Policy AQ-20: Require use of electric or alternatively fueled sweepers with HEPA filter;</li> <li>■ Policy AQ-21: Require use of electric lawn mowers and leaf blowers;</li> <li>■ Policy AQ-22: Utilize only Energy Star heating, cooling, and lighting devices, and appliances; and</li> <li>■ Policy AQ-23: Use of water-based or low VOC cleaning products.</li> </ul>				
<p><b>MM 4.2-3</b> The following policies shall be incorporated into the SGCP to reduce exposure of new sensitive receptors to pollution sources associated with future development projects implemented under the proposed SGCP.</p> <ul style="list-style-type: none"> <li>■ Policy HRA-1: The City shall minimize exposure of new sensitive receptors to toxic air contaminants (TACs) and fine particulate matter (PM<sub>2.5</sub>), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and PM<sub>2.5</sub>-emitting sources in order to minimize exposure to health risk; and</li> <li>■ Policy HRA-2: At the time of discretionary approval of new sensitive land uses proposed in close proximity to existing TAC sources, the City shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs and PM<sub>2.5</sub>. Specific reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.</li> </ul>	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Prior to issuance of a grading permit	Development Services/ Planning/Public Services
<p><b>MM 4.2-4</b> The following policies shall be incorporated into the SGCP to reduce impacts associated with objectionable odors associated with future development projects implemented under the proposed SGCP.</p> <ul style="list-style-type: none"> <li>■ Policy Odor-1: Land uses that have the potential to emit objectionable odorous emissions and conflict with SCAQMD Rule 402 (e.g., dry cleaning establishments, restaurants, and gasoline stations) shall be located as far away as possible from existing and proposed sensitive receptors or downwind of nearby receptors; and</li> <li>■ Policy Odor-2: If an odor-emitting facility is to occupy space in commercial or retail areas, odor control devices shall be installed to mitigate the exposure of receptors to objectionable odorous emissions. The use of setbacks, site design considerations, and emission controls are typically sufficient to ensure that</li> </ul>	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Prior to issuance of a grading permit	Development Services/ Planning/Public Services

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<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
receptors located near commercial or retail uses would not be exposed to odorous emissions on a frequent basis.				
<b>BIOLOGICAL RESOURCES</b>				
<b>MM 4.3-1</b> If future projects implemented under the SGCP are constructed during the bird-nesting season (June 1-July 31) a Biological Monitor shall survey the construction area and establish a buffer area for nesting activity or juvenile birds. Surveys shall be conducted 5 days prior to any construction activity. If protected bird species are observed nesting within 100 feet for non-raptors and 300 feet for raptor species of the nearest work site, the biological monitor shall establish a buffer around the tree, and no construction activities shall be permitted within the restricted area, unless directly related to the management or protection of the protected species. If the tree is designated for removal, the removal shall be deferred until after August 30th, or until the adults and young have fledged or left the nest.	Contractor shall submit construction schedule (including grading activities) as evidence of construction overlap with breeding season. If construction occurs during relevant breeding, contractor shall present a survey report (prepared by a consultant approved by the City) to the City prior to issuance of a grading permit. If nests are found, contractor shall submit plans identifying nest locations and limits of construction activities.	Review grading plans for inclusion	5-days prior to ground disturbing activities	Development Services/ Planning/Public Services
<b>CULTURAL RESOURCES</b>				
<b>MM 4.4-1</b> All properties listed on the National Register/California Register/Glendale Register and properties identified with status codes 1 through 5 in a survey or individual resource assessment will require further analysis under CEQA prior to the approval of any entitlements or issuance of permits.	Proof of retention of an historical resource professional to determine potential significance of structure 45 years old or older. Preparation of a technical report or memorandum documenting the result of historical resources investigation.	Verify retention of qualified historical resource professional.	Prior to issuance of demolition or grading permit, whichever occurs earlier	Development Services/ Planning/Public Services
<b>MM 4.4-2</b> The City shall require a current historical survey by a qualified historian or architectural historian meeting the secretary of the Interior's Professional Qualification Standards for Architectural History for future projects under review after the year 2022	Proof of retention of an historical resource professional to determine	Verify retention of qualified historical resource professional.	Prior to issuance of demolition or grading permit, whichever occurs earlier	Development Services/ Planning/Public Services

