

2.0 SUMMARY

INTRODUCTION

This section summarizes the information and analysis presented in the main body of this Draft Environmental Impact Report (Draft EIR). Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires an EIR to include a brief summary of the proposed project and its impacts in language as clear and simple as reasonably practical. In accordance with the CEQA Guidelines, this summary presents information on the proposed Verdugo Gardens project, the potential environmental effects of this project, and measures identified to mitigate these effects. A summary of the analysis of alternatives contained in the Draft EIR is also provided. In addition, this summary addresses areas of controversy associated with the proposed project, including issues raised by public agencies and the public, known to the City of Glendale. Issues to be resolved, including the choice among alternatives and measures to mitigate the environmental effects of the project, are also discussed.

PROJECT LOCATION

The Verdugo Gardens 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. From a local perspective, the project site is located downtown within the Central Glendale Redevelopment Project Area, which has been a focus for the Redevelopment Agency's revitalization and renovation efforts. The 1.8-acre project site is surrounded by Central Avenue on the west, Doran Street on the south, a five-story parking garage and a surface parking lot on the east, and Sanchez Drive to the north.

PROJECT CHARACTERISTICS

The Verdugo Gardens project is a mixed-use development consisting of 287 for-sale housing units, 3,600 square feet of ground-floor retail/commercial uses, a public open space plaza and park, landscaping, lighting, utilities, subterranean and above-grade parking, which would be screened from public streets with perimeter housing, and associated amenities. The residential units are designed in a variety of layouts and sizes ranging from one to three bedrooms in flat, townhouse, loft, and penthouse configurations. The proposed 24-story structure would obtain a height of approximately 266 feet and would include an amenity deck on the 7th floor reaching a height of about 73 feet, and a pool deck on the 22nd floor reaching a height of approximately 231 feet. Development of the proposed project would require the demolition and removal of two on-site buildings located along the northern and southern portions of the site.

OBJECTIVES OF THE PROJECT

The following are the Agency project objectives for the Verdugo Gardens project:

- Support the objectives of the Redevelopment Plan to eliminate blight and revitalize the Central Glendale Redevelopment Project Area;
- Provide a distinctive landmark project and, at the same time, create a contemporary urban context that responds to the special character of downtown Glendale;
- Create a diversity of residential and urban uses to activate and strengthen the vitality of downtown Glendale;
- Provide housing opportunities, pursuant to the Agency's policy, in an urban setting in 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;
- Contribute to an attractive and striking skyline in downtown Glendale;
- Focus development of high-density residential and retail-commercial uses on a site adjacent to compatible land uses;
- Boost and expand the viewscape of downtown Glendale through unique architectural features;
- Enhance and diversify the cultural fabric of downtown Glendale by providing space for public art and other amenities; and
- Provide employment opportunities for City residents.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Land Use and Planning

Project Impacts

The Land Use Designation Map designates the project site as "Downtown Specific Plan." This designation is intended to implement land use and design regulations contained in the Downtown Specific Plan (DSP), adopted in November 2006. The DSP sets forth standards and criteria for development in the downtown area and provides implementing regulations within several distinct districts in conformance with the General Plan. