CHAPTER 2 **Summary**

2.1 PURPOSE OF THE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts, mitigation measures, and residual impacts of the proposed project.

2.2 INTRODUCTION

This EIR is intended to provide the reader with a clear description of the proposed project and its potential environmental consequences. CEQA Guidelines Section 15123 requires that the summary identify "(1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." This summary focuses on the major areas of the proposed project that are important to decision-makers.

2.3 SUMMARY OF PROPOSED PROJECT

The proposed SGCP area, also referred to as the proposed project, is located within the City, approximately 5 miles north of downtown Los Angeles. The City 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 State Route 134 (SR-134), including Downtown Glendale, Adams Hill, and Tropico. The 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 defines a vision and establishes development standards and strategies for the revitalization South Glendale using the principles of Transit-Oriented Development (TOD). The project goals are to create a vibrant mixed-use community; well-designed buildings; attractive streetscapes; engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; and a variety of housing, retail, and entertainment options.

The proposed project includes amendments to Title 30 of the Glendale Municipal Code to modify the current Zoning Ordinance and Zoning Map to implement the vision of the SGCP and its associated revised land use plan. The New Zoning Map would include application of the new zones outlined above within centers and corridors consistent with proposed General Plan Map and Zoning Map revisions. Other modifications include application of the T – Transportation Zone to properties within the California Department of Transportation (Caltrans) state highway right-of-way that fall within the boundaries of the proposed SGCP. Proposed map changes also included modifying the southern and western boundaries of the Downtown Specific Plan (DSP). The changes are proposed to include entire properties in the DSP that are currently split between the DSP and citywide zoning.

In addition to changes to the Zoning Map, amendments to the Zoning Ordinance would include the addition of five new zones and corresponding development regulations. The new zones are only proposed to be applied to South Glendale at the present time, though would be available for citywide use and are therefore analyzed in this document. New zones include Transit-Oriented Development I (TOD I), Transit-Oriented Development II (TOD II), Mixed-Use 1 (MX1), Mixed-Used 2 (MX2), and Mixed-Use 3 (MX3). The corresponding General Plan designations, that would be added to the Land Use Element to address the new zones include; Urban Center, Village Center, Main Street Corridor, and Mixed-Use Corridor Low and High.

Overall, the new zones would accommodate medium to high density, mixed-use TOD at key centers and corridors within the community. Development standards include a comprehensive set of incentives, standards, and requirements to accommodate urban multi-modal development.

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.

The SGCP defines a vision and establishes development standards and strategies for the revitalization of the SGCP using the principles of Transit-Oriented Development. The proposed project objectives, as listed in Section 3.2, are to create a vibrant mixed-use community in corridors and centers as illustrated in Figure 2-1; well-designed buildings; attractive streetscapes; engaging public spaces; multi-modal streets accommodating pedestrians, bicyclists, and motor vehicles; and a variety of housing, retail, and entertainment options.