**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
that could impact buildings or structures 45 years old or older. Potential resources shall be evaluated for their eligibility for listing in the national, state, or local registers prior to the City's approval of project plans. The historic survey shall be submitted to the City for review and approval.	potential significance of structure 45 years old or older. Preparation of a technical report or memorandum documenting the result of historical resources investigation.			
<b>MM 4.4-3</b> The City shall require that archaeological and tribal monitors be retained during ground disturbing activities that can disturb previously undisturbed soils that may have the potential to impact archaeological and tribal cultural resources qualifying as historical resources or unique archaeological resources, as determined by a qualified archaeologist (following Standard of Interior Qualifications) and local Native American tribal monitors in consultation with the City. Historically built environments have not been subject to CEQA guidelines and could possess unknown cultural resources previously undiscovered. Additionally, current construction practices often require foundations to be set at a depth below that historically used for seismic stability. This new practice can result in previously undisturbed soils that contain archaeological deposits. Native American monitors shall be retained for projects that have a high potential to impact unknown and sensitive tribal cultural resources, as determined by the City in coordination with the qualified archaeologist.	Proof of retention of archaeological professional to determine if a substantial adverse change would occur to an archaeological resource. Preparation of a technical report or memorandum documenting the result of archaeological resources investigation.	Verify retention of qualified archaeological professional, if necessary	Prior to issuance of grading permit Education of Construction Personnel and Notification of Tribal Representatives); Continued throughout ground disturbing activities, as required	Development Services/ Planning/Public Services
<b>MM 4.4-4</b> To prevent impacts to cultural resources, the City shall evaluate the likelihood of the project site to contain archaeologist resources to ensure future projects that require ground disturbance are subject to a Phase I cultural resource inventory on a project-specific basis prior to approval of project plans. The study shall be conducted by a qualified archaeologist following the Secretary of Interior Standards.  <ul style="list-style-type: none"> <li>The City shall consult with the local Native American representatives for future development projects. Any cultural resources inventory shall include a cultural resources records search to be conducted at the South Central Coastal Information Center; scoping with the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey by the qualified archaeologist, (when appropriate); and formal recordation of all identified archaeological resources and significance evaluation of such resources presented in a technical report. The report shall also include full documentation of outreach to the Native American community. The Phase I</li> </ul>	Proof of retention of archaeological professional to determine if a substantial adverse change would occur to an archaeological resource. Preparation of a technical report or memorandum documenting the result of archaeological resources investigation.	Verify retention of qualified archaeological professional, if necessary	Prior to issuance of grading permit Education of Construction Personnel and Notification of Tribal Representatives); Continued throughout ground disturbing activities, as required	Development Services/ Planning/Public Services

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<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
<p>survey shall be conducted prior to any CEQA review of development projects.</p> <ul style="list-style-type: none"> <li>■ If potentially significant archaeological resources are encountered during the survey, the City shall require the resources to be evaluated by the qualified archaeologist for eligibility of listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant, in consultation with the implementing agency and the appropriate Native American groups for prehistoric resources. Preservation shall be the preferred manner of mitigation to avoid impacts to archaeological resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, such as data recovery in consultation with the implementing agency, and any local Native American representatives expressing interest in cultural resources. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provision of Section 21083.2 of CEQA.</li> </ul>				
<p><b>MM 4.4-5</b> For future individual projects that require ground disturbance, the City shall evaluate the sensitivity of the project site for paleontological resources. If deemed necessary, at the applicant's expense the City shall retain a qualified paleontologist (following Secretary of Interior standards) to evaluate the project and provide recommendations regarding additional work, potentially including testing or construction monitoring throughout the length of ground disturbance in paleontologically sensitive areas.</p>	<p>Proof of retention of a paleontological professional to determine if a substantial adverse change would occur to a paleontological resource. Preparation of a technical report or memorandum documenting the result of paleontological resources investigation.</p>	<p>Verify retention of qualified paleontological professional, if necessary</p>	<p>Prior to issuance of grading permit (Education of Construction Personnel); Continued throughout ground disturbing activities, as required (If Cultural Resources are Uncovered)</p>	<p>Development Services/ Planning/Public Services</p>
<p><b>MM 4.4-6</b> Prior to any grading a City-certified paleontologist shall be retained, at the applicant's expense, to observe grading activities over formations where paleontological resources have greater possibility of being discovered. The paleontologist shall be present at the pre-grade conference, establish procedures for paleontologist resource surveillance, and establish, in cooperation with the applicant, procedures for temporarily halting and/or redirecting work to permit identification and</p>	<p>Proof of retention of a paleontological professional to determine if a substantial adverse change would occur to a paleontological resource.</p>	<p>Verify retention of qualified paleontological professional, if necessary</p>	<p>Prior to issuance of grading permit (Education of Construction Personnel); Continued throughout ground disturbing activities, as required (If Cultural</p>	<p>Development Services/ Planning/Public Services</p>

