

3.0 PROJECT DESCRIPTION

PURPOSE

The purpose of the Project Description is to describe the Project in a manner that would be meaningful to the public, reviewing agencies, and decision makers. As described in Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, a complete Project Description must contain the following information: (1) a precise location and boundaries of the Project, shown on a detailed map, along with a regional map of the Project's location; (2) a statement of the objectives sought by the Project, which should include the underlying purpose of the Project; (3) a general description of the Project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of permits and other approvals required to implement the Project, and a list of related environmental review and consultation requirements imposed by federal, state, or local laws, regulations, or policies (CEQA Guidelines Section 15124). The CEQA Guidelines state that an adequate Project Description need not be exhaustive, but should provide the level of detail necessary for the evaluation and review of the Project's potential significant environmental impacts.

The Project Description is the starting point for all environmental analysis required by CEQA. Section 15146 of the CEQA Guidelines states that the level of detail in an EIR should correspond to the level of specificity defined in the Project Description. This Project Description section serves as the basis for the environmental analysis contained in this EIR. This section describes the Project, as well as its location and characteristics, and it includes statements describing the Project's objectives and the intended uses of this EIR.

In this case, the Project proposes the development of a 20-story residential tower and an 18-story hotel/residential tower with associated support spaces, such as parking, amenity rooms, storage rooms, lobby, circulation, and service spaces in downtown Glendale. In addition, a retail/café component would be provided at the ground level of the hotel/residential tower. The residential tower would be located at the southeastern corner of Orange Street and Wilson Avenue and the hotel/residential tower would be located at the southwestern corner of Brand Boulevard and Wilson Avenue. This EIR refers to this proposed development as the Project or the Project site.

PROJECT LOCATION AND SITE CHARACTERISTICS

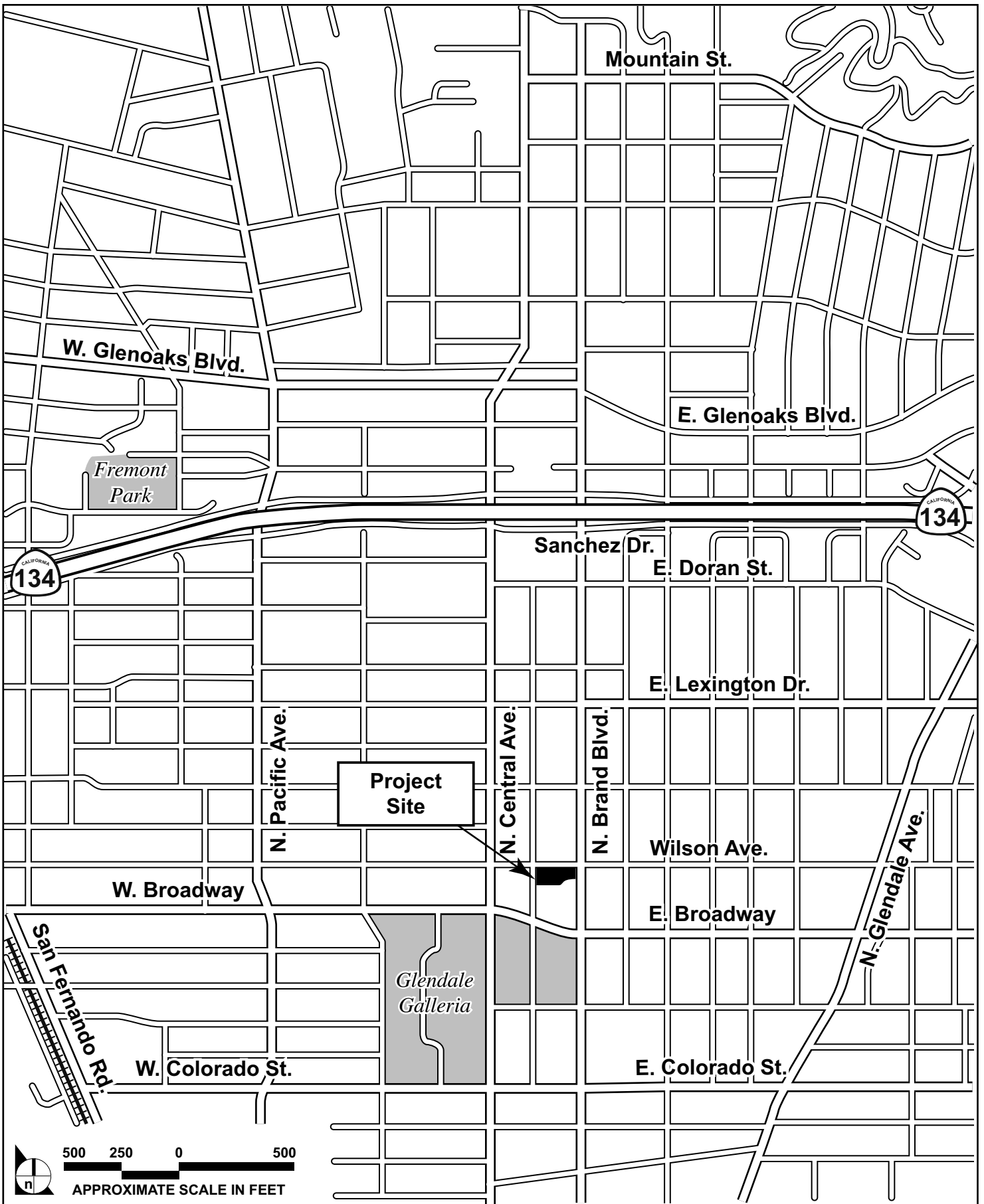
As illustrated in **Figure 3.0-1, Regional Location**, the project site is located in the central downtown portion of the City of Glendale, approximately 10 miles north of the City of Los Angeles Civic Center and 5 miles west of the City of Pasadena Civic Center. SR-134 and SR-2 (the Ventura and Glendale Freeways) and Interstate 5 (the Golden State Freeway) provide regional access to the project site. From a local perspective, the project site is located in downtown Glendale within the Central Glendale Redevelopment Project Area, which has been a focus for the Glendale Redevelopment Agency's (Agency) revitalization and renovation efforts. As shown in **Figure 3.0-2, Project Vicinity**, the 1.3-acre (58,610-square-foot) project site is bordered by Wilson Avenue to the north, Brand Boulevard to the east, the existing City Center I project to the south and Orange Street to the west.

As illustrated in **Figure 3.0-2**, the project site is presently undeveloped. Uses surrounding the project site include retail-commercial uses north across Wilson Avenue, retail-commercial and office use east across Brand Boulevard, the City Center I project, consisting of a 23-story high-rise office building and four-level parking structure, directly adjacent to the south, and retail-commercial uses west across Orange Street. In addition, the Glendale Galleria Shopping Mall, a regional attraction, is located a half block to the south. The current Glendale General Plan and zoning designation is Downtown Specific Plan (DSP).