2.3.1 Proposed Land Use Changes

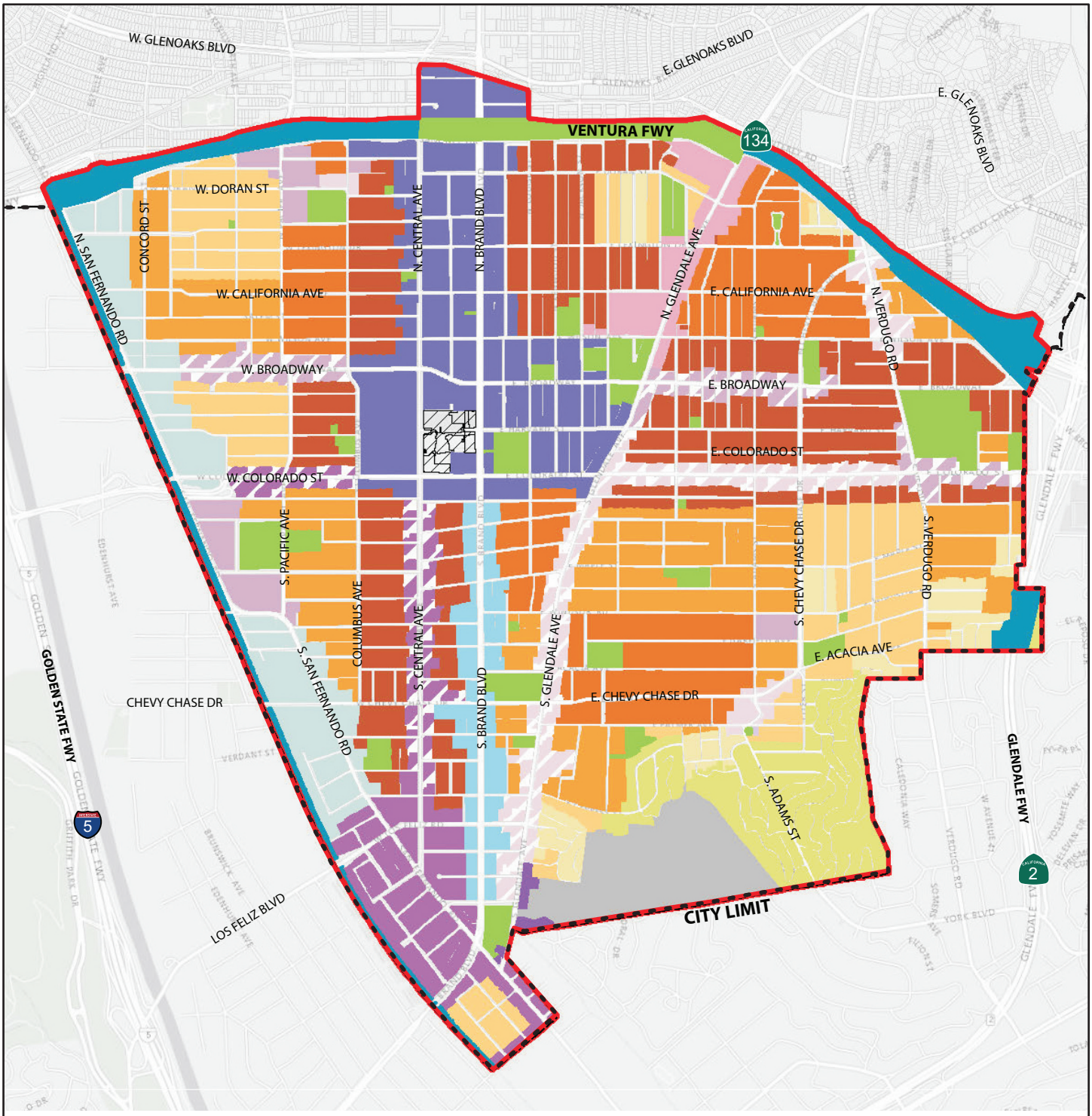
The proposed project includes an amendment to the Glendale General Plan Land Use Map to reflect the SGCP. The amendment would modify the southern and western boundaries of the DSP and apply new land use designations in South Glendale (within the SGCP) to implement the vision for the community.

Proposed General Plan Land Use Designations

The following new land use designations would be added to the Glendale General Plan, as illustrated in Figure 2-1.

- **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.
- **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. The "Town Center" General Plan land use designation does not refer to the area subject to the existing Town Center Specific Plan, and is not applicable to the area subject to the existing Town Center Specific Plan.
- **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.

- **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.
- **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.
- **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.
- **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.
- **Brand Boulevard of Cars**—Includes automobile dealerships and complementary commercial uses. Development regulations remain unchanged.
- **Single-Family Hillside**—Includes single and multi-family residential neighborhoods in hillside areas. Development regulations remain unchanged.
- **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; 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 Caltrans state highway rights-of-way that fall within the boundaries of the proposed SGCP.



Commercial
- Neighborhood
- Community/ Services

Centers
- Town Center Specific Plan
- Downtown Specific Plan
- Urban Center
- Town Center
- Village Center

Corridors
- Mixed-Use High
- Mixed-Use Low
- Main Street
- Suburban
- Industrial/Creative
- Brand Blvd. of Cars

Neighborhoods
- High Density
- Medium High Density
- Medium Density
- Moderate Density
- Low Density
- Single Family Hillside

Special Districts
- Campus
- Cemetery
- Civic
- Recreation/Open Space
- Transportation

Proposed SGCP Area

City Limit

No Scale

ATKINS

FIGURE 2-1

Proposed SGCP Land Use Map

Source: City of Glendale 2017

100042606 South Glendale Community Plan PEIR

2.4 PUBLIC ACTIONS AND APPROVALS REQUIRED

Consistent with CEQA Guidelines Section 15065(b), the City is the lead agency for the proposed project. As such, this EIR will be used by the City to evaluate the environmental impacts created by implementation of the proposed project and develop conditions of approval that would address those impacts for which mitigation measures are proposed in the EIR. The City Council would certify the proposed project's final EIR concurrently with approving the proposed project's approval, and amend the General Plan Land Use and Zoning maps for the SGCP. The following actions would be considered in approving the proposed SGCP. In addition, the following specific actions must be completed concurrent with approval of the SGCP:

- Certification of the EIR, including environmental findings pursuant to CEQA and adoption of Statement of Overriding Considerations;
- Adoption of amendments to the Glendale General Plan Land Use Element (text and Land Use Map), Circulation Element, and Housing Element;
- Adoption of amendments to the DSP (six boundary changes);
- Adoption of amendments to City of Glendale Zoning Ordinance; and
- Adoption of City of Glendale Zoning Map.