**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
evaluation of paleontological resources. If unanticipated discoveries are found, the paleontologist shall evaluate the resources in cooperation with the project applicant, for significance evaluation and proper management of the paleontological resources. If the paleontological resources are found to be significant, then the project shall be required to perform data recovery, professional identification, and other special studies; submit materials to its designee, and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation.	Preparation of a technical report or memorandum documenting the result of paleontological resources investigation.		Resources are Uncovered)	
<b>MM 4.4-7</b> Regulations and procedures of the discovery of human remains must be included in all archaeological-related programs and ground disturbance information for future projects. All references to the inadvertent discovery of human remains shall promote preservation and proper coordination with applicable Native American tribes in a timely manner.	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Prior to issuance of grading permit (Education of Construction Personnel); Continued throughout ground disturbing activities, as required (If Cultural Resources are Uncovered)	Development Services/ Planning/Public Services
<b>MM 4.4-8</b> Should subsurface archaeological and tribal cultural resources be discovered during construction of future projects under the SGCP, all activity in the vicinity of the find shall stop and a qualified archaeologist shall be contacted to assess the significance of the find accordingly. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC, who will then contact the most likely descendant of the deceased Native American. If tribal cultural resources are determined to be significant, the tribal monitor and archaeologist shall determine, in consultation with the City, appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid impacts to tribal cultural resources qualifying as historical resources. Methods of avoidance may include, but shall not be limited to, project redesign, or identification of protection measures such as capping or fencing. If it is demonstrated that resources cannot be avoided, with CEQA Guidelines Section 15126.4(b)(3)(C), the tribal monitor and qualified archaeologist shall develop additional treatment measures, such as data recovery or other appropriate measures, in consultation with the implementing agency. If an archaeological site does not qualify as an historical resource but meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site shall be treated in accordance with the provisions of CEQA Section 21083.2.	Contract language and notes on grading plans	Review and approve contract specifications and grading plans for inclusion	Prior to issuance of grading permit (Education of Construction Personnel); Continued throughout ground disturbing activities, as required (If Cultural Resources are Uncovered)	Development Services/ Planning/Public Services
<b>GEOLOGY AND SOILS</b>				
None	—	—	—	—

**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
<b>GREENHOUSE GAS EMISSIONS</b>				
<p><b>MM 4.6-1</b> The following policies shall be incorporated into the SGCP to reduce GHG emissions associated with future development projects implemented under the proposed SGCP:</p> <ul style="list-style-type: none"> <li>■ Policy GHG-1: The City shall update the Greener Glendale Plan for community and municipal operations and establish GHG reduction goals that are consistent with California’s established goals of 40 percent below baseline emissions by 2030 and 80 percent below baseline emissions by 2050; this update shall be evaluated against potential environmental impacts and qualified under CEQA as a Climate Action Plan. The updated plan shall include quantifiable and feasible measures that the City can implement to achieve established GHG reduction targets;</li> </ul>	<p>Revised Greener Glendale plan; Contract language for any new development shall be consistent with an applicable, adopted Climate Action Plan or Glendale’s GHG reduction targets</p>	<p>Self-reporting</p>	<p>Beginning in XX and every five years thereafter until 2050</p>	<p>City of Glendale</p>
<ul style="list-style-type: none"> <li>■ Policy GHG-2: The City shall require any new development proposals within the SGCP to demonstrate consistency with an applicable adopted Climate Action Plan, or other applicable thresholds that demonstrate how the development would not conflict with the City of Glendale’s GHG reduction targets. Specific GHG reduction requirements for individual development applications shall be determined at the time of discretionary approval and in accordance with all applicable local (e.g., City, SCAMQD) and State GHG emissions targets;</li> <li>■ Policy GHG-3: The City shall reduce GHG emissions from new development by discouraging auto-dependent sprawl and dependence on the private automobile; promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio in each community; and other methods of reducing emissions; and</li> <li>■ Policy GHG-4: The City shall continue to evaluate the feasibility and effectiveness of new policies, programs, and regulations that contribute to achieving the City’s long-term GHG emissions reduction goals.</li> </ul>				
<b>HAZARDS AND HAZARDOUS MATERIALS</b>				
None	—	—	—	—
<b>HYDROLOGY AND WATER QUALITY</b>				
None	—	—	—	—