STATEMENT OF PROJECT OBJECTIVES

Section 15124(b) of the *CEQA Guidelines* requires that the project description in an EIR include "a statement of the objectives sought by the applicant," which should include "the underlying purpose of the project." The objectives of the Project are to:

- Support the objectives of the Redevelopment Plan to eliminate blight and revitalize the Central Glendale Redevelopment Project Area;
- Create a diversity of residential and urban uses to activate and strengthen the vitality of downtown Glendale;
- Provide housing opportunities, pursuant to the Glendale Redevelopment Agency's policy, in an urban setting in close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Provide a high-quality and functionally integrated housing and retail/commercial development that is distinctive and contributes to the creation of a downtown Glendale residential base;
- Utilize architectural design, lighting, and landscape materials to give the project site a distinctive and pleasing appearance;



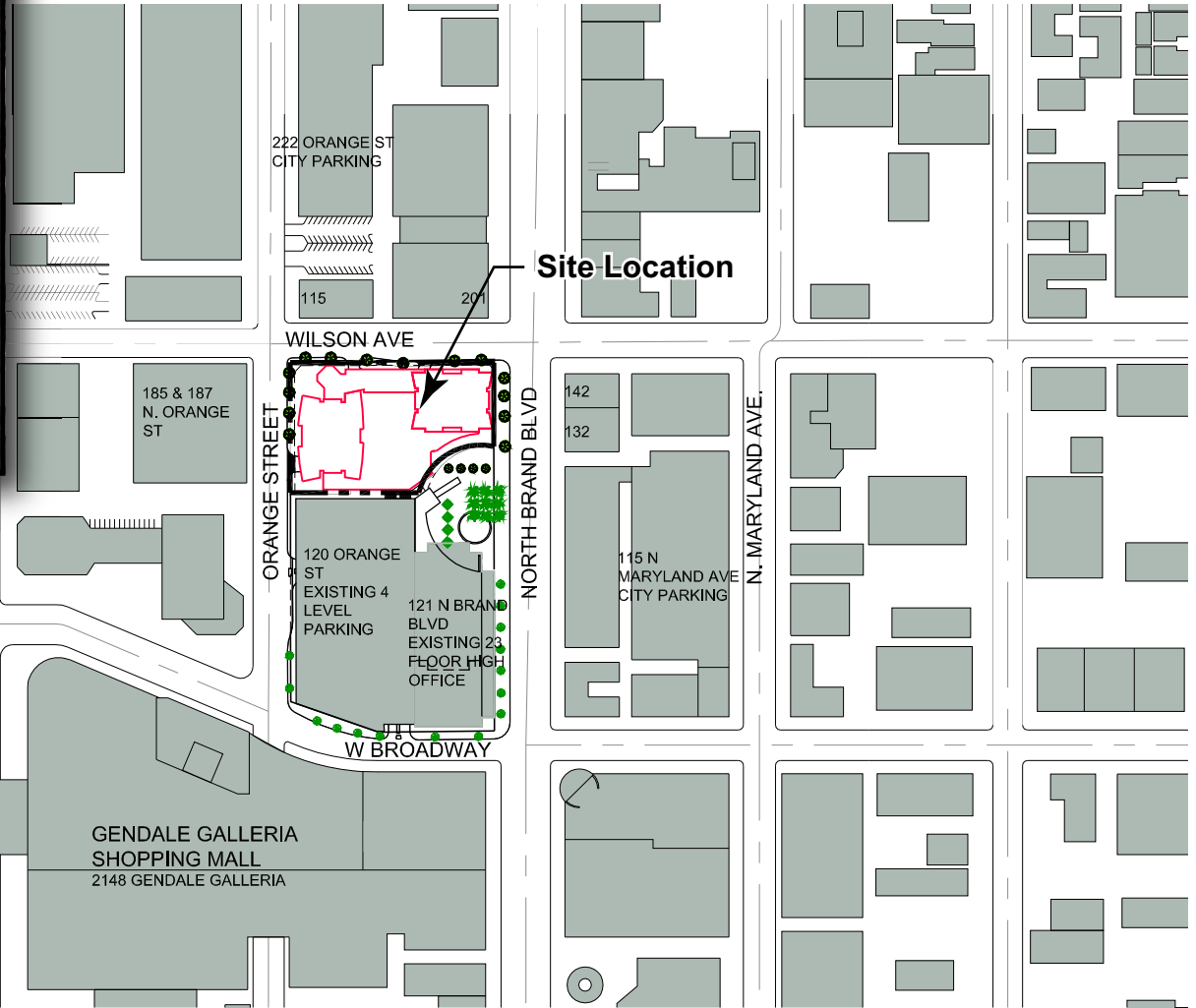
SOURCE: Impact Sciences, Inc. – December 2005

FIGURE 3.0-1

Regional Location



Site Location



Site Location

 NOT TO SCALE

SOURCE: Chris Dikeakos Architects – June 2006

FIGURE 3.0-2

Project Vicinity

- Contribute to an attractive and striking skyline in downtown Glendale;
- Focus development of retail and high-density residential uses on a site adjacent to compatible land uses; and
- Provide employment opportunities for City residents.

PROJECT BACKGROUND

In 1972, the Agency prepared and adopted through ordinance (Ordinance 4042) the Redevelopment Plan for the Central Glendale Redevelopment Project (Redevelopment Plan). The entire 1.3-acre project site is located within the boundaries of the Central Glendale Redevelopment Plan Area. Last amended by the Agency in November 2003, the Redevelopment Plan's primary objective is to eliminate and prevent the spread of blight and deterioration in the Redevelopment Plan Area. According to the Redevelopment Plan, to meet this objective, the Glendale Redevelopment Agency proposes the following actions over the next eight years:

- Acquisition of certain real property;
- Demolition or removal of certain buildings and improvements;
- Providing for participation by owners and tenants presently located in the project area by extending preferences to remain or relocate within the redeveloped project area;
- Management of property under the ownership and control of the Agency;
- Relocation assistance to displaced residential and nonresidential tenants;
- Installation, construction, or reconstruction of streets, utilities, and other public improvements;
- Disposition of property for uses in accordance with this plan;
- Redevelopment of land by private enterprise or public agencies for uses in accordance with the Redevelopment Plan;
- Rehabilitation of structures and improvements by present owners, their successors, and/or the Agency; and
- Assembling adequate sites for the development and construction of major retail shopping and office complexes.

The Project is located within the Central Glendale Redevelopment Project Area and is subject to the applicable provisions of the Redevelopment Plan. Proposed development projects require review and approval of project elements by the Agency. The Redevelopment Plan also grants the Agency the authority to establish further requirements, restrictions, or design standards as appropriate. In addition,

the Redevelopment Plan requires compliance with applicable provisions of the General Plan, Zoning Ordinance, Building Code, and other City ordinances, resolutions, and laws.

Consistent with California state law, Glendale's Comprehensive General Plan serves as a long-term planning guide for future development throughout the City. The Comprehensive General Plan consists of several individual element documents including the Land Use Element, Circulation Element, Air Quality Element, Noise Element, Housing Element, Community Facilities Element, Safety Element, Recreation Element, Open Space and Conservation Element, and Historic Preservation Element. In general, the elements provide an inventory of existing resources or conditions, specific goals and policies intended to direct and manage new development, and suggest implementation strategies for the attainment of element objectives. As previously mentioned, the Project site is currently designated as "Downtown Specific Plan" on the General Plan land use map. This designation provides for an array of commercial uses (i.e., retail, service, office, entertainment), in addition to very high density, urban housing and mixed-use developments.

In November 2006, the City of Glendale adopted the Glendale Downtown Specific Plan (DSP) to guide development and design within the approximately 220 acres located in the center of the City of Glendale. The Project site is located within the DSP area.

