



INITIAL STUDY CHECKLIST

Star Mazda Vehicle Dealership Expansion
1401 South Brand Boulevard

<p>1. Project Title: Star Mazda Vehicle Dealership Expansion</p>
<p>2. Lead Agency Name and Address: City of Glendale Community Development Department – Planning Division 633 East Broadway, Room 103 Glendale, CA 91206</p>
<p>3. Contact Person and Phone Number: Vista Ezzati, Principal Planner Tel: (818) 937-8180 Fax: (818) 240-0392</p>
<p>4. Project Location: 1401 South Brand Boulevard, Glendale, Los Angeles County</p>
<p>5. Project Sponsor's Name and Address: Bryan MacDermott c/o Wagner Architecture Group 2124 South El Camino Real, Suite 220 Oceanside, CA 92054</p>
<p>6. General Plan Designation: Community Services Commercial</p>
<p>7. Zoning: CA – Commercial Auto Zone</p>
<p>8. Description of the Project:</p> <p>The Project includes construction of a new 2-story, 11,840-square-foot building for an existing vehicle dealership (Star Mazda) located on a 54,853-square-foot project site in the CA (Commercial Auto) Zone. The Project includes the demolition of an 8,600-square-foot showroom and service reception building (originally built in 1958) located along the northerly portion of the site and an attached 900-square-foot office and parts building (year built unknown) located towards the center of the site. As part of the Project, the existing surface parking lot will be reconfigured and will provide a total of 66 parking spaces: 18 standard parking spaces will be provided for customers, 18 tandem parking spaces will be provided for vehicle service, and 30 tandem parking spaces will be provided for vehicle display. In accordance with Assembly Bill 2097 (AB 2097), the Applicant has also requested relief from the parking requirements for the proposed Project because of its proximity to a major transit stop (less than 0.5 mile from the Glendale Transportation Center), and its location in a High-Quality Transit Corridor.</p> <p>The Project Site is rectangular-shaped and has frontage on three streets: South Brand Boulevard to the east, West Los Feliz Road to the north, and West Laurel Street to the south. There is also an existing 20-foot-wide alley located to the west of the Project Site that will be maintained. The Project Site was first developed in 1948 as a vehicle dealership with various building additions made over time, and all buildings are currently attached to one another.</p> <p>Development of the Project requires approval by the Design Review Board for the design.</p>
<p>9. Surrounding Land Uses and Setting:</p> <p><u>North:</u> Vehicle Rental Agency and a Retail Store – CA Commercial Auto Zone <u>South:</u> Vacant Commercial Building – CA Commercial Auto Zone <u>East:</u> Vehicle Dealership – CA Commercial Auto Zone</p>

West: Vehicle Inventory Parking Lot (Star Mazda) & Glendale Memorial Hospital – C3
Commercial Service Zone, Height District III

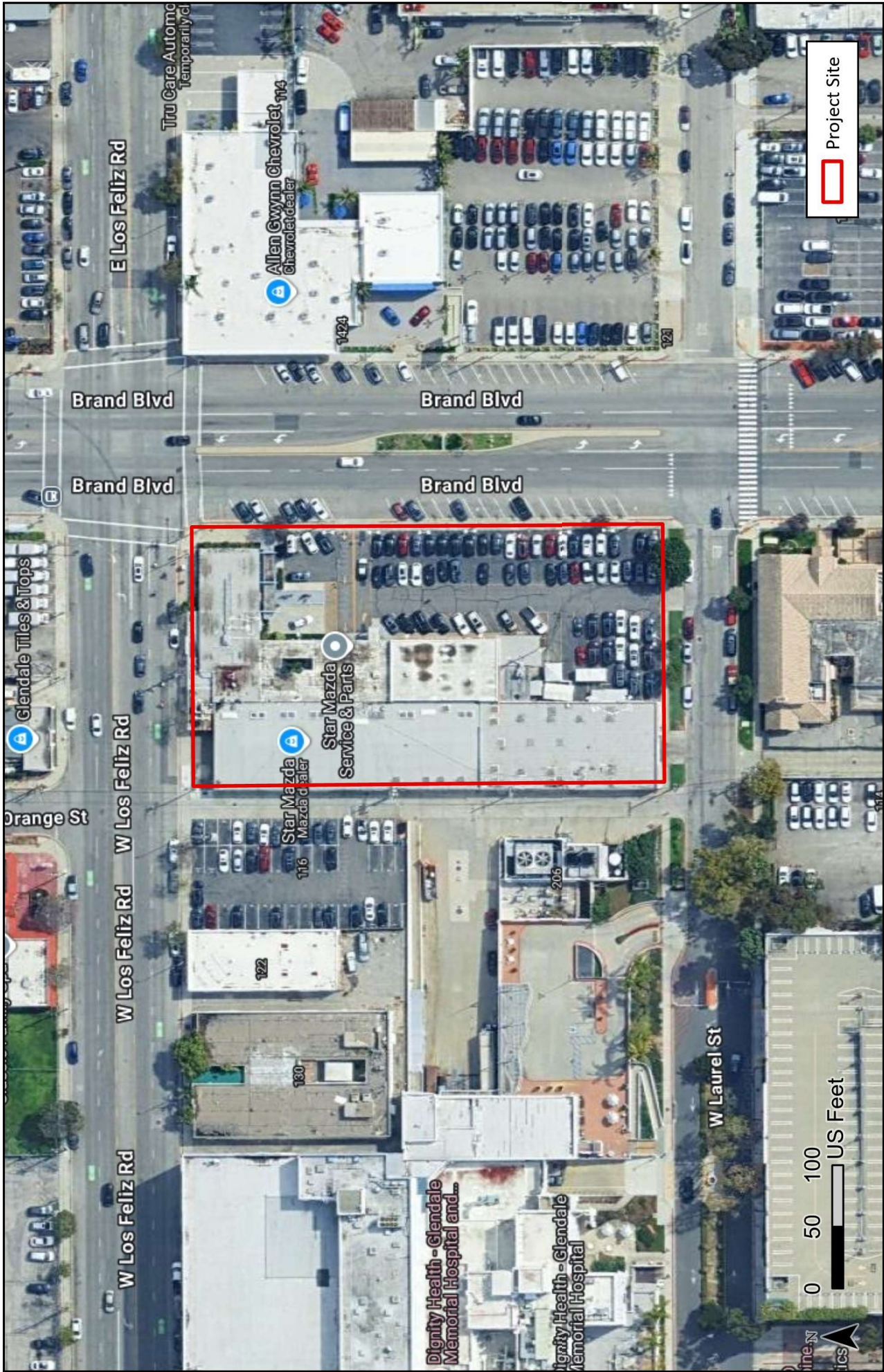
- 10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).**
None.