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<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
<b>LAND USE</b>				
None	—	—	—	—
<b>MINERAL RESOURCES</b>				
None	—	—	—	—
<b>NOISE</b>				
<b>MM 4.11-1</b> Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan, Noise Ordinance, or other applicable standards shall be required to implement measures, such as but not limited to; increase setbacks of dwelling units from area roadways or rail lines, use of developer-installed noise walls to protect exterior use area, and/or use of upgraded acoustical doors and windows in dwelling units to reduce interior noise	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Prior to issuance of a grading permit (Contract Specifications)	Development Services/ Planning/Public Services
<b>MM 4.11-2</b> Future projects implemented under the SGCP that result in the generation of noise levels in excess of standards established in the Glendale General Plan Noise Ordinance, or other applicable standards, shall implement measures, such as but not limited to, the use of parking areas or garage structures to act as acoustical buffers or barriers against highway or rail noise shall be implemented	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Prior to issuance of a grading permit (Contract Specifications)	Development Services/ Planning/Public Services
<b>MM4.11-3</b> Future projects implemented under the SGCP that result in substantial increase in operational noise levels shall implement measures, such as but not limited to, specification of quieter equipment, implementation of acoustical panels or enclosures around exposed noise producing equipment, relocate noise producing equipment into an acoustically-isolated space, relocate noise producing equipment further from noise-sensitive property boundary, and/or apply appropriate silencers (i.e. mufflers, baffles, or other noise reducing modifications) to noisy equipment.	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Prior to issuance of a grading permit (Contract Specifications)	Development Services/ Planning/Public Services
<b>MM 4.11-4</b> Future projects implemented under the SGCP that exceed groundborne thresholds outlined in Code Section 8.36.210 shall be required to use alternative methods to pile driving, such vibratory or pre-augured pile. When located near sensitive receptors, vibration sensitive land uses, or older fragile buildings, vibration monitoring shall be implemented.	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Prior to issuance of a grading permit (Contract Specifications)	Development Services/ Planning/Public Services
<b>MM 4.11-5</b> Future projects implemented under the SGCP that result in a substantial temporary or periodic increase in ambient noise levels shall be required to implement measures, such as but not limited to, the installation of temporary noise wall or curtains, use of quieter equipment and/or construction procedures, and restrictions on	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Prior to issuance of a grading permit (Contract Specifications); During Construction	Development Services/ Planning/Public Services



**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
nighttime construction.				
<b>POPULATION AND HOUSING</b>				
None	—	—	—	—
<b>PUBLIC SERVICES</b>				
None	—	—	—	—
<b>RECREATION</b>				
None	—	—	—	—
<b>TRANSPORTATION/TRAFFIC</b>				
<b>MM 4.15-1</b> Brand Boulevard & Glenoaks Boulevard: The addition of a second northbound left-turn lane is proposed in order to fully mitigate the impact at this intersection. The proposed turn lane would replace an existing concrete, landscaped median that measures roughly 11 feet wide and 160 feet long.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-2</b> Glendale Avenue & Monterey Road: The eastbound approach of this intersection along Monterey Road consists of a left-turn lane, through lane, and right-turn lane. The proposed mitigation would restripe the through lane as a through/right-turn lane to accommodate high right-turn volumes at this location. This mitigation can be implemented within the existing ROW.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-3</b> Harvey Drive & Wilson Avenue: A full mitigation of this impact would require widening the westbound approach along Wilson Avenue to add a second right-turn lane to accommodate high right-turn volumes at this location, specifically in the AM peak hour. This mitigation can be implemented within the existing ROW.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-4</b> Central Avenue & Colorado Street: The northbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the northbound approach within the existing ROW to two left-turn lanes, one through lane, and one through/right-turn lane. The existing receiving lanes on the west leg of this intersection can accommodate this modification.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-5</b> Central Avenue & Los Feliz Road: The southbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the southbound approach within the existing ROW to two left-turn lanes, one through lane, and one right-turn lane. There are currently two receiving lanes on the east leg of the intersection to	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works