The DSP was prepared to address broad issues of distribution, location, and extent of land uses within the downtown area. The DSP also sets forth standards and criteria for development in the downtown area and provides programs to implement regulations that conform to the General Plan within several distinct districts. Specifically, the DSP addresses building heights, which were previously unregulated in the downtown area, and establishes appropriate transition zones between office and high-rise development and neighboring lower-scale neighborhood, commercial, and residential zones. Finally, the DSP provides incentives, in the form of height/story and density bonuses, to encourage desirable uses and benefits in the downtown area. Desired uses include affordable housing, historic preservation, hotel uses, public open space uses, reuse of existing buildings, signature design, and sustainable design. Both the adopted DSP and associated EIR are the subject of litigation filed in December 2006 (Herbert Molano, et al. v. City of Glendale, et al., Los Angeles County Superior Court No. BS 106394). Both the DSP and EIR remain valid, unless and until set aside by a court of competent jurisdiction. According to the DSP, in the event of any inconsistencies under the Zoning Code, the DSP would prevail. The Project is located in the Broadway Center District of the DSP. Located south of Wilson Avenue, north of Broadway, east of Central Avenue and west of Brand Boulevard, this two-block district features an existing high-rise office tower, several commercial buildings, and a 1.3-acre vacant parcel (the project site). Apart from the existing office tower located on the northwest corner of Broadway and Brand Avenue, this area is subject to possible redevelopment, with the opportunity for high-rise residential, office or mixed-use

development.¹ Given the Broadway Center District's proximity to significant retail activity areas in the Galleria and Town Center districts, it is a prime area for high density residential tower and mixed-use developments.

The DSP was also designed to implement the vision, goals, and policies of the Greater Downtown Strategic Plan (GDSP). Adopted by the City of Glendale in November 1996, the GDSP was an advisory document to encourage building on the strengths of the downtown and its surrounding neighborhoods by advocating a mixture of uses, activities, open space, and buildings that would create a unique and vital urban place.

DESCRIPTION OF THE PROJECT

The Project is a mixed-use residential and hotel high-rise development with associated support spaces, such as parking, amenity rooms, storage rooms, lobby, circulation, and service spaces. In general, the project would consist of two towers, a 20-story (237 feet) residential tower (west tower) and a 18-story (223 feet) hotel/residential mixed-use tower (east tower). In addition, a retail/café component would be provided on the ground floor of the east tower and would open up to the existing Center City I Plaza. Both towers would contain a helipad landing area for emergency uses.

Overall, the Project would consist of 184 residential units, a 172-room hotel and approximately 4,089 square feet of retail-commercial uses. The total project floor area, excluding parking and basement area is approximately 444,322 square feet. **Figure 3.0-3, Site Plan**, provides an overview of the project footprint while **Figure 3.0-4, Ground Floor Plan**, and **Figure 3.0-5, Typical Floor Plan**, identifies the location and layout of each component.

Based on a mix of 67 one-bedroom and 117 two-bedroom units and an average household size of 1.5 persons per one-bedroom unit and 2.5 persons per two-bedroom unit², the residential component of the project would most likely generate approximately 393 residents (67 units x 1.5 persons per household + 117 units x 2.5 persons per household). Based on about 0.80 employees per room and an average of three employees per 1,000 square feet,³ the hotel and retail components combined would employ approximately 150 workers/employees (4089 square feet x 3.0 employees/1,000 square feet + 172 hotel rooms x 0.8 employees). Applying a 24 percent ratio (which is the percent of existing employees who

1 City of Glendale, Glendale Downtown Specific Plan, November 2006.

2 Population generation rates for units were provided by the applicant and represent a more conservative population estimate than if generation rates were used from the Glendale Downtown Specific Plan.

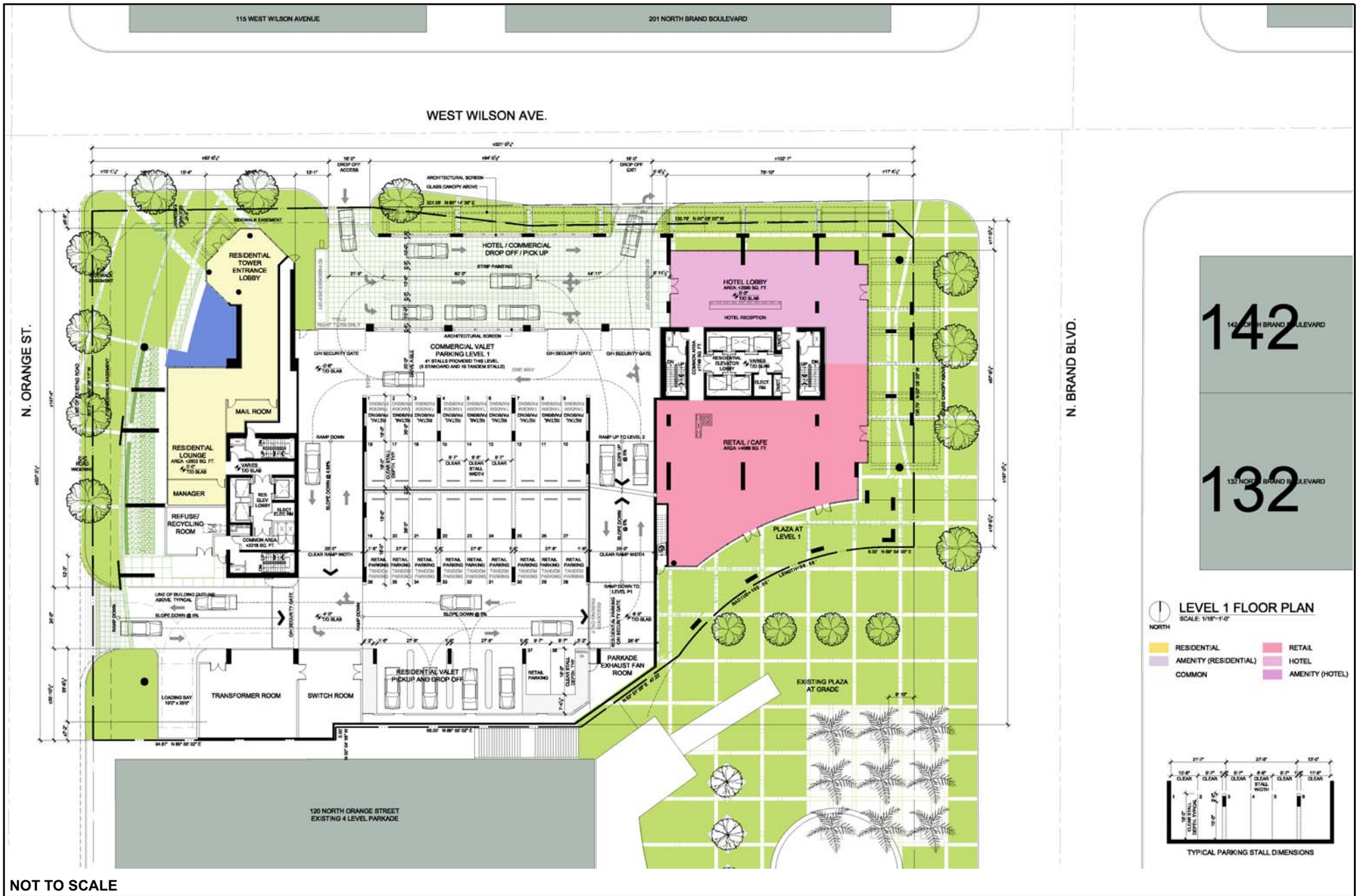
3 This estimate is based on statistics from the Southern California Association of Governments GMA-4 Forecast and Central Business District Land Use Database.

work and reside in the City of Glendale),⁴ the employment positions would result in 36 of these new employees residing in the City of Glendale. If it is conservatively assumed that each of the new employees forms a single household in the City, these households could indirectly add approximately 101 additional residents to the City (36 households x 2.8 persons per household)⁵. Overall, the increase in population of 393 people that would be associated with the proposed residential units and the possible additional increase in population of 101 people associated with employment opportunities provided by the Project would result in a total population increase of 494 new residents to the City. The Project is anticipated to be ready for occupancy in 2010.