2.5 CLASSIFICATION OF ENVIRONMENTAL IMPACTS

Under CEQA, a "significant impact" represents a substantial or potentially substantial adverse physical change to the environment. In evaluating specific effects, this EIR identifies thresholds of significance for each effect, evaluates the potential environmental change associated with each effect, and then characterizes the effects as impacts in the following categories:

- **Effects Found Not Significant**—A determination of effects found not significant is used when the proposed project would have no effect on the resource as it pertains to one or more identified thresholds of significance.
- **Less Than Significant**—If an impact is described as less than significant, it means that the proposed project would have an impact with regard to the threshold discussed for the resource, but the impact would not rise to the level of significance and no mitigation measures would be required.
- **Potentially Significant**—A potentially significant impact is identified when the proposed project could have an impact with regard to a specific threshold, but the impact can be reduced to less than significant through implementation of mitigation measures identified in the analysis.
- **Significant and Unavoidable**—An impact is determined to be significant and unavoidable if the impact cannot be reduced to a less than significant level in spite of implementation of mitigation measures or if no feasible mitigation measures are available.

2.6 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(2) indicates that an EIR summary should identify areas of controversy known to the lead agency including issues raised by agencies and the public. This Draft EIR has taken into consideration the comments received from the public and various agencies in response to the NOP and during the public scoping meeting held on September 7, 2016. The written and verbal comments received during the NOP period and scoping period are provided in Appendix A. Based on the scoping process, potential areas of controversy known to the City include the following:

- Traffic impacts to local, county, and state facilities
- Impacts to cultural resources
- Impacts to city services
- Bicycle and railroad safety
- Impacts to air quality
- Impacts to the aesthetic quality of Glendale

CEQA Guidelines Section 15123(b)(3) requires that an EIR contain a discussion of issues to be resolved. With respect to the proposed project, the key issues to be resolved include whether the proposed project would have significant impacts, and, if so, how to mitigate potentially significant environmental impacts from the project, and whether one of the alternatives should be approved rather than the proposed project.

2.7 SUMMARY OF PROJECT ALTERNATIVES

As required by CEQA Guidelines Section 15126.6(a), an EIR must:

> Describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

Further, CEQA Guidelines Section 15126.6(b) states:

> The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Draft EIR Chapter 6 (Alternatives to the Proposed Project) includes an evaluation of the following alternatives of the proposed project:

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

2.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2-1 (Summary of Environmental Impacts and Mitigation Measures) contains a summary of the potential environmental effects of the proposed project, the recommended mitigation measures that would reduce or avoid those effects, and the level of significance after mitigation. Implementation of mitigation, as detailed in each environmental analysis section presented in this Draft EIR, would reduce most of the potentially significant impacts to a less than significant level. However, even with implementation of mitigation, the proposed project would result in the following significant and unavoidable 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 require the construction of new recreational facilities or the expansion of existing recreational facilities that could have an adverse physical effect on the environment.

- **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.

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
AESTHETICS			
Implementation of the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	EFNS	No mitigation is required.	EFNS
Impact 4.1-1 Implementation of the proposed project would not have a substantial adverse effect on a scenic vista. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.1-2 Implementation of the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
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.	SU	No feasible mitigation measures identified.	SU
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.	SU	No feasible mitigation measures identified.	SU
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.	PS	**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: (a) Install PM or other exhaust reducing filters on generators;	SU

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		(b) Require construction contractors to use off-road equipment that meets CARB's most recent certification for off-road diesel engines or Best Available Control Technology (BACT); (c) Use of electric-powered construction equipment; (d) Phase construction activities; (e) Provide grid or renewable electricity in place of generators; (f) Use alternative fuel such as high performance renewable diesel for construction equipment and vehicles; (g) Ensure that construction equipment is maintained and tuned according to manufacturer specifications; and/or (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. ■ **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_X, and particulate matter (PM_{10} and $PM_{2.5}$) through project design. **MM 4.2-2** The following policies shall be incorporated into the SGCP to reduce operational emissions 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;	

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		■ **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_X, and particulate matter (PM_{10} and $PM_{2.5}$) through project design; and ■ **Policy AQ-12:** Encourage the use of low or no VOC-emitting materials.	
Impact 4.2-2 Implementation of the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. 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.	PS	**MM 4.2-1** and **MM 4.2-2** would apply.	SU
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). 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.	PS	**MM 4.2-1** and **MM 4.2-2** would apply.	SU

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
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.	PS	**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 ($PM_{2.5}$), to the extent possible, and consider distance, orientation, and wind direction when siting sensitive land uses in proximity to TAC- and $PM_{2.5}$-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 $PM_{2.5}$. Available measures include, but are not limited to, barriers (e.g., vegetation, concrete walls) between the source and the receptor, high efficiency filtration with mechanical ventilation, and portable air filters. Specific reduction measures will be evaluated and determined depending on proposed land uses, proximity to TAC sources, and feasibility.	SU
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.	PS	**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.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
BIOLOGICAL RESOURCES			
Implementation of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	EFNS	No mitigation is required.	EFNS
Implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	EFNS	No mitigation is required.	EFNS
Implementation of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	EFNS	No mitigation is required.	EFNS
Impact 4.3-1 Implementation of the proposed project would not adversely affect federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, fill, hydrological interruption or other means. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.3-2 Implementation of the proposed project could result in the loss of indigenous trees that are protected by the Glendale Municipal Code; however, adherence to the city permitting process and implementation of mitigation measure would ensure that this impact remains *less than significant*.	LTS	No mitigation is required.	LTS
Impact 4.3-3 Implementation of the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. This is considered a potentially	LTS	No mitigation is required. .	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
significant impact. However, implementation of Glendale General Plan Policies would reduce this impact to a *less than significant* level.			
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.	PS	**MM 4.3-1** If future projects implemented under the SGCP are constructed during the bird-nesting season (January 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.	LTS
CULTURAL RESOURCES			
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.	PS	**MM 4.4-1** To encourage restoration, renovation, and adaptive reuse of historic resources, information on properties potentially eligible for listing on the Glendale Register of Historic Resources shall be publicly available. Providing information about potentially eligible historical resources in the preliminary stages of a project will allow agencies, property owners, developers, neighbors, and other interested parties to better assess the historical value the resource has on the City. Additionally, any project proposal to demolish or substantially alter a 5S3 property will require separate CEQA review; proposed alterations to 6L properties will invoke the "special consideration in planning" clause and involve heightened design review (e.g. siding types and window muntins patterns can be protected even as new materials are allowed), but demolition of 6L properties will be allowed without further environmental review. **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.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
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.	PS	**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	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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.	
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.	PS	**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.	LTS
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.	PS	**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	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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.	
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.	PS	**MM 4.4-2**, **MM 4.4-3**, **MM 4.4-4**, and **MM-4.4-8** would apply. .	LTS
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.	PS	**MM 4.4-2**, **MM 4.4-3**, **MM 4.4-4**, and **MM 4.4-8** would apply.	LTS
GEOLOGY AND SOILS			
Implementation of the proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	EFNS	No mitigation is required.	EFNS
Impact 4.5-1 Implementation of the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist	LTS	No mitigation is required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. This would be a *less than significant* impact.			
Impact 4.5-2 Implementation of the proposed project would not result in substantial soil erosion or the loss of topsoil. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.5-3 Implementation of the proposed project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.5-4 Implementation of the proposed project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994). However, adherence to General Plan standards and city, state and federal regulations would result in a *less than significant* impact.	LTS	No mitigation is required.	LTS
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.	PS	**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	SU

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EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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.	
HAZARDS AND HAZARDOUS MATERIALS			
Implementation of the proposed project would not if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.	EFNS	No mitigation is required.	EFNS
Implementation of the proposed project would not, if within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.	EFNS	No mitigation is required.	EFNS
Impact 4.7-1 Implementation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.7-2 Implementation of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
Impact 4.7-3 Implementation of the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.7-4 Implementation of the proposed project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.7-5 Implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.7-6 Implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
HYDROLOGY AND WATER QUALITY			
Implementation of the proposed project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	EFNS	No mitigation is required.	EFNS
Implementation of the proposed project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows.	EFNS	No mitigation is required.	EFNS
Impact 4.8-1 Implementation of the proposed project would not violate any water quality standards or waste discharge requirements. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
Impact 4.8-2 Implementation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.8-3 Implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.8-4 Implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.8-5 Implementation of the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.8-6 Implementation of the proposed project would not otherwise substantially degrade water quality. This would be a *less than significant* impact	LTS	No mitigation is required.	LTS
Impact 4.8-7 Implementation of the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.8-8 Implementation of the proposed project would not expose people or structures to risk of inundation by seiche, tsunami, or mudflow. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
LAND USE AND PLANNING			
Implementation of the proposed project would not physically divide an established community; therefore, *no impact* would occur.	EFNS	No mitigation is required.	EFNS
Implementation of the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan; therefore, *no impact* would occur.	EFNS	No mitigation is required.	EFNS
Impact 4.9-1 Implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
MINERAL RESOURCES			
Impact 4.10-1 Implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.10-2 Implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
NOISE			
Implementation of the proposed project, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would result in the exposure of people residing or working in the project area to excessive noise levels.	EFNS	No mitigation is required.	EFNS
Implementation of the proposed project, if located within the vicinity of a private airstrip, would result in the exposure of people residing or working in the project area to excessive noise levels.	EFNS	No mitigation is required.	EFNS

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EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
Impact 4.11-1 Implementation of the proposed project would not result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
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*.	PS	**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.	LTS
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*.	PS	**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.	LTS
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*.	PS	**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.	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
POPULATION AND HOUSING			
Impact 4.12-1 Implementation of the proposed project would not displace substantial numbers of existing housing nor people, necessitating the construction of replacement housing elsewhere. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
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.	SU	No feasible mitigation measures identified.	SU
PUBLIC SERVICES			
Impact 4.13-1 Implementation of the proposed project would increase the demand for school services and would potentially require the construction of new or physically altered facilities to accommodate the increased demand. However, existing services would accommodate growth associated with the proposed project. This impact is *less than significant*.	LTS	No mitigation is required.	LTS
Impact 4.13-2 Implementation of the proposed project would increase the demand for library services and would potentially require the construction of new or physically altered facilities to accommodate the increased demand. However, existing services would accommodate growth associated with the proposed project. This impact is *less than significant*.	LTS	No mitigation is required.	LTS
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*.	SU	No feasible mitigation measures identified.	SU

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
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*.	SU	No feasible mitigation measures identified.	SU
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.	PS	No feasible mitigation measures identified.	SU
Impact 4.14-1 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. As no feasible mitigation is available, this would be a *significant and unavoidable* impact.	PS	No feasible mitigation measures identified.	SU
TRANSPORTATION AND TRAFFIC			
Implementation of the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	EFNS	No mitigation is required.	EFNS
Impact 4.15-1 Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.15-2 Implementation of the proposed project would not result in inadequate emergency access. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
Impact 4.15-3 Implementation of the proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.15-4 Implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
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*.	PS	**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.	SU

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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. **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. **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.	

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Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
		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.	
UTILITIES AND SERVICE SYSTEMS			
Impact 4.16-1 Implementation of the proposed project could increase the amount of wastewater needing treatment, but would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, there would be a *less than significant impact on wastewater treatment requirements*.	LTS	No mitigation is required.	LTS
Impact 4.16-2 Implementation of the proposed project would not require or result in the construction of a new or expanded water or wastewater treatment facilities, the construction of which could cause significant environmental effects. Therefore, there would be a *less than significant impact.*	LTS	No mitigation is required.	LTS
Impact 4.16-3 Implementation of the proposed project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.16-4 Implementation of the proposed project would generate an additional demand for water, which would have sufficient water supplies available to serve the project area from existing entitlements and resources, or new or expanded entitlements would be needed. This is a *less than significant* impact.	LTS	No mitigation is required.	LTS

Table 2-1 Summary of Environmental Impacts and Mitigation Measures

EFNS = Effects Found Not Significant; LTS = less than significant; PS = potentially significant; SU = significant and unavoidable

Environmental Impact	*Level of Significance Before Mitigation*	*Recommended Mitigation Measures*	*Level of Significance After Mitigation*
Impact 4.16-5 Implementation of the proposed project would not result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.16-6 Implementation of the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.16-7 Implementation of the proposed project would comply with federal, state, and local statutes and regulations related to solid waste. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS
Impact 4.16-8 Implementation of the proposed project would not require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact. This would be a *less than significant* impact.	LTS	No mitigation is required.	LTS

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