**Table 1 Mitigation Monitoring and Reporting Matrix**

<i>Mitigation Measure</i>	<i>Implementation Documentation</i>	<i>Monitoring Activity</i>	<i>Timeframe</i>	<i>Responsible Monitoring Party</i>
accommodate this modification.				
<b>MM 4.15-7 Pacific Avenue &amp; SR-134 EB Ramps:</b> There are two modifications that can be made at this intersection within the existing right-of-way to fully mitigate this impact. On the northbound approach, an existing through lane would be restriped as a through/right-turn lane. The eastbound approach (the SR-134 off-ramp) would be widened within the existing Caltrans ROW to add a right-turn lane. While this mitigation would widen the existing 35-foot pedestrian crossing distance at this location, additional improvements, such as an enhanced crosswalk, could be installed to help mitigate any negative effects on the pedestrian environment at this location.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-8 SR-134 WB Ramps &amp; Monterey Road:</b> The northbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a left-turn lane and a right-turn lane) at the intersection. The mitigation proposed at this location would widen the off-ramp at the intersection in incorporate a second left-turn lane. There is currently additional Caltrans ROW adjacent to the ramp to make this modification. This configuration would require space for two receiving lanes on the west leg of the intersection, which could be accommodated by removing existing median paint and restricting on-street parking along Monterey Road for approximately 225 feet.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-9 Central Avenue &amp; Goode Avenue:</b> The westbound approach of this intersection includes a through/right-turn lane that is approximately 20 feet wide. In order to partially mitigate this intersection, this through/right-turn lane would be restriped as a 10-foot through lane and a 10-foot right-turn lane. In order to fully mitigate the impact, the southbound approach would also need to be widened to add a new through lane. The full mitigation is considered infeasible due to physical constraints.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>MM 4.15-10 Verdugo Road &amp; Broadway:</b> The impact at this intersection would be partially mitigated if the existing northbound through/right-turn lane was restriped as a right-turn only lane. In order to fully mitigate the impact at this location, the southbound approach and the westbound approach would also both need to be widened to add a new left-turn lane on both legs. The full mitigation is not feasible due to physical constraints.	Contract language and notes on building plans	Review and approve contract specifications, building plans for inclusion	Prior to Issuance of a Building Permit	Development Services/ Public Works
<b>UTILITIES AND SERVICE SYSTEMS</b>				
None	—	—	—	—

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENDALE, CALIFORNIA  
TO ADOPT TROPICO CENTER PLAN, AS AMENDED**

**WHEREAS**, the City Council, on August 30, 2016, authorized and directed staff to prepare the South Glendale Community Plan Environmental Impact Report (EIR) with three project alternatives; and

**WHEREAS**, the project includes adoption of the Tropico Center Plan (Appendix C to the South Glendale Community Plan), a neighborhood-level policy study, which recommends design guidelines as well as zoning designations and parking standards for the Tropico neighborhood; and

**WHEREAS**, staff conducted extensive public outreach regarding the South Glendale Community Plan project and alternatives studied in the Draft EIR, meeting with over 15 stakeholder groups and holding a public scoping meeting for the Draft EIR in September 2016; and

**WHEREAS**, the Draft EIR was circulated for a 60-day public comment period from January 11, 2018 to March 12, 2018; and

**WHEREAS**, staff presented the South Glendale Community Plan to the Planning Commission on March 7, 2018, to take testimony concerning the Draft EIR and the South Glendale Community Plan, including the Tropico Center Plan; and

**WHEREAS**, the South Glendale Community Plan was presented to the Planning Commission at a Special Planning Commission Meeting on June 25, 2018, along with the subject Tropico Center Plan, as amended, for review and comment; and

**WHEREAS**, the Planning Commission reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the proposed South Glendale Community Plan project, as well as Final Draft Environmental Impact Report, and the subject Tropico Center Plan (including the amended portions) at the duly noticed public hearing, pursuant to the provisions of Chapter 30.61 of the Glendale Municipal Code and Chapter 3, Title 7 of the Government Code of the State of California; and

**WHEREAS**, the Planning Commission voted to recommend that the City Council certify the Final South Glendale Community Plan EIR (SCH No. 2016091026), and also recommended that the City Council adopt the Tropico Center Plan, as amended; and

**WHEREAS**, the City Council has conducted a noticed public hearing pursuant to the provisions of Section 2.68.130 of the Glendale Municipal Code and Chapter 3, Title 7 of the Government Code of the State of California; and

**WHEREAS**, the City Council has received and accepted the Tropico Center Plan, as amended, and has reviewed and considered all materials and exhibits of current record relative to the Tropico Center plan, as amended; and

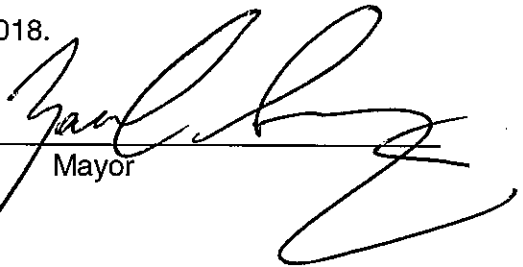
**WHEREAS**, pursuant to the California Environmental Quality Act, the City Council has reviewed and certified the South Glendale Community Plan Final EIR prepared for the project.

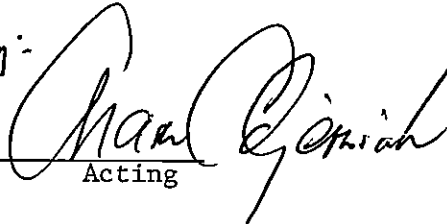
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENDALE AS FOLLOWS:**

**Section 1.** The above recitals are true and correct and are incorporated herein by this reference.

**Section 2.** The City Council hereby adopts the Tropico Center Plan (Appendix C of the South Glendale Community Plan) as amended (amended pages are Attachment 5 of the Council Staff Report dated July 31, 2018).

Adopted this 31st day of July, 2018.

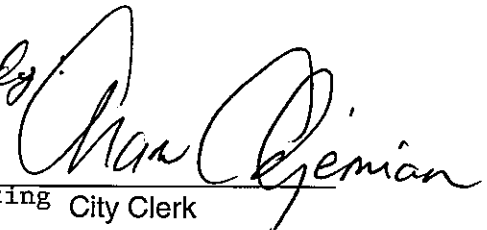
By   
Mayor

Attest: For Acty:   
City Clerk Acting

STATE OF CALIFORNIA            )  
                                                  )        SS  
COUNTY OF LOS ANGELES    )

I, ARDASHES KASSAKHIAN, Clerk of the City of Glendale, certify that the foregoing Resolution No. 18-150 was adopted by the Council of the City of Glendale, California at a regular meeting held on the 31st day of July, 2018, and that same was adopted by the following vote:

- Ayes:       Agajanian, Gharpetian, Najarian, Sinanyan
- Noes:       Devine
- Absent:     None
- Abstain:   None

For Acty:   
Acting City Clerk

APPROVED AS TO FORM

  
Senior Assistant City Attorney

DATE 7/30/18

**MOTION**

Moved by Council Member Najarian, seconded by Council Member Gharpetian, that upon consideration of General Plan Amendment Case No. PGPA 1220635 for the South Glendale Community Plan, and having reviewed and considered all materials, communications, public testimony and exhibits of current record relative to the proposed South Glendale Community Plan at a duly noticed public hearing, that the City Council, after having reviewed the staff report dated July 31, 2018, and having certified the Final Environmental Impact Report concerning the South Glendale Community Plan hereby initiates a land use and zoning code text/map amendment to create a Transit-oriented Development (TOD) zone for the Tropico TOD center consistent with the South Glendale Community Plan project.

Vote as follows:

Ayes: Agajanian, Gharpetian, Najarian, Sinanyan

Noes: Devine

Absent: None

Abstain: None

THE MOTION WAS ADOPTED AT THE REGULAR CITY COUNCIL MEETING OF: Tuesday, July 31, 2018.

APPROVED AS TO FORM

*Yvette Mendi*  
Senior Assistant City Attorney

DATE 7/26/18