The DSP provides height and density bonuses to encourage desirable uses and public benefits downtown. Desirable uses encouraged through bonuses include affordable housing, historic preservation, hotel, public open space, reuse of existing buildings, signature design, and sustainable design. The Project would provide (1) public open space, in the form of a 0.3-acre (approximately 13,070-square-foot) mini-park, open to the public; (2) signature design architecture, in the form of two relatively slender towers designed by an international award winning architectural firm; (3) sustainable design in the form of Leadership in Energy and Environmental Design (LEED) certified structures; and (4) hotel use. The provision of additional open space would allow an additional height of 4 stories/60 feet and an additional FAR of 0.5 above the 16 stories/245 feet and 7.0 FAR permitted by right while the provision of signature design architecture would allow an additional 3 stories/45 feet and 1.5 FAR above that permitted by right. With regard to sustainable design, if the Project meets the LEED gold or platinum standard, an additional 3 stories/45 feet and 1.5 FAR would be allowed. If the Project meets the LEED silver standard, an additional 2 stories/30 feet and 1.0 FAR would be allowed. The incorporation of a hotel component permits up to an additional height of 4 stories/60 feet and an additional FAR of 0.5 above the 16 stories/245 feet and 7.0 FAR permitted by right. A more detailed description of these incentives is provided later in this section.

⁴ The Project would generate 134 employment positions. Based on the existing residence characteristics of the work force in Glendale, it is estimated that approximately one-quarter of these employees could relocate to Glendale. Travel time-to-work data collected by the 2000 U.S. Census indicates that approximately 21,800 workers in Glendale aged 16 and over commute less than 15 minutes to their places of employment or work from home. It can be assumed that these workers are employed within the City limits, since it would conceivably take longer than 15 minutes to commute to jobs located outside Glendale. In 2000, the City of Glendale had 91,000 employees based on the number of resident and non-resident employees reported to the State of California Employment Development Division by firms located in Glendale. In 2000, therefore, approximately 21,800 of the 91,000 employees working in Glendale resided in the City, which equates to approximately 24 percent of the worker population.

⁵ Based on Citywide average person per household from California State Department of Finance, E-5 City/County Population and Housing Estimates, January 1, 2007, May 2007.



LEVEL 1 FLOOR PLAN
SCALE: 1/16"=1'-0"

NORTH

 RESIDENTIAL	 RETAIL
 AMENITY (RESIDENTIAL)	 HOTEL
 COMMON	 AMENITY (HOTEL)

TYPICAL PARKING STALL DIMENSIONS

FIGURE 3.0-4

Ground Floor Plan

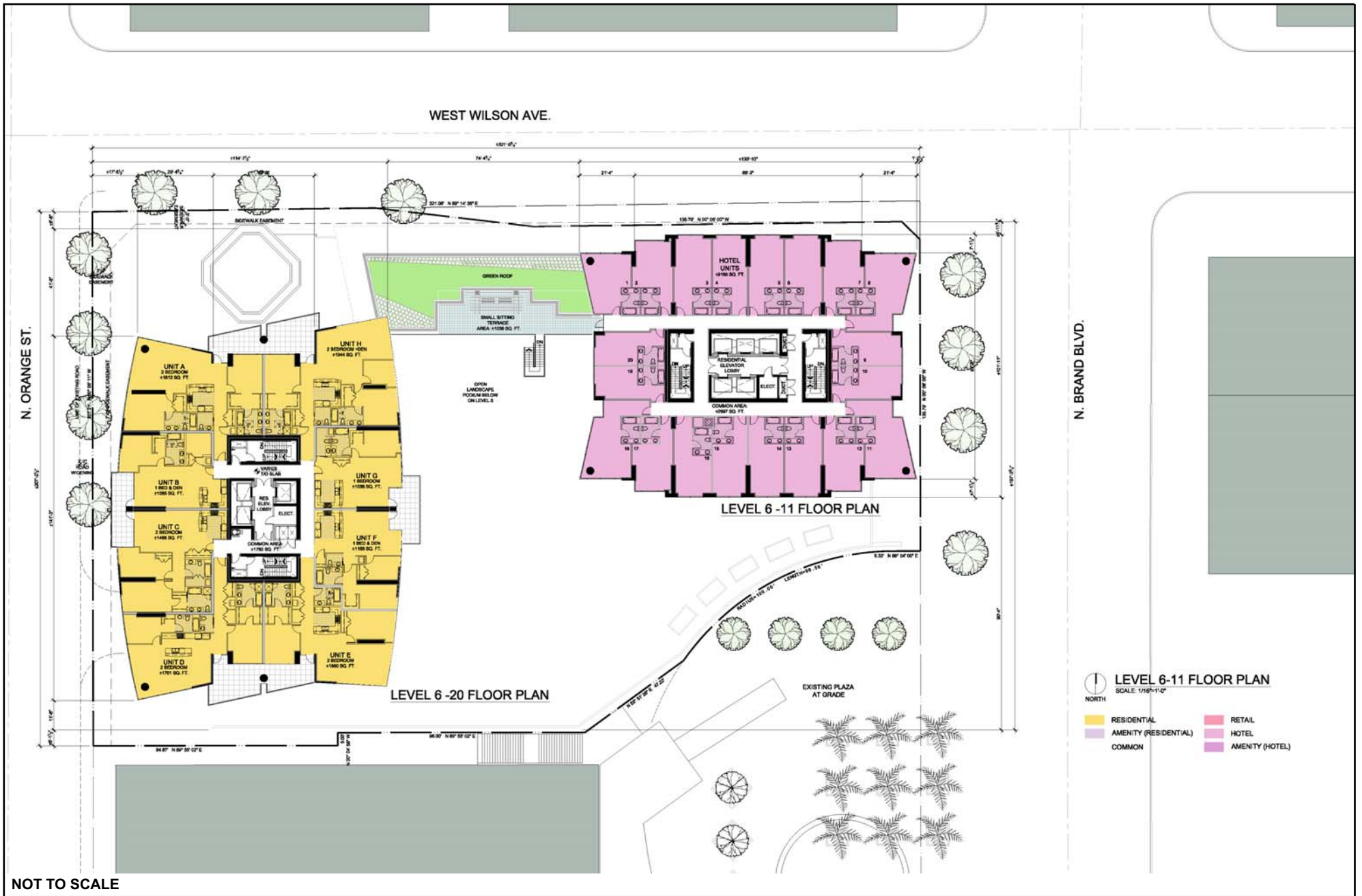


FIGURE 3.0-5

Typical Floor Plan

A general description of the Project's technical, economic and environmental characteristics, considering the principal engineering proposals and supporting public service facilities, is provided below in accordance with *CEQA Guidelines* Section 15124(c).

Development Characteristics

Hotel/Residential Tower

As shown on **Figure 3.0-3**, the hotel/residential tower (east tower) would be located at the southwest corner of Brand Boulevard and Wilson Avenue. This tower would be 18 levels high (approximately 223 feet in height) and contain 49 residential units, 172 hotel rooms, and a ground-level retail-commercial component. Of the 49 residential units in this tower, 14 would be one-bedroom units and 35 would be two-bedroom units. Within this tower, the project would include approximately 65,464 square feet of residential area and approximately 77,834 square feet of hotel room area, and, approximately 2,437 square feet of amenity area and approximately 4,397 square feet of office area. In addition, this tower would contain approximately 4,089 square feet of retail-commercial on the ground-floor level that would open to the existing City Center I plaza.