SOURCE: Esri, 2025

FIGURE 1

Regional Context



SOURCE: Google Earth, 2025; Esri, 2025

FIGURE 2

Aerial Photograph of the Project Site

11. Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards / Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation:

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



Prepared by: _____

February 19, 2026

Date: _____

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



Director of Community Development: _____

February 19, 2026

Date: _____

A. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

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

No Impact. No scenic vistas, as identified in the Open Space and Conservation Element (January 1993), exist within, or within view of, the Project Site. Therefore, no impacts to scenic vistas would result from project implementation. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No state scenic highway is located adjacent to or within view of the Project Site. No impacts to scenic resources within a State scenic highway would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The subject site is an existing vehicle dealership located in an urbanized area along the Brand Boulevard of Cars, with the immediate area surrounding the Project Site developed with one and two-story buildings, primarily other vehicle dealerships and other commercial uses. Glendale Memorial Hospital campus is also located directly to the west of the Project Site and features several buildings and parking areas ranging in height from one to eight stories. The proposed expansions and improvements to the existing vehicle dealership will be reviewed by the Design Review Board regarding site planning, mass and scale, architectural materials, and landscaping to ensure the Project’s design is compatible with the surrounding built environment. The design of the Project features well-articulated facades and high-quality materials to accentuate the design concept. Impacts to visual character are anticipated to be less than significant, given the project review processes and compliance with the Zoning Code standards that address mass and scale. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

4) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Day and nighttime lighting for the Project would increase as a result of the proposed Project, but would not be significantly greater than the existing on-site conditions. Any external lighting of the property is required to be directed towards the subject property and shielded to prevent lighting from spilling over onto neighboring properties. With these requirements in place, and because the surrounding area is already developed with commercial buildings, no significant impacts associated with lighting are anticipated. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

B. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated), prepared by the California Department of Conservation, as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

No Impact. There is no prime farmland, unique farmland, or farmland of statewide importance within or adjacent to the project site, and no agricultural activities take place on the Project Site. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. No portion of the Project Site is proposed to include agricultural zoning designations or uses, nor do any such uses exist within the City under the current General Plan and zoning. There are no Williamson Act contracts in effect for the Project Site or the surrounding vicinity. No conflicts with existing zoning for agricultural use or Williamson Act contracts would result. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. There is no existing zoning of forest land or timberland in the City. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There is no forestland within the City of Glendale. No forest land would be converted to non-forest use under the proposed Project. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. There is no farmland or forest land in the vicinity of or on the Project Site. No farmland would be converted to non-agricultural use, and no forest land would be converted to non-forest use under the proposed Project. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations.

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?				X
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
3. Expose sensitive receptors to substantial pollutant concentrations?			X	
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

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

No Impact. The Project Site is located within the City of Glendale, which is part of the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency responsible for preparing the Air Quality Management Plan (AQMP) for the Basin. Since 1979, a number of AQMPs have been prepared. The most recent comprehensive plan fully approved by the U.S. Environmental Protection Agency (U.S. EPA) is the 2022 Air Quality Management Plan (AQMP), which includes a variety of strategies and control measures.

The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumption used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

Population growth associated with the proposed Project is included in the Southern California Association of Governments (SCAG) projects for growth in the City of Glendale. The proposed Project is an expansion of an existing vehicle dealership that includes demolition of existing buildings used for sales and vehicle display, and construction of a new larger building with the same uses, as a result the project does not result in population and housing growth that would cause growth in Glendale to exceed the SCAG forecast. Consequently, implementation of the proposed Project would be consistent with AQMP attainment forecasts. Therefore, no impact would occur with relation to a conflict with, or obstruction of, the implementation of the SCAQMD AQMP. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. An Air Quality and GHG Impact Analysis was prepared for the project by Giroux & Associates, dated January 8, 2022 (see **Appendix C** to this Initial Study). The California Emissions Estimator Model (CalEEMod Version 2020.4.0) was used to estimate air quality impacts during the construction and operation stages of the project. Results from the model indicate that the proposed Project would not exceed thresholds for construction, area, or operational impacts. A summary of the results and the Giroux & Associates report is attached. No significant impacts are anticipated. Based on the model run, construction of the project would not exceed the SCAQMD thresholds of significance for construction.

Area sources emissions are generated during the consumption of natural gas for space and water heating devices, by natural gas fireplaces, and during the operation of gasoline-powered landscape maintenance equipment and the use of consumer products (e.g., hair spray, deodorants, lighter fluid,

air fresheners, automotive products, and household cleaners). Mobile source emissions would be generated by a motor vehicle traveling to and from the Project Site.

Area and mobile source emissions were estimated using the California Emissions Estimator Module (CalEEMod Version 2020.4.0). The Project’s land uses were entered into the model to estimate area source emissions. It was assumed that all buildings would combust natural gas, which is a conservative estimate since no residential uses are proposed as part of the Project. Based on the California Emissions Estimator Module (CalEEMod Version 2020.4.0) model run, the Project would not exceed the SCAQMD thresholds of significance for construction or operations. This requirement would further reduce emissions projected in the model run that assumes the use of natural gas. Compliance with these reach codes and the associated improvements would not be required for the existing buildings that are proposed to remain, and they can continue operating as-is. Therefore, no significant impacts are anticipated. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

3) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. As indicated in the model run performed for the Project, no construction or operational impacts are anticipated. Therefore, the Project would not expose sensitive receptors to a substantial pollutant concentration and, therefore, impacts are considered less than significant. This issue will not be further analyzed in the EIR.

4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. The type of facilities that are typically associated with objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The Project includes expansion of the existing vehicle dealership’s retail and office areas only, and no demolition or expansion is proposed for the existing vehicle service areas. Construction activity associated with the Project will be for one year and may temporarily generate detectable odors from equipment exhaust. However, any detectable odors or equipment exhaust would be associated with initial construction and would be considered transitory and/or short-term. Therefore, less-than-significant construction-related odor impacts are anticipated to occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

D. BIOLOGICAL RESOURCES

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

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

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

Less than Significant Impact. The Project Site is located in an area that has been heavily urbanized for decades, and natural vegetation does not exist on-site. The site is surrounded by densely developed urban properties and is unsuitable for use as a wildlife habitat due to its location. No wildlife species other than those that can tolerate human activity and/or are typically found in urban environments are known to exist on or near the Project Site. These human-tolerant species are neither sensitive, threatened, nor endangered. Implementation of the Project would not result in any impact to species identified as endangered, threatened, sensitive, or being of special concern by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. In addition, the Project Site does not provide a suitable habitat for endangered or rare species, given the pattern, type, and level of development in the area. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is located in an area that has been heavily urbanized for many years. No riparian habitat and/or other sensitive natural communities are present within the vicinity, and no such areas are present on or adjacent to the Project Site. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

3) **Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. The Project Site is neither in proximity to, nor does it contain, wetland habitat or a blue-line stream. No federally protected wetlands are present within the vicinity, and no such areas are present on or adjacent to the Project Site. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is located in an area that has been heavily urbanized for many years. The area has been substantially modified by human activity, as evidenced by other developments of similar type and uses, and human activity associated with these types of development. Implementation of the project will not interfere with the movement of native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Glendale Municipal Code, Section 12.44, specifically protects six different native or “indigenous” species of trees that include the Coast Live Oak, Valley Oak, Mesa Oak, Scrub Oak, California Sycamore, and California Bay. There are no protected trees located on or within twenty feet of the Project Site, and implementation of the Project would not conflict with any local policies or ordinances protecting biological resources. As a result, no impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No Mitigation measures are required.

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

No Impact. No adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan has been adopted to include the Project Site. Therefore, the Project would not conflict with any such plans. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

E. CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	X			

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
3. Disturb any human remains, including those interred outside of formal cemeteries?			X	

1) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Potentially Significant Impact. City records indicate that the Project Site has been a vehicle dealership since 1948. There have been various building additions done over time, with all buildings currently attached to one another, and that includes: a one-story, 17,315 square-foot vehicle service building that was originally constructed in 1955 and expanded in 1968, a one-story, approximately 12,000 square-foot vehicle showroom and service reception building that was originally constructed in 1958, and a one-story, 900 square-foot office and parts building with an unknown construction date. The Project scope of work includes demolition of the 900-square-foot office building and demolition of 8,600 square feet of the 1958 vehicle showroom and service reception building.

A Historic Resource Evaluation, dated March 12, 2021, and updated on May 26, 2022, was prepared for this project by Kaplan Chen Kaplan (see **Appendix A** to this Initial Study). The evaluation determined that there are no historic resources on the property, and it would not be eligible for designation at the Local, State, or Federal level.

The existing vehicle showroom and service reception building, which was built in 1958, was evaluated in the City of Glendale’s 2017 South Glendale Historic Resources Survey and assigned a California Historical Resource (CHR) Status Code of 5S3, indicating that it appears eligible for listing in the Glendale Register of Historic Resources. The survey finds the property to be eligible for listing in the Glendale Register because it is a rare example of a remnant auto dealership from the 1950s, and it is a good example of Mid-century Modern commercial architecture in South Glendale. The character-defining features of the original design include the single-story height, expressed steel post-and-beam construction with brick masonry, L-shaped plan with simple massing and asymmetrical composition, flat roof, glass curtain walls, and a flat canopy suspended from a steel frame. The survey also identifies that the property retains the integrity of location, design, setting, materials, workmanship, feeling, and association. The City’s preservation planner supports this finding.

Because there is divergent expert opinion regarding the showroom building’s possible historic status, the proposed demolition could cause a substantial adverse change in the significance of a historical resource as defined in *State CEQA Guidelines* Section 15064.5. Therefore, the Project may have a potentially significant impact, and this issue requires further analysis in the EIR.

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

Less than Significant Impact. Prehistoric and historic archaeological sites are not known to exist within the project area. The City’s Open Space and Conservation Element indicates that no significant archaeological sites have been identified in this area of Glendale. Nonetheless, construction activities associated with project implementation would have the potential to unearth undocumented resources. In the event that archaeological resources are unearthed during project subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily

suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, no significant impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project Site and surrounding area are characterized by features typical of commercial and residential land uses that have existed for several decades. No known burial sites exist within the vicinity of the Project Site or the surrounding area. However, impacts would be potentially significant if human remains were to be encountered during excavation and grading activities. State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as a consultant on how to proceed with the remains (i.e., avoid removal or reburial). With the implementation of this standard requirement, no significant impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

F. ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

1) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. Construction of the proposed Project would require consumption of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil, natural gas, and gasoline) for automobiles and construction equipment, and other resources, including, but not limited to, lumber, sand, gravel, asphalt, metals, and water. Construction would include energy used by construction equipment and other activities at the Project Site (e.g., building demolition, excavation, paving), in addition to the energy used to manufacture the equipment, materials, and supplies, and transport them to the Project Site. Energy for maintenance activities would include that for day-to-day upkeep of equipment and systems, as well as energy embedded in any replacement equipment, materials, and supplies. It is expected that nonrenewable energy resources would be used efficiently during construction and maintenance activities, given the financial implications of inefficient use of such resources. Therefore, the amount and rate of consumption of such resources during construction and maintenance activities would not result in the unnecessary, inefficient, or wasteful use of energy resources.

Operation of the proposed Project would involve consumption of electricity and natural gas; however, these resources are already consumed on the Project Site because it is already developed with an existing vehicle dealership, and an incremental increase in the consumption of these resources associated with project operation would not represent unnecessary, inefficient, or wasteful use of resources. The Project would be designed to comply with Title 24 Building, Energy and Green Buildings Standards (California Building Code, Title 24, Parts 4, 6, and 11). This will include compliance with the newly adopted reach codes pertaining to the complete electrification of new construction buildings and solar panel installation. Sustainable design strategies for the building would include the use of high-performance glazing and a light-colored, single-ply, and thermoplastic roof membrane over a well-insulated roof assembly to reduce heat gain during the summer. Other sustainable features would include energy-efficient light fixtures, lighting controls, and water-conserving plumbing fixtures. In order to comply with recent building code amendments, the Project would be required to install rooftop solar panels. Given the foregoing, the Project's consumption of energy resources would be less than significant, as it would not represent unnecessary, inefficient, or wasteful use of energy resources. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. As described above, the energy efficiency of the Project would, at a minimum, comply with the California Energy Code and the California Building Code which requires new construction projects, such as this, to be fully electric. While not specifically applicable to the Project, Senate Bill 350 sets ambitious 2030 targets for energy efficiency and renewable electricity, increasing California's renewable electricity procurement goal from 22 percent by 2020 to 50 percent by 2030. As described in **Section F-1** above, the Project would be subject to the City's recently adopted reach codes, which exceed the state's minimum requirements for energy use in construction and design, including a requirement for solar panel installation for all new construction. As such, the Project would not conflict with or obstruct a state or local plan for renewable energy or efficiency. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

G. GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
2. Result in substantial soil erosion or the loss of topsoil?			X	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?			X	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less than Significant Impact. According to the City's Safety Element (August 2003), the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located directly beneath or projecting toward the Project Site. Therefore, impacts from the rupture of a seismic fault are considered to be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- ii) Strong seismic ground shaking?**

Less than Significant Impact. The Project Site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. This hazard exists throughout Southern California and could pose a risk to public safety and property by exposing people, property, or infrastructure to potentially adverse effects, including strong seismic ground shaking. Compliance with applicable building codes would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. Therefore, impacts related to strong seismic ground shaking would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is not located within an area prone to liquefaction as indicated in the City's Safety Element (August 2003). Therefore, no impacts associated with liquefaction would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

iv) Landslides?

No Impact. The subject property is not located in a landslide hazard area, as indicated in the City's Safety Element (August 2003). Therefore, no impacts associated with landslides would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Construction activity associated with the proposed Project development will not result in wind and water-driven erosion of soils due to grading, since the site would expose small amounts of soil during construction activities. Further, as part of the proposed Project, the applicant would be required to adhere to conditions under the Glendale Municipal Code Section 13.42.060 to prepare and administer a plan that effectively provides for a minimum stormwater quality protection throughout project construction. The plan would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to less than significant. In addition, the applicant would be required to adhere to South Coast Air Quality Management District (SCAQMD) Rule 403—Fugitive Dust, which would further reduce the impact related to soil erosion to less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. Subsidence is the process of lowering the elevation of an area of the earth's surface that can be caused by tectonic forces deep within the earth or by consolidation and densification of sediments, sometimes due to the withdrawal of fluids such as groundwater. The Project Site is not located in an area of significant subsidence activity and would not include fluid withdrawal or removal. In addition, as indicated in Response G-1 (iii), above, the soil under the Project Site is not prone to liquefaction. Therefore, impacts related to unstable soils are anticipated to be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating direct or indirect substantial risks to life or property?

Less than Significant Impact. In order to minimize damage due to geologic hazards, design and construction of the Project will be required to comply with applicable building codes which would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. Therefore, impacts related to expansive soil would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

5) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Septic tanks will not be used in the proposed Project. The Project would be required to connect to and use the existing sewage conveyance system as it currently exists. Therefore, no impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

6) *Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Less than Significant Impact. Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City of Glendale consists of igneous and metamorphic rock, and the local area is not known to contain paleontological resources. The Project Site has already been subject to disruption and development. Any superficial paleontological resources that may have existed at one time on the Project Site will have likely been previously unearthed by past development activities. Nonetheless, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the Project. In the event that paleontological resources are unearthed during Project-related subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, less-than-significant impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

H. GREENHOUSE GAS EMISSIONS

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

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

Less than Significant Impact. *State CEQA Guidelines* (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance for greenhouse gas emissions. Neither the City of Glendale nor the South Coast Air Quality Management District (SCAQMD) has adopted specific thresholds of significance for impacts related to greenhouse gas emissions or global climate change. The SCAQMD did establish a working group that came up with recommended thresholds, which are utilized in this analysis.

The SCAQMD has released Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans (December 2008), which includes a GHG emissions threshold of 10,000 metric tons (MT) of CO₂ equivalents (CO₂e) per year to determine the significance of industrial project GHG impacts. This is consistent with the threshold used by the Bay Area Air Quality Management District and the Santa Barbara County Air Pollution Control District. A threshold of 3,000 MT CO₂e/year is also suggested for residential projects. SCAQMD recommends that GHG emissions from construction be amortized over 30 years and added to operational GHG emissions in order to determine the overall project impact.

Please note that “CO₂ equivalents” (CO₂e) is the quantity of CO₂ that would cause the same level of climate change as a given type and quantity of a GHG emission. This variation of effect between gases is also known as global warming potential (GWP). For example, one unit of methane emissions has the same GWP as 21 units of carbon dioxide. Therefore, one (1) metric ton of methane is equivalent to 21 metric tons of CO₂e. Emissions of multiple types of GHGs are represented collectively in units of CO₂e.

Construction Phase Impacts:

GHG emissions from construction occur as a result of fuel combustion in heavy-duty off-road equipment. Construction activities would be temporary in nature. As described above, GHG emissions from construction are supposed to be amortized over a 30-year period and added to operational emissions to determine significance. An Air Quality and GHG Impact Analysis was prepared for the Project by Giroux & Associates, dated January 8, 2022, and calculated GHG emissions using CalEEMod Version 2020.4.0 (see **Appendix C** to this Initial Study). CalEEMod predicts that the Project will generate 253 MT of CO₂e construction emissions total. Per SCAQMD methodologies, this total is divided by 30 and added to the operational GHG emissions presented in the operation phase section below.

Operation Related Impacts:

Once construction activities are complete, the only direct source of GHG emissions associated with the Project will be from vehicles traveling to and from the site. Indirect emissions are included with direct emissions for the GHG impacts. Total operation phase GHG emissions generated by project direct and indirect sources are 59 MT CO₂e/year. Adding the operational GHG emissions to the construction GHG emissions, amortized over a 30-year period, the total project GHG emissions are 10.4 MT CO₂e/year. This is well below the significance threshold of 3,000 MT CO₂e/year selected for the Project. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. For the reasons discussed above, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. No impact would occur.

Mitigation Measures: No mitigation measures are required.

I. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

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

Less than Significant Impact. The proposed Project involves the demolition of an existing 8,600-square-foot showroom and 900-square-foot of a portion of the existing vehicle service building, and the construction of a new 2-story, 11,840-square-foot building for retail and office use for the existing vehicle dealership. Such uses do not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials. No new hazardous materials will be generated at the site. All businesses within the City of Glendale, as mandated by the California Health and Safety Code Chapter 6.95, are required to file a Hazardous Material Business Plan (HMBP) with the Glendale Fire Department. The HMBP covers the use and storage of all regulated hazardous chemicals and materials to be used and/or stored onsite. As a result, impacts would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

Potentially Significant Impact. Development of the Project Site will require the demolition of an existing building that was originally built in 1958. Structures constructed, repaired, or remodeled between 1930 and 1981 have the potential of containing asbestos-containing building materials. Additionally, buildings constructed prior to 1978 may contain lead-based paints. Testing and removal of lead-based paints is subject to regulations established by the Environmental Protection Agency (EPA). Due to the possibility that these structures may contain lead paint or asbestos, the Project would be required to be tested in accordance with applicable rules and regulations and remediated accordingly prior to demolition. The Project would be required to comply with all applicable rules established by the SCAQMD, including Rules 403 and 402, during the construction phase that would prevent dust from migrating beyond the Project Site. Compliance with the applicable rules and regulations will ensure that significant impacts are reduced to a less-than-significant level.

A Phase I Environmental Assessment, dated May 15, 2019, was prepared for the property by Waterstone Environmental, Inc. (see **Appendix E** to this Initial Study) that identified potential on- and off-site subject property issues, also known as Recognized Environmental Conditions (RECs), and made recommendations related to the Project and the associated RECs.

- Historically, various underground storage tanks (USTs) have been present on the site. From 1958 to 1968, there was one 280-gallon waste oil UST, and from 1968 to 1986 there was one 550-gallon waste oil UST that also contained waste parts cleaner solution. Permit records indicate that these USTs have been removed, but no reports of sampling during the removal of these USTs have been identified. Based on how long these USTs were on-site and the noted disposal of waste parts cleaner in the 550-gallon UST, there is a potential for a historical release to the subsurface.
- Two 3-stage clarifiers are present in the service area in the western portion of the site which are permitted for the disposal of potential wastes, including solvents. Clarifiers have the potential to leak into the subsurface.
- Based on the historical presence of USTs, two 3-stage clarifiers that are still in use, and historical use of perchloroethylene (PCE) between 1996 and 2001 on the site, it is possible that a Vapor Encroachment Condition (VEC) may exist. The location of PCE usage was likely conducted only in the western portion of the site in the service area, which is not the area for the planned development. Due to the proximity of the service area activities to the offices, there is the possibility that a VEC exists in the area of the proposed building renovations.
- Two existing in-ground hoists and multiple historical in-ground hoists are known to have been present in the service area in the western portion of the site. Hoists have the potential to leak into the subsurface, and hydraulic oils have the potential to contain polychlorinated biphenyls (PCBs).

The recommendation in the assessment is that a soil vapor survey be conducted prior to the construction of the new auto showroom and offices in the northeast corner of the subject property. If elevated soil vapor concentrations are present beneath the proposed construction area, a vapor barrier may be needed for mitigation of vapor intrusion for the new buildings. Therefore, the Project may have a potentially significant impact, and this issue requires further analysis in the EIR.

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

Less than Significant Impact. There is one existing school within one-quarter (0.25) mile from the Project Site, Cerritos Elementary School (0.2 miles to the southeast). The Project would comply with all hazardous materials remediation protocols during the demolition and construction phases. The Project would not emit any new hazardous emissions or handle hazardous materials since this is an expansion of the office and retail sales area at an existing vehicle dealership. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

No Impact. No private airstrips are located in the City of Glendale or in the vicinity of the Project Site. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. The Project Site is located on the east side of South Brand Boulevard between West Los Feliz Road and West Laurel Street. Neither West Los Feliz Road nor West Laurel Street is identified as a City Disaster Response or County Evacuation Route in the City of Glendale General Plan Safety Element (August 2003). However, South Brand Boulevard is designated as a City Disaster Response Route in the Safety Element. The Project does not involve any changes to South Brand Boulevard, nor would the Project result in the alteration of an adopted emergency response plan or evacuation plan. During construction, the applicant would be required to obtain any necessary permits from the City of Glendale Public Works Department for all work occurring within the public right-of-way. Implementation of these requirements would be incorporated as a typical condition of approval. Consequently, project impacts would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 8) ***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact. The Project Site and surrounding area are characterized by features typical of the urban landscape. The Project Site is not within a fire hazard area as identified in the City of Glendale General Plan Safety Element. No impact would occur. This issue will not be further analyzed in the EIR. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

J. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface of groundwater quality?			X	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface of groundwater quality?

Less than Significant Impact. Under Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In the City of Glendale, the Los Angeles Regional Water Quality Control Board (RWCQB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges that include construction activities. Implementation of the Project will be required to comply with all of the NPDES requirements, including the submittal and certification of plans and details showing both construction and post-construction Best Management Practices (BMPs) that are integrated into the design of the proposed Project. The submittal of a Standard Urban Stormwater Mitigation Plan (SUSMP), as approved by the City Engineer, will also be required to be integrated into the design of the proposed Project. Therefore, implementation of the proposed Project is not expected to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface of groundwater quality since the proposed Project will be required to comply with applicable permitting requirements. No significant impacts are anticipated. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less than Significant Impact. The proposed Project does not involve additions to or withdrawals of groundwater. The amount of hardscape proposed on the Project Site is similar to the current on-site conditions. Development of the Project would not result in a substantial increase in runoff in the surrounding neighborhood since the area is already densely developed. The proposed Project would

not significantly interfere with the recharge of local groundwater or deplete the groundwater supplies. No significant impacts would occur as a result of the proposed Project. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

3) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:***

i) ***result in substantial erosion or siltation on- or off-site;***

Less than Significant Impact. The Project Site is situated on a relatively flat lot currently developed with buildings used by the Star Mazda vehicle dealership for sales, office, and vehicle servicing. The portion of the site where the new building will be developed is currently a surface parking lot that fronts South Brand Boulevard and West Laurel Street. The majority of water that falls on the site is directed to the adjacent streets: West Los Feliz Road, West Laurel Street, and South Brand Boulevard. The existing situation will not change after implementation of the Project. The Project will not alter the course of a stream or river, since no stream or river is located on the site, nor would the Project result in a substantial increase in runoff, since the Project Site is already developed and the surrounding neighborhood is densely developed. Impacts to drainage patterns would be less than significant.

Furthermore, as part of the proposed Project, the applicant would be required to adhere to conditions under the NPDES Permit set forth by the Regional Water Quality Control Boards (RWQCB), and to prepare and submit a stormwater pollution prevention plan (SWPPP) to be administered throughout the proposed Project construction. The SWPPP would incorporate BMPs to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to a less-than-significant level. Development of the proposed Project would not require any substantial changes to the existing drainage pattern of the site or the area, nor would it significantly affect the capacity of the existing storm drain system. The SWPPP would incorporate BMPs by requiring controls of pollutant discharges that utilize BAT and BCT to reduce pollutants. In addition, in accordance with Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Mitigation Plan of the Glendale Municipal Code, a SUSMP containing design features and BMPs to reduce post-construction pollutants in stormwater discharges would be required as part of the Project. Consequently, impacts are considered to be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

ii) ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;***

Less than Significant Impact. The proposed Project would not alter the course of a stream or river. Flood hazards due to heavy precipitation can result in inundation of developed areas due to overflow of nearby stream courses or from inadequate local storm drain facilities, if not sized to accommodate large storm events. The city has developed a flood control system that provides protection for its residents. The amount of surface runoff will not change as a result of the Project. In addition, no Federal Emergency Management Agency (FEMA) designated flood zones are located within the Project Site, as indicated in the City of Glendale General Plan Safety Element (August 2003). Therefore, flooding impacts would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- iii) ***create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***

Less than Significant Impact. Please refer to Response J-3 above. The amount of on-site impervious surfaces would not increase significantly as a result of the Project since the site is already fully developed and mostly paved. Impacts from runoff as a result of the proposed Project are anticipated to be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- iv) ***impede or redirect flood flows?***

Less than Significant Impact. Please refer to Response J-3 above. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 4) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

No Impact. Seiches are typically caused when strong winds and rapid changes in atmospheric pressure push water from one end of a body of water to the other, causing the water to oscillate back and forth for hours or even days. The Project Site is not located downslope of any large body of water that would produce a seiche. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. A review of the County of Los Angeles Flood and Inundation Hazards Map indicates that the site is not within the mapped tsunami inundation boundaries. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 5) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Less than Significant Impact. The Project Site is not located within a mapped groundwater basin. The Project would be required to comply with the Phase 1 municipal separate storm sewer systems (MS4) permit, requiring runoff to be treated using Low-Impact Development (LID) treatment controls, such as bio-treatment facilities and other hydro-modification features, to improve stormwater quality, and NPDES, requiring the development of and implementation of a SWPPP, which describes BMPs to control erosion and water quality. Therefore, the proposed Project would have a less than significant impact as it would not conflict with a water quality control plan or a sustainable groundwater management plan. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

K. LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Physically divide an established community?				X
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

1) Physically divide an established community?

No Impact. The Project Site is currently developed with buildings used by the Star Mazda vehicle dealership for sales, office, and vehicle servicing. The proposed Project is the construction of a new two-story building to be used for retail sales and office area, and will be located on a portion of the site that currently features a surface parking lot. The Project Site is adjacent to commercial development, a hospital, and other vehicle dealerships. The proposed Project is consistent with the development pattern in the area and the permitted zoning. No established community would be divided as a result of the proposed Project. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The zoning designation for the Project Site is CA (Commercial Auto), and the General Plan designation is Community Services Commercial. The project complies with the land use element of the general plan and the Zoning Code and will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. California Assembly Bill (AB) 2097 went into effect on January 1, 2023, and adds section 65863.2 to the California Government Code and prohibits local agencies from imposing or enforcing minimum parking requirements for nonresidential uses, such as the proposed expansion of the existing vehicle dealership. Under AB 2097, the Project is eligible for relief from minimum parking requirements in the zoning code. The Project will require approval from the Design Review Board (DRB) to ensure less than significant impacts to the visual character or quality of the site and its surroundings. As a result, there are no conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

L. MINERAL RESOURCES

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

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

No Impact. The Project Site is located in an area that has been completely urbanized for many years and is not within an area that has been identified as containing valuable mineral resources, as indicated in the City’s Open Space and Conservation Element (January 1992). Therefore, development within the Project Site would not result in the loss of availability of a known mineral resource. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As indicated in Response L-1 above, there are no known mineral resources within the Project Site. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

M. NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Generation of excessive groundborne vibration or groundborne noise levels?			X	
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact.

Construction Impacts

The proposed Project includes construction of a new 2-story, 11,840-square-foot building for an existing vehicle dealership and demolition of a 900-square-foot office building and 8,600-square-foot of a vehicle showroom building originally built in 1958. Construction of the Project would require the use of heavy equipment during demolition, grading/site preparation, installation of utilities, building fabrication, and finishing. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently, and noise levels would vary based on the amount of equipment in operation and the location of the activity. The Federal Highway Administration’s (FHWA) Roadway Construction Noise Model (RCNM) has compiled data regarding

the noise-generating characteristics of specific types of construction equipment and typical construction activities.

With the use of the RCNM, as detailed in **Appendix D** to this report, the construction noise levels forecasted for the sensitive receptors are presented in **Table 1, Estimated Exterior Construction Noise at Sensitive Receptors**. Noise levels would diminish notably with distance from the construction site at a rate of 6 dB(A) per doubling of distance (noise from stationary or point sources is reduced by about 6 dB(A) for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dB(A) Leq measured at 50 feet from the noise source to the receptor would decline to 80 dB(A) Leq at 100 feet from the source to the receptor and fall by another 6 dB(A) Leq to 74 dB(A) Leq at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Furthermore, it should be noted that increases in noise levels at sensitive receptors during construction would be intermittent and temporary and would not generate continuously high noise levels. In addition, the construction noise experienced at sensitive receptors during the initial periods of construction (i.e., site preparation/grading/foundations) typically would be reduced in the later construction periods (i.e., interior building construction).

**Table 1
Estimated Exterior Construction Noise at Sensitive Receptors**

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Construction Noise Levels [dB(A) Leq]	Exceed FTA 90 dB(A) 1-Hour Leq Criteria?
1. Dignity Health Memorial Hospital	34	75.9	No
2. Royal Villa Nursing Home	144	70.4	No
3. Residences & Armenian Ecclesiastical Church to the northwest	391	63.0	No

*While the Project would include construction activities up to the adjacent property lines, consistent with FTA methodology, these calculations are based on distances from the center of the site to the receptors. See **Appendix D** to this report.*

Construction associated with the Project will be required to comply with the City of Glendale Noise Ordinance (GMC Chapter 8.36), which prohibits construction activities between the hours of 7:00 P.M. on one date and 7:00 A.M. of the next day or from 7:00 P.M. on Saturday to 7:00 A.M. on Monday or from 7:00 P.M. preceding a holiday. As the Project would comply with the daytime construction hours established in the GMC, this analysis also uses the FTA’s general construction noise criteria of 90 dB(A) Leq (1-hour) to provide additional context for the Project’s potential to generate daytime construction noise impacts. While construction activity would increase noise levels in the vicinity of the Project Site (see **Table 1**), the Project’s construction activities would generally not exceed the FTA’s general construction noise criteria of 90 dB(A) Leq (1-hour) at any sensitive receptors. Furthermore, Project construction would not occur during restricted periods, and thus, the Project would be consistent with the criteria set forth in the GMC. As such, construction noise impacts would be less than significant. This issue will not be further analyzed in the EIR.

Operational Noise

A Noise Impact Analysis was prepared for the project by Giroux & Associates, dated January 8, 2022 (see **Appendix D** to this Initial Study). The new building is proposed to be enclosed, which will significantly reduce the operational noise associated with the existing dealership and the intent is for

the new building to be used for vehicle display, sales offices, and a service reception porte-cochere area located internally between the new building and the existing service workshop. The existing noise environment in the vicinity of the Project Site is dominated by traffic noise from nearby major roadways (South Brand Boulevard to the east, South Central Avenue to the west, and West Lost Feliz Road to the north). Activities associated with the dealership expansion will be similar to the existing operation, including vehicles being displayed and taken for test drives, vehicle sales, and vehicle service reception. No other changes are proposed to the site, and all other buildings and uses are to remain. These activities will take place during the dealership's normal operating hours, and the continued long-term operation of the Project would have a minimal effect on the noise environment in proximity to the Project Site above the existing conditions. The Project will generate a net increase of 5 A.M. peak hour trips, 6 P.M. peak hour trips, and 65 daily trips. However, this increase is diluted by the existing traffic on Brand Boulevard and Laurel Street, and any vehicular noise attributed to 65 additional daily trips would not be perceptible. By way of reference, it takes a doubling of traffic to create even a +3 dBA increase.

As shown in the City's Noise Element, the existing Star Mazda dealership site is located in an area identified as being in two noise contours. The majority of the site is located in the 70 DB and over noise contour, and the southwesterly portion of the site is located in the 65-70dB noise contour. The surrounding land uses include commercial uses along Brand Boulevard and the surrounding streets, as well as Glendale Memorial Hospital, which is located nearby, approximately 350 feet to the west of the site. There are no residential uses in the immediate vicinity of the Project Site. The Project is not anticipated to generate noise above the existing conditions or in excess of the limits contained in the Noise Element because the Project will be constructed to reduce interior noise to acceptable levels as required by the building code. As such, operational noise impacts would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) ***Generation of excessive groundborne vibration or groundborne noise levels?***

Less Than Significant Impact.

The FTA provides groundborne vibration impact criteria with respect to building damage during construction activities. PPV, expressed in inches per second, is used to measure building vibration damage. Construction vibration damage criteria are assessed based on structural categories (e.g., reinforced-concrete, steel, or timber). FTA guidelines consider 0.2 inch/sec PPV to be the significant impact level for non-engineered timber and masonry buildings. Structures or buildings constructed of reinforced concrete, steel, or timber have a vibration damage criterion of 0.5 inch/sec PPV pursuant to FTA guidelines. Although the nearby structures appear to be constructed of reinforced concrete, steel, or timber, this analysis conservatively applies the 0.2 inch/sec PPV threshold typically applied to non-engineered timber and masonry buildings. The vibration levels at nearby structures are shown below in **Table 2**, below.

**Table 2
Vibration Levels at Off-Site Structures from Project Construction**

Off-Site Structures ^a	Distance to Project Site (ft.)	Vibration Threshold (PPV)	Estimated PPV (in/sec)
1. Dignity Health Memorial Hospital	34	0.2 in/sec	0.056
2. Royal Villa Nursing Home	144	0.2 in/sec	0.006
3. Residences & Armenian Ecclesiastical Church to the northwest	391	0.2 in/sec	0.001

*These calculations are based on distance from the site boundary to the structures. See **Appendix D** to this report.*

The nearest off-site structure to the Project Site is the Dignity Health Memorial Hospital. The maximum vibration velocities predicted to occur at the nearest off-site structure would be 0.056 in/sec PPV. As shown in **Table 2**, Project construction vibration levels would not have the potential to exceed the standard 0.2 in/sec threshold established by the FTA. This impact would be less than significant, and this issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 3) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The Project Site is neither located within an airport land use plan nor is it located within two miles of a public airport or public use airport. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

N. POPULATION AND HOUSING

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

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

Less than Significant Impact. The proposed Project does not include any residential uses and would not result in new population growth in the city. Any indirect growth occurring as a result of employees relocating to the area would be inconsequential such that impacts would be less than significant, since the construction jobs resulting from the Project would be temporary, lasting approximately 12 months. Since the Project Site is located within an urban area and is currently served by existing circulation and utility infrastructure, no major extension of infrastructure is required

as part of the proposed Project. Additionally, no expansion to the existing service area of a public service provider is required. Therefore, development of the Project Site would not induce population growth, and impacts would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. No residential dwelling units currently exist on the Project Site. Therefore, no housing or residential populations would be displaced by development of the Project, and the construction of replacement housing elsewhere would not be necessary. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

O. PUBLIC SERVICES

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

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

a) Fire protection?

Less than Significant Impact. The City of Glendale Fire Department (GFD) provides fire and paramedic services to the Project Site. The nearest fire station is Station No. 22, located at 1201 South Glendale Avenue (0.4 miles north) and can adequately service the site without the need for new or the physical alteration of existing government facilities. The proposed Project will be required to comply with the Uniform Fire Code and to submit plans to the Glendale Fire Department at the time building plans are submitted for approval. Impacts to fire protection facilities and services are anticipated to be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

b) Police protection?

Less than Significant Impact. The Glendale Police Department (GPD) provides police services to the Project Site. The nearest police facility is located at 131 North Isabel Street, which is 1.7 miles

north of the subject property and can adequately service the site without the need for new or physical alteration of any existing governmental facilities. The site is located in an urban, developed area of the city. Impacts on police protection facilities and services are anticipated to be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

c) Schools?

Less than Significant Impact. Section 65995 of the Government Code provides that school districts can collect a fee on a per-square-foot basis to assist in the construction of or additions to schools. Pursuant to Section 65995, the Project applicant is required to pay school impact fees to the Glendale Unified School District prior to the issuance of building permits. Payment of these fees under the provisions of Government Code Section 65995.5 reduces impacts to less than significant levels. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

d) Parks?

No Impact. The proposed Project would not involve the development or displacement of a park. The Project Site is located in the Commercial Auto Zone, where an automobile dealership is a permitted use, and the Project Site is not planned for use as a park. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), as a vehicle sales dealership, the applicant is exempt from paying the Development Impact Fee, as the City has already determined that such uses and facilities do not create any impacts on parks. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

e) Other public facilities?

No Impact. The proposed Project is not anticipated to increase the demand for library services. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the Project applicant is exempt from paying the Development Impact Fee to the City since the use is a vehicle sales dealership and the City has already determined that such uses and facilities do not create any impacts on libraries. No impact would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

P. RECREATION

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

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

Less than Significant Impact. The proposed Project is consistent with the Land Use Element, which designates the Project Site for commercial uses. The proposed Project does not include the development of new housing, which would result in a new residential population. The potential demand for new parks, or increased maintenance and additional improvements at existing parks, would be minimal due to the nature of the proposed Project. The incremental increase of commercial space will not substantially increase the use of the City’s community parkland, such that any noticeable impact on the community parks will occur, especially given that the use is already existing. Therefore, the proposed Project is not anticipated to result in significant impacts associated with the demand of existing park facilities. In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5820), the applicant is exempt from paying the Development Impact Fee to the City since the proposed use of the Project Site is an auto dealer and the City has previously determined that such uses and facilities do not create any impacts on parks. No significant impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

Less than Significant Impact. As discussed above in Response P-1, the proposed Project is not anticipated to create a significant demand on park facilities that would require the construction or expansion at existing public recreational facilities. In addition, the Project does not include or require the construction or expansion of recreational facilities. Therefore, no significant impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

Q. TRANSPORTATION

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
4. Result in inadequate emergency access?			X	

1) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The City of Glendale General Plan Circulation Element sets forth goals and objectives to provide direction for continuing development throughout the city. This element seeks to preserve and enhance quality of life in the city to allow for commerce to thrive, protect the character of residential neighborhoods, and minimize adverse environmental impacts. The Project Site is rectangular shaped with frontage on South Brand Boulevard, West Los Feliz

Road, and West Laurel Street. The Circulation Element identifies both South Brand Boulevard and West Los Feliz Road as being major arterials, and West Laurel Street is identified as a local street. Major arterial roadways provide motorists with continuous, efficient routes by utilizing traffic signals, parking limitations and prohibitions, and access to maximize traffic flow and distribute traffic to freeways, other arterials and streets, activity and business centers, and other major traffic generators. Local streets are designed to provide low-volume traffic from residences to arterial streets, such as South Brand Boulevard and West Los Feliz Road. The majority of the traffic visiting the Project Site will continue to utilize South Brand Boulevard to gain access onto the site. No new driveway entrances are proposed, but along West Laurel Street, an existing driveway apron will be relocated. The relocation of the existing driveway apron could result in an increase in traffic as a result of the proposed Project, but it is not anticipated to be significantly greater than the existing on-site conditions.

Per Map 6-2 of the City's Bicycle Transportation Plan (2012), South Brand Boulevard and West Laurel Street are not identified or proposed bikeways. West Los Feliz Road is identified as a proposed class III (sharrow) bike route. The City is currently in the process of updating the Bicycle Transportation Plan; the classification of South Brand Boulevard and West Laurel Street remains unchanged, and along this portion of West Los Feliz Road, the classification is proposed to go from a sharrow bike route to a protected bike lane that physically separates traffic and parking lanes from the bike lane. The proposed Project will not conflict with this proposed bike route because there are no changes proposed along West Los Feliz Road. Therefore, less than significant impacts would occur. This issue will not be further analyzed in the EIR.

2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less than Significant Impact. On September 27, 2013, Senate Bill (SB) 743 was signed into law, which created a process to change the way transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service (LOS). OPR updated the CEQA Guidelines and now vehicle miles traveled (VMT) is used to measure transportation impacts under CEQA. In October 2020, the City of Glendale adopted the Transportation Impact Analysis Guidelines (Glendale TIA Guidelines). Glendale TIA Guidelines were used to analyze the Project's impact on the City's transportation system by estimating incremental changes in VMT as well as assessing impacts to pedestrians, bicyclists, transit, hazards, emergency access, and other impacts. The Glendale TIA Guidelines provide several project screening approaches to identify when a project should be expected to cause a less-than-significant impact related to VMT, such as retail projects, public service buildings, small projects (generating fewer than 145 daily vehicle trips), and local schools. A VMT and Trip Generation Evaluation prepared by Stantec, dated February 24, 2023, was provided by the applicant (see **Appendix B** to this Initial Study). The Glendale TIA Guidelines state that retail projects that are 50,000 square feet or less will have a less than significant impact and screen out from a detailed VMT Analysis. Development of the site includes a new 11,840 square foot, two-story building for the existing vehicle dealership, demolition of 9,500 square feet (existing showroom building and portion of vehicle service area), and preservation of 20,730 square feet (existing vehicle service building). When the development is completed, the total square footage will be 32,570, and as such, the Project screens out from a detailed VMT analysis. The Trip Generation Evaluation (by Stantec, dated February 24, 2023, see **Appendix B** to this Initial Study) also evaluated the trip generation for the Project based on trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) and concluded that the Project would generate 65 daily vehicle trips, where the Glendale TIA Guidelines screen out projects that generate fewer than 145 daily trips.

For these reasons, less than significant impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project would not result in any changes to the existing roadway network. No significant impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

4) Result in inadequate emergency access?

Less than Significant Impact. No changes to the existing roadway network are proposed as a result of the Project. Direct access to the property will be taken from South Brand Boulevard, which is designed as a major arterial in the City’s Circulation Element, and West Laurel Street which is designed as a local street. Additionally, a traffic control plan will be required for the construction phase of the Project. The plan will be reviewed and approved by the City’s Engineering Division to ensure that emergency access is not impacted during construction. As a result, less-than-significant impacts to emergency access are anticipated. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

R. TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

- 1) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and this is:**
- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or Less than Significant Impact.** Written notice was given to the Fernandeno Tataviam of Mission Indians, the Gabrielino-Tongva Trip, and Soboba Band of Luiseno Indians, as required by AB 52 and codified in Public Resources Code Section 21080.3.1 et seq. Consultation was not requested by any of the tribes within the 30 days of notice. In addition, no known tribal resources are located on the Project Site. In the event that resources are unearthed during project subsurface activities, all earth-disturbing work must be temporarily suspended or redirected until the Native American Heritage Commission (NAHC) has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, no significant impacts are anticipated. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less than Significant Impact

As mentioned previously, no known burial sites exist within the vicinity of the Project Site and the surrounding area. Therefore, the potential for impact on known human remains or a resource determined to be significant by a California Native American tribe is low. No resources have been identified on the Project Site pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Written notice was given to the Fernandeno Tataviam of Mission Indians, the Gabrielino-Tongva Tribe, and the Soboba Band of Luiseno Indians, as required by AB 52 and codified in Public Resources Code Section 21080.3.1 et seq. Consultation was not requested by any of the tribes within the 30-days of notice. As such, impacts would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

S. UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
4. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. Under Section 401 of the Clean Water Act (CWA), the Regional Water Quality Control Boards (RWQCB) issue NPDES permits to regulate waste discharged to “waters of the nation,” which includes reservoirs, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction-related discharges. A construction project resulting in the disturbance of more than one acre requires a NPDES permit. Construction projects are also required to prepare a SWPPP. In addition, the proposed Project would be required to submit an SUSMP to mitigate urban stormwater runoff. Prior to the issuance of building permits, the applicant will be required to satisfy the requirements related to the payment of fees and/or the provisions of adequate wastewater facilities. The Project would comply with the RWQCB-established waste discharge prohibitions and water quality objectives, which will have to be incorporated into the Project as a design feature. Therefore, no impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

2) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. Construction activities associated with the proposed Project would require the use of water for dust control and cleanup purposes. The use of water during construction would be short term in nature. Given that the Project is to expand an existing vehicle dealership, water use for the operation of the site is not anticipated to be significant. Therefore, construction activities are not considered to result in a significant impact on the existing water system or available water supplies.

The Project must comply with the provisions of Glendale’s Mandatory Water Conservation Ordinance, as well as the 2022 California Green Building Code Standards (CALGreen) of the Glendale Green Building Code, and the water conserving fixture and fitting requirements per the current California Plumbing Code All new buildings must utilize higher efficiency plumbing fixtures (low-flush toilets, low-flow showerheads and faucets) and automatic irrigation system controllers based on water or soil moisture, and demonstrate an indoor net reduction in the consumption of potable water.

Normal Weather Conditions

The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. Future water demand in the City is based on projected development contained in the General Plan.

Dry Weather Conditions

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

It is anticipated that during any 3-year drought, the City would have sufficient water supply to meet demand. According to the 2015 Urban Water Management Plan, the City would use less MWD water supplies in the future compared to its current use because of implemented water conservation efforts (such as City Best Management Practices, Water-Efficient Landscape Programs, and Water-Efficient Indoor Programs). With the City's reduction of dependency on imported water from MWD, GWP has a higher level of reliability in meeting water demands during drought conditions. Even with the implementation of the proposed Project, the GWP would continue to have adequate supply to meet citywide demand under drought conditions.

As indicated above, the City would continue to have an adequate supply to meet citywide demand under normal and drought conditions with the proposed Project. As a result, long-term impacts to water supply during operation of the proposed Project under both normal and drought conditions would be less than significant. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Sewage from the Project Site goes to the Hyperion Treatment Plant (HTP), which the City of Glendale has access to through the Amalgamated Wastewater Agreement between the City of Glendale and the City of Los Angeles. The HTP has a dry-weather design capacity of 450 million gallons per day (gpd) and is currently operating below that capacity, at 362 million gpd. As a result, adequate capacity exists to treat the proposed Project-generated effluent. Therefore, the proposed Project would not require the expansion or construction of sewage treatment facilities. No impact would result with regard to impacts on the available sewage treatment capacity. impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 4) ***Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Less Than Significant Impact.

The City of Glendale is closely monitoring SB 1383 compliance dates and, as a result, will be making significant changes to its solid waste program in order to comply with this regulation. The net result of these changes, and compliance with SB 1383, is expected to increase the life of the landfill due to

a significant amount of previously disposed organics being diverted to organics process facilities. The City of Glendale’s Zero Waste Action Plan (2011) contains zero waste policies to increase its diversion rate from landfills and incinerators from 61 percent in 2009 to 70 percent by 2015 of current disposal tonnage of the 262,058 tons per year, and if feasible, 90 percent by 2025. The year 2025 was selected as a target year because this is approximately when the landfill at Scholl Canyon is scheduled to close. By diverting more materials, the life of the existing landfill could be extended significantly, particularly if the communities that share Scholl Canyon implement similar Zero Waste resource management initiatives. Waste reduction strategies within this plan require new buildings to comply with the 2022 CALGreen Code, as well as promote Green Building Policy that provides incentives for construction materials that are more durable, have a longer lifespan, require no additional finishing on-site, have less frequent maintenance and repair cycles, and give credits for products made from recycled content. Given the foregoing, the Project will not generate solid waste in excess of local standards or impair the attainment of solid waste reduction goals. As a result, less than significant impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

5) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The Project will comply with all federal, state, and local statutes and regulations related to solid waste. All construction debris will be disposed of according to applicable federal, state, and local statutes, including Glendale Municipal Code Chapter 8.58. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

T. WILDFIRE

If located in or near state responsibility area or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?				X
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel, breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

1) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) maps areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors, pursuant to Public Resources Code §§ 4201-4204 and Government Code §§ 51175-51189. These areas are referred to as Fire Hazard Severity Zones (FHSZs) and are identified for areas where the state has financial responsibility for wildland fire protection (i.e., state responsibility areas or SRAs), and areas

where local governments have financial responsibility for wildland fire protection (i.e., local responsibility areas, or LRAs).

There are three FHSZs mapped for SRAs (moderate, high, and very high), while only lands zoned as very high are identified in LRAs (CAL FIRE 2007). The Project Site is not located within a LRA and is not located near an SRA or a very high FHSZ. As a result, no impact would occur related to wildfire hazards, including emergency response/evacuation, pollutants and uncontrolled wildfire spread, associated infrastructure, or post-fire effects. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 2) ***Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?***

No Impact. As indicated in Response T-1 above, the Project Site is not located within a LRA and is not located near an SRA or a very high FHSZ. No impacts would occur related to wildfire hazards due to slope, prevailing winds, and other factors, which would exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 3) ***Require the installation or maintenance of associated infrastructure (such as roads, fuel, breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. As indicated in Response T-1 above, the Project Site is not located within a LRA and is not located near an SRA or a very high FHSZ. No impacts would occur related to the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

- 4) ***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. As indicated in Response T-1 above, the Project Site is not located within a LRA and is not located near an SRA or a very high FHSZ. No impacts would occur. This issue will not be further analyzed in the EIR.

Mitigation Measures: No mitigation measures are required.

U. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Potentially Significant Impact. The Project may have a potentially significant impact regarding historic resources and hazardous materials and these issues will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project may have a potentially significant cumulative impact and this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. The Project may have a potentially significant impact and this issue will be further analyzed in the EIR.

13. Earlier Analyses

None

14. Project References Used to Prepare Initial Study Checklist

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

1. Environmental Information Form application and materials submitted on December 19, 2022.
2. Kaplan Chen Kaplan. *1401 S. Brand Boulevard Historic Resource Evaluation*. March 12, 2021 and updated May 26, 2022. (See **Appendix A** to this Initial Study.)
3. Stantec. *Glendale Star Mazda Expansion – VMT and Trip Generation Evaluation*. February 24, 2023. (See **Appendix B** to this Initial Study.)
4. Giroux & Associates. *Air Quality and GHG Impact Analyses, Star Mazda Expansion Project*. January 8, 2022. (See **Appendix C** to this Initial Study.)
5. Giroux & Associates. *Noise Impact Analysis, Star Mazda Expansion Project*. January 8, 2022. (See **Appendix D** to this Initial Study.)
6. City of Glendale. *General Plan*. “Open Space and Conservation Element,” as amended.
7. California Department of Conservation. *Farmland Mapping and Monitoring Program*, Los Angeles County Important Farmland 2010. September 2011.
8. California Department of Conservation, Division of Mines and Geology. *Special Publication 42*, Revised 1997. Supplements 1 and 2 added 1999.
9. South Coast Air Quality Management District. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. May 2005.
10. City of Glendale. *General Plan*, “Safety Element.” 2003.
11. California Governor’s Office of Planning and Research. *State of California General Plan Guidelines*. 2017.
12. City of Glendale Municipal Code, as amended.
13. Waterstone Environmental, Inc. *Phase I Environmental Assessment Report*. May 15, 2019. (See **Appendix E** to this Initial Study.)