Residential Tower

As illustrated on **Figure 3.0-3**, the residential tower (west tower) would be located at the southeast corner of Orange Street and Wilson Avenue. This tower would be 20 levels high (approximately 237 feet in height) and would contain 135 residential units. Of the 135 residential units in this tower, 15 would be one-bedroom units, 38 would be one-bedroom units plus a den, 67 would be two-bedroom units, and 15 would be two-bedroom units plus a den. This tower would include approximately 197,635 square feet of residential area, approximately 40,582 square feet of corridor and elevator lobby area, and approximately 4,748 square feet of fitness and amenity area.

Recreational Facilities and Amenity Space

The Project would provide approximately 29,020 square feet of recreational facilities and amenity space. Common outdoor space shared by both the residential and hotel components would include a, approximately 20,880-square-foot recreational deck/outdoor pool area on the podium level (fifth floor) and an approximately 1,038-square-foot sitting terrace on the sixth floor. The recreational deck/pool area will consist of a swimming pool, a spa/hot tub, a trellis seating area, a barbecue area, a landscaped deck and a viewing deck oriented towards the Verdugo Mountains to the north. The sitting terrace will consist of a green roof and sitting terrace and will also provide a viewing deck oriented towards the Verdugo Mountains to the north.

In addition, the residential component will include an approximately 2,038-square-foot fitness center and an approximately 2,710-square-foot amenity area consisting of a reading area, lounge area, TV area, a small kitchen, dining area, and pool table. The hotel component will include a 2,437-square-foot amenity area consisting of a lounge, massage rooms, and a TV/newspaper/reading room. Amenities provided by the residential and hotel components will be located adjacent to the recreational deck/outdoor pool area. Not including the common outdoor space, only the fitness center will be available for use by both residents and guests.

Finally, the Project will provide a landscaped mini-park at the corner of Wilson Avenue and Orange Street, near the entrance to the west tower. The proposed park will be approximately 0.3 acre in size and will be open to the public.

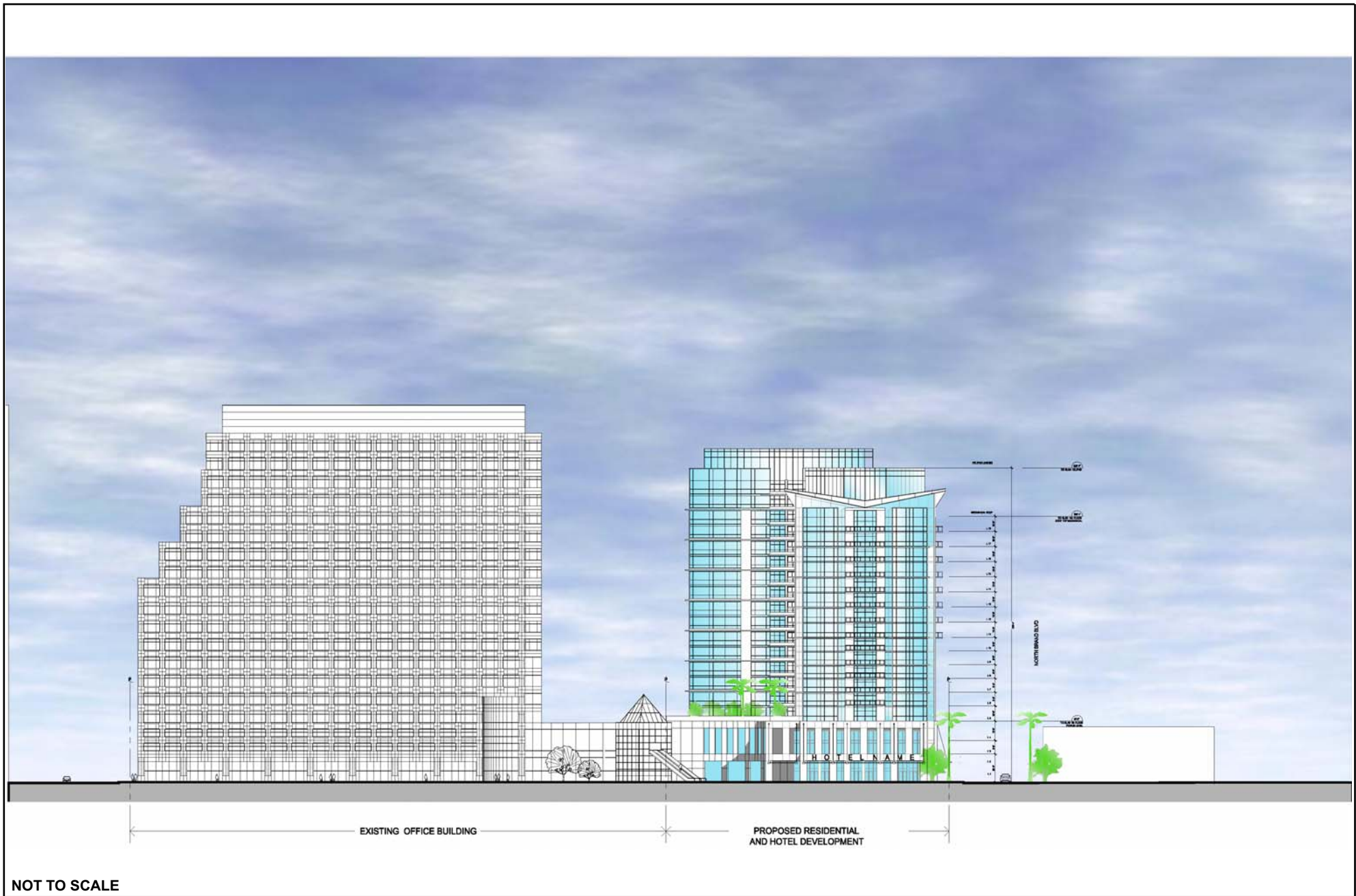
Architectural Design

Figure 3.0-6, Streetscape Along North Brand Boulevard, Figure 3.0-7, Streetscape Along Orange Street, and Figure 3.0-8, Streetscape Along Wilson Street, all provide elevations in comparison to surrounding land uses. In addition, these graphics provide a conceptual visual of major building materials that will be used on the exterior, such as concrete, glass, stones, and pre-finished metal panel. Steel elements will also be used for items such as glass canopies.

Traffic and Pedestrian Circulation & Parking

The Project will provide a total of 640 parking spaces (432 tandem spaces) on eight levels. Of these spaces, 172 stalls will be reserved for the hotel component and 41 stalls will be reserved for the commercial component. Parking for the hotel and commercial components will be provided mainly on four levels of above-grade parking while parking for the residential component will be provided on four levels of below-grade parking. **Figure 3.0-9, Typical Below Grade Parking,** illustrates the typical layout of parking spaces below grade.

Vehicular access to the Project will be provided via three driveways: one on Orange Street and two on Wilson Avenue. The Orange Street driveway will be approximately 24 feet in width and will be located more than 150 feet south of Wilson Avenue. The driveway will be directly aligned with the Orange/Wilson driveway located across the street along the west side of Orange Street. The Orange Street driveway will accommodate full access (i.e., both left- and right-turn ingress and egress turning movements) for the condominium units, as well as service vehicles. The two driveways proposed along Wilson Avenue will consist of one inbound-only driveway and one outbound-only driveway. Both the

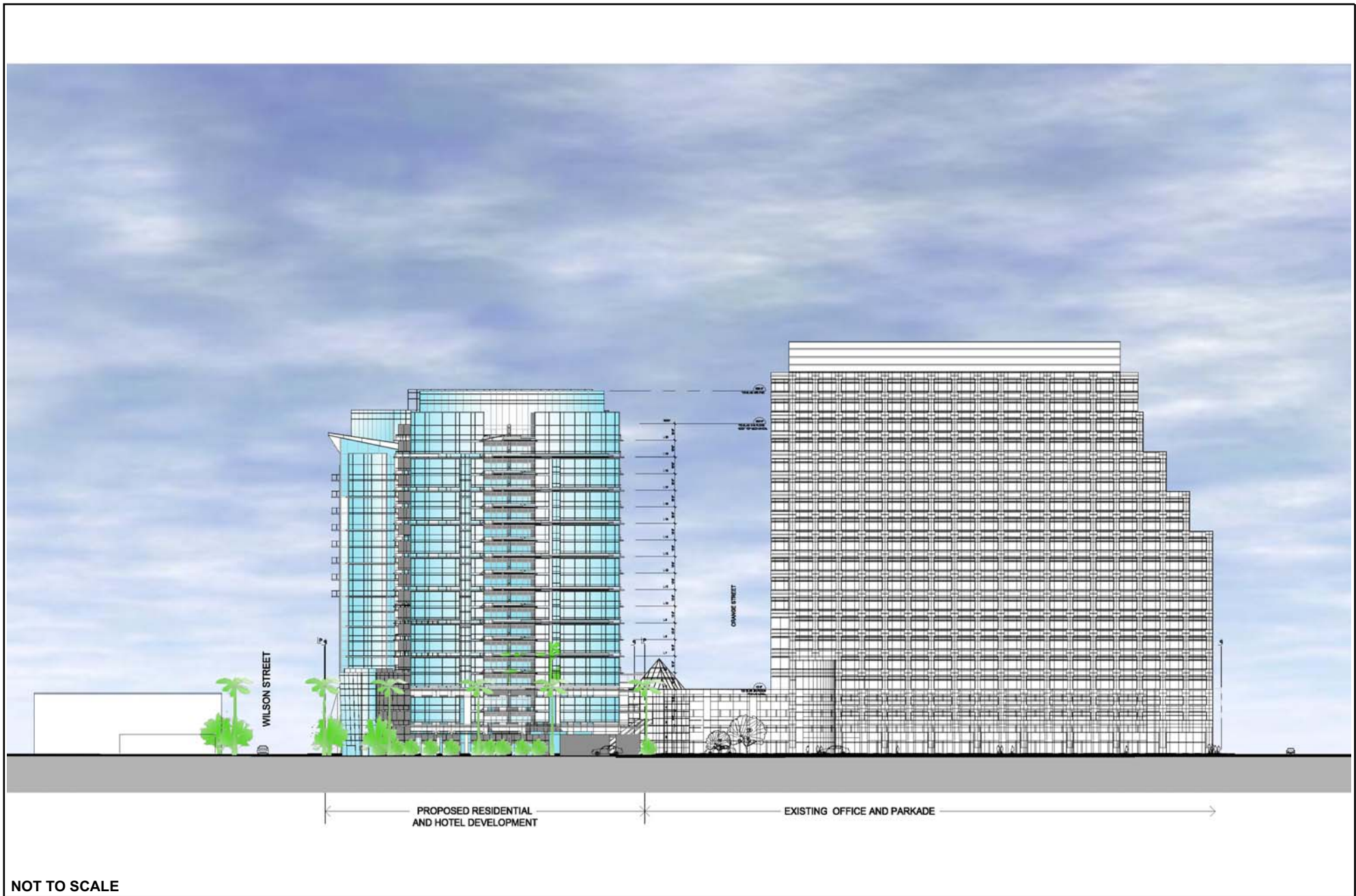


NOT TO SCALE

SOURCE: Chris Dikeakos Architects – August 2007

FIGURE 3.0-6

Streetscape Along North Brand Boulevard



NOT TO SCALE

SOURCE: Chris Dikeakos Architects – August 2007

FIGURE 3.0-7

Streetscape Along Orange Street



SOURCE: Chris Dikeakos Architects – August 2007

FIGURE 3.0-8

Streetscape Along Wilson Street

inbound and outbound driveways are planned to be approximately 16 feet in width. The outbound driveway will be located approximately 100 feet west of Brand Boulevard while the inbound driveway will be located about 100 feet west of the outbound driveway. These driveways will accommodate access for all hotel guests and commercial patrons, as well as some of the residents and residential guests of the east tower. The inbound driveway will accommodate right- and left-turn ingress turning movements into the site while the outbound driveway will be limited to right-turn egress turning movements out of the site. Traffic at the outbound driveway will be controlled via a stop sign placed at the approach to Wilson Avenue.

In order to facilitate the Project, a 2-foot-wide lane dedication is required along Orange Street (i.e., along the east side of Orange Street). Orange Street would be restriped to provide a northbound right-turn only lane at Wilson Avenue (with on-street parking prohibited along the project frontage). The resulting northbound Orange Street approach to the Wilson Avenue intersection would consist of three lanes (one left-turn lane, one through lane and one right-turn lane).

Valet parking operations would be provided at the Project in order to utilize the proposed tandem parking space configuration on each of the parking levels, as well as vehicle pick-up and drop-off operations. The Wilson Avenue driveways will provide access to the main valet parking pick-up/drop-off area (porte cochere), which will serve all hotel guests and commercial patrons, as well as some of the residents and residential guests of the east tower. Three eastbound valet pick-up/drop-off service lanes are planned to be provided within the main valet area. These service lanes will be separated and denoted by painted striped medians. It is envisioned that all passenger pick-up/drop-off operations will occur within the three eastbound valet service lanes. Parking for the hotel and commercial uses would be provided in the at-grade and above grade parking levels, which would be accessed by valet attendant-driven vehicles via the internal drive aisles and ramps that accommodate floor-to-floor travel.

The Orange Street driveway would provide access to resident parking and the residential valet pick-up/drop-off area. The residential valet area will be located along the southerly portion of the parking structure and will consist of four valet service spaces. Residential parking will be located in the subterranean parking levels and accessed via the internal drive aisles and parking ramps.

The Project will also provide residents opportunities to use alternative transportation. The Metropolitan Transportation Authority (MTA) and the City of Glendale presently operate bus routes near the project site along Brand Boulevard, Central Avenue and Broadway. Specifically, the MTA operates 11 routes and the City of Glendale operates nine routes. All routes serving the Project site make a stop at the Glendale Transportation Center (GTC), which provides access to the greater Los Angeles Metropolitan region via bus and commuter trains. The GTC also provides statewide access via Amtrak long distance trains.

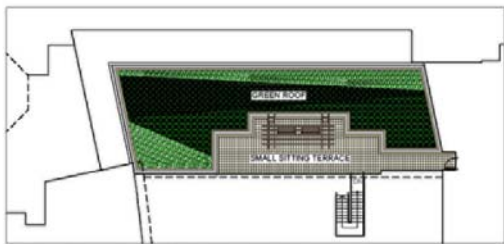
The main pedestrian entrance for the residential component would be located at the corner of Wilson Avenue and Orange Street, while the main pedestrian entrance for the hotel component would be located along Brand Boulevard. Pedestrian access to the commercial component would be available via the existing plaza associated with the City Center I project. Residents, employees and guest would use existing sidewalks and walkways to reach these entrances.

LANDSCAPING

The landscaping plan would feature paving, planting and water features at street level and an amenity deck with a pool, spa, gardens, lawn, and trellises at the podium level. At grade, existing street trees would be protected and new ones added, with a strong and coherent paving pattern that responds to the geometries of the streets and the adjacent plaza. Pavers would be recommended for parts of the pedestrian areas at both the street level and at the podium level (particularly over slab). Paving bands would also be used to define entrances, circulation and activity areas. Curb let downs and tactile strips at crossings would be used to meet the needs of disabled patrons. Concrete panels would be utilized to meet City sidewalk requirements and tie into the sidewalk treatment along Brand Boulevard. Finally, pavers would be recommended for the areas in the vicinity of street trees to increase permeability, offering better air and water for the tree health.

The west tower entrance would feature a plaza with a grove of palm trees, flowering ground covers, benches and trash receptacles and a water feature with a seating wall. The existing adjacent plaza associated with the City Center I project would be incorporated into the outdoor area related to the hotel café while green screen planting would be used on the circular colonnade. Paving bands would be used to define the entrances to the hotel and vehicular pavers would be integrated at drop off and arrival areas.

As illustrated in **Figure 3.0-10, Landscape Plan - Podium Level**, ground covering, vines, hedges and trees would frame the multi-purpose activity deck on the podium level, which includes a pool and spa for use by residents and hotel guests. A barbecue area would be provided while a trellis would offer shaded areas around the pool. A circular grass berm with seating steps and flanked by shade trees would provide a sunning area and meeting place. In addition, other lawns on the podium level would provide informal meeting and activity spaces. Wire cut pavers of varied scale would be used to define different use areas. Plantings located on the podium level would afford opportunities for residents and guests to enjoy seasonal color changes.



PLANT LIST - 111 NORTH BRAND BLVD., GLENDALE, CA, USA

TREES					
QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	MATURE SIZE AND FORM
1	Banksia integrifolia	Swainson's Banksia	8' Height, 8" DBH	As Shown	Shrub, few palm, quite beautiful with green leaves
1	Yucca filamentosa	Chamaedorea Palm Tree	2' 10" Cal., 8" DBH	As Shown	20-30' tall, 10-15" wide, upright, spreading crown, yellow flowers in August/September, rose pink, small palm, yellow fall foliage
1	Banksia integrifolia	Jelly Palm	8' tall, 8" DBH	as shown	Up to 20' tall palm, grey green foliage with soft texture
1	Wax succulenta Dwarf Cassia	Dwarf Cassia/Banana Palm	8' tall, 8" DBH	as shown	Up to 10' tall by 10" wide architectural banana palm. Smaller in soil, install young foliage, white flowers at various times of year
1	Magnolia grandiflora	Southern Magnolia	7' Cal., 8" DBH	As Shown	
1	Cercis occidentalis	Western Redbud	7' Cal., 8" DBH	As Shown	10' tall by 10" wide, pink stem tree providing screening and flowering interest
SHRUBS					
QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	MATURE SIZE AND FORM
1	Buddleia davidii	Butterfly Bush	45 per	36" x 2'	8' tall by 6" wide deciduous shrub, fragrant flower accent
1	Buxus microcarpa Japanica Winter Green	Japanese Boxwood	42 per	2' x 2'	10' to 12' tall by 2' wide, clipped evergreen hedge
1	Lantana montevidensis	Purple Trailing Lantana	42 per	36" x 2'	2' tall by 10' spread low shrub, trailing habit provides great groundcover function, drought tolerant
1	Mimulus Yucca's Yucca	Monkey Flower	42 per	24" x 2'	2' tall shrub providing attractive yellow flower accent
1	Prostratum monstrosus	California Beard Fan	42 per	36" x 2'	Dense evergreen form with 2' to 3' long heads, low water needs
1	Yucca baccata	Mission Bush Plant	42 per	24" x 2'	2' tall by 2' wide shrub, border and accent plant for water needs
1	Ligularia japonicum 'Tiger Tail'	Wax Leaf Plant	42 per	36" x 2'	Up to 8' tall, evergreen hedge shrub with fragrant flowers
1	Mulberry commersonii	Tree Myrtle	42 per	48" x 2'	Large evergreen shrub, up to 12' tall by 12' wide, attractive background and screening, fragrant foliage, drought tolerant
1	Photinia neriifolia	Shearhedge	42 per	36" x 2'	8' tall by 2' wide evergreen shrub, border and accent plant, low water needs
GROUND COVERS AND VINELS					
QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	MATURE SIZE AND FORM
1	Azorella sp.	Moss	4' per	10' x 2'	10' to 12' tall evergreen groundcover, small palm flowers
1	Stipa sp.	Moss	4' per	10' x 2'	10' to 12' tall evergreen groundcover, small palm flowers
1	Tradescantia virginiana	Mission Feather Grass	4' per	10' x 2'	Slender, feathery, light green foliage in winter, tubular form
1	Tradescantia virginiana	Tradescantia	4' per	10' x 2'	Trailing groundcover with succulent-like leaves
1	Tradescantia virginiana	Blue Fescue	4' per	10' x 2'	Decorative grass, array of white blue-tinted foliage, topped with tan flower
PERENNIALS					
QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	MATURE SIZE AND FORM
1	Lily	Lily Turf	4' per	10' x 2'	Mounding habit, 10" long dark green narrow leaves, evergreen white flower spikes in early summer



SOURCE: Chris Dikeakos Architects – May 2006

FIGURE 3.0-10

Landscape Plan – Podium Level

UTILITIES AND INFRASTRUCTURE

Water Service

An existing 16-inch water line on Orange Street, an existing 12-inch line on Wilson Avenue, and an existing 20-inch line on Brand Boulevard have the potential to serve the project site. Lateral lines extending from the proposed building would connect to these lines. No new water mains would be required to serve the Project.

Sewer Service

An existing 10-inch line on Wilson Avenue that flows into an existing 10-inch line on Orange Street would serve the project site. Lateral lines extending from the proposed building would connect to this line. New sewer mains may be required to serve the Project.

Storm Drainage

An existing 24-inch storm drain on Orange Street that feeds into a 24-inch storm drain on Broadway would serve the project site. Lateral lines extending from the proposed building would connect to these lines. No new storm drains would be required to serve the Project.

Electrical and Natural Gas

Electricity and natural gas transmission infrastructure presently exists on and in the vicinity of the project site. Project development would necessitate the construction of an on-site distribution system to convey this energy to uses on the site. This system would be designed to accommodate the uses proposed within the project, and would not extend beyond the requirements or boundary of the Project. The on-site service lines would be sized to meet the Project's demand.

PROJECT CONSTRUCTION PHASING AND SCHEDULE

Project construction is anticipated to consist of four phases: Vegetation Removal, Grading/Excavation, Sub-Grade Construction, and Building Construction. The total construction period is anticipated to last approximately 32 months. The following provides a general overview of the various phases of construction.

Phase I: Vegetation Removal

During this phase of construction the existing vegetation and on-site trees would be removed. Removal of materials would involve the use of standard construction equipment such as loaders, dozers, and other

related equipment. This phase of construction is anticipated to take approximately one week to complete. This work is anticipated to produce approximately 1,100 cubic yards of organic export material.

Phase II: Grading/Excavation

This grading phase would require excavation of depths up to 40 feet below the ground surface. Heavy construction equipment would be located on site during grading activities and would not travel to and from the Project site on a daily basis. It is anticipated that equipment needs associated with grading activities would include loaders, dozers, scrapers, compactors, vibratory rollers, and other related heavy-duty equipment. This work would likely produce an estimated 86,830 cubic yards of soil/material export. This phase of construction is anticipated to be completed in approximately four months (88 days).

Phase III: Sub-Grade Building Construction (Sub-structure)

This phase would include the sub-grade construction of the Project. It is anticipated that equipment needs associated with sub-grade construction activities would include concrete trucks, cranes, pumps, and various miscellaneous machinery and related equipment. This work would likely produce an estimated 39,950 cubic yards of concrete material. This phase of construction is anticipated to be completed in approximately eight months (i.e., 176 days, assuming 22 work days per month).

Phase IV: Above Street Level Construction (Super-structure) and Interior Work

This phase would include the above street level structure construction and the interior finish work of the Project. It is anticipated that equipment needs associated with building construction activities would include concrete trucks, cranes, and various miscellaneous machinery and related equipment. During this phase of construction, a work force of approximately 250 construction workers is anticipated. Material delivery trucks and other miscellaneous trucks are anticipated during this phase of construction. This phase is anticipated to be completed in approximately 20 months.

INCENTIVES

As mentioned above, the DSP provides incentives, in the form of height/story and density bonuses, to encourage desirable uses and public benefits within the downtown area. Desirable uses encouraged through incentives include affordable housing, historic preservation, hotel, public open space, reuse of existing buildings, signature design, and sustainable design. A description of desirable uses that the Project would provide to take advantage of height/story and density bonuses offered by the DSP is provided below.

Public Open Space

The DSP requires projects to provide a minimum amount of open space equal to 10 percent of the gross site area, which in the case of the Project would be approximately 5,861 square feet⁶. In addition, the DSP requires that at least 50 percent of the required open space be usable and accessible to the public. To qualify for height/story and/or density bonuses under the open space incentive program, the amount of height/story and/or floor area bonus available to a project for providing additional open space would be in direct proportion to the increase in publicly accessible open space above the minimum required.

As discussed above, the Project would provide a 0.3-acre (13,068 square foot) mini-park that would be open to the public. This would be 7,207 square feet or approximately 123 percent more than is required. As a result, the proposed Project would be granted the maximum bonus allowed for the provision of additional open space, which would be an additional height of 4 stories/60 feet and an additional FAR of 0.5 above the 16 stories/245 feet and 7.0 FAR permitted by right.

Signature Design

To qualify for height/story and/or density bonuses under the signature design incentive program, the proposed structure must adhere to the following criteria: the design must be by an internationally or nationally recognized design/architecture firm; the applicant team must bring an award-winning portfolio of work; if the building is over 4 floors in height, it must contribute to the downtown skyline with an iconic form, such as an “engaging crown” or sky-reaching element, or an elegant tower silhouette that tapers as it reaches skyward; the Project must demonstrate an innovative use of materials; and the Project must substantially conform to urban design and open space guidelines outlined in Chapters 4 and 5 of the DSP.

Chris Dikeakos Architects, Inc., an international-award-winning firm based in Vancouver, British Columbia, has designed the proposed Project. In addition, the proposed towers would be relatively slender, thus proving an elegant tower silhouettes as required by the DSP’s signature design bonus criteria. The Project would conform to urban design and open space guidelines outlines in the DSP. For example, to be consistent with setback standards, the Project would comply with 12-foot minimum and 16-foot maximum setback standards along the Brand Boulevard and Wilson Avenue frontage, thus allowing room for both street trees and pedestrian access. Under this incentive program, an additional 3 stories/45 feet and 1.5 FAR would be allowed above the 16 stories/245 feet and 7.0 FAR permitted by right.

⁶ Based on a post-development lot size of 58,610 square feet (after road dedication) or approximately 1.3 acres.

Sustainable Design

The Project will be designed as a Leadership in Energy and Environmental Design (LEED)-certified structure. LEED certification uses a nationally recognized rating system for the design, construction, and operation of high performance green buildings. This process is intended to promote a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. To earn certification, a project must meet certain prerequisites and performance benchmarks (“credits”) within each of these categories. Projects are awarded Certified, Silver, Gold, or Platinum certification depending on the number of credits they achieve. Under this incentive program, if the Project meets the LEED gold or platinum standard, an additional 3 stories/45 feet and 1.5 FAR would be allowed. If the Project meets the LEED silver standard, an additional 2 stories/30 feet and 1.0 FAR would be allowed.

Hotel Use

The City considers hotels to be a desirable use within a thriving business district, and therefore includes hotels in the height and density program. In addition to providing visitors a place to stay, hotel uses often provide amenities, which are available to the general public, including entertainment, restaurants, and meeting rooms. Standards applicable to hotel height and density incentive projects specify that the ground floor of hotels shall be designed to enhance the use mix and level of pedestrian activity in the area for which they are proposed. This can be accomplished with cafes and retail space along the street frontage, as well as public art and open space. The DSP offers up to the maximum height and density bonuses allowed by district for hotels, on a case by case basis,

The Project features a hotel component (172 hotel rooms), and various corresponding amenities. Common outdoor space shared by both the residential and hotel components will include a landscaped recreational deck/outdoor pool area on the fifth floor and sitting terrace on the 6th floor. The hotel component will also include an approximately 2,400-square-foot amenity area consisting of a lounge, massage rooms, and a TV/newspaper/reading room, as well as a fitness center that will be available for use by both residents and hotel guests. The hotel guests will also have access to the proposed 4,000-square-foot ground floor restaurant, facing the courtyard along Brand Boulevard. Under this incentive program, the Project would be granted the maximum bonus allowed for the hotel use, which would be an additional height of 4 stories/60 feet and an additional FAR of 0.5 above the 16 stories/245 feet and 7.0 FAR permitted by right.

INTENDED USES OF THE EIR

This EIR would serve as the environmental document for the actions associated with the development of the Project. In accordance with CEQA, the purpose of this EIR is to inform the Agency and the City, as lead and responsible agencies, respectively, of the potentially significant environmental impacts resulting from implementation of the Project, alternatives to the Project, and any mitigation measures that may reduce or avoid any identified significant environmental effects. This EIR also would be used as an information document by other public agencies in connection with any approval or permits necessary for construction and operation of the Project.

Discretionary Actions

A series of approvals from the Agency, City, and other agencies would be necessary for implementation of the Project. Discretionary approvals may include, but are not limited to the actions/permits described below.

Parking Exception

The zoning code does not permit tandem parking, while the DSP allows for tandem parking in the downtown area only in conjunction with the provision of 24 hour, 7 day a week valet service. The Agency, however, may grant parking exemptions for projects located in the Glendale Central Redevelopment Plan Area. Based on project design, the Project would require an exception for the Agency to permit tandem parking without providing 24-7 valet service.

Height and Density Bonus

The height and density bonuses for public open space, signature design, sustainable design, and hotel use would be granted by the City Council and/or Redevelopment Agency in compliance with Chapter 7 of the DSP and following policies and procedures adopted by the City of Glendale and/or Glendale Redevelopment Agency. A development agreement or a covenant agreement outlining the incentives and bonuses will be required.

Design Review

A four-stage review process to approve conceptual design, design development, and final design of the Project is required.

Alcohol Permit

The Project would include the serving of alcoholic beverages on site, and thus would need to obtain a Conditional Use Permit.

Other Public Agency Approvals

In order for the Project to utilize the DSP incentive program, the project applicant would be required to enter into a statutory agreement with the City. In addition, certain aspects of the Project may require a permit or approval issued by a public agency other than the Glendale Redevelopment Agency or the City of Glendale. The following is a list of the other permits or approvals that may be required by federal, state, or regional agencies responsible for granting any such permits or approvals:

- California Department of Transportation right-of-way permits relating to transportation improvements construction;
- Division of the State Architect (handicapped facilities compliance); and
- State Fire Marshal approval of facility fire and life safety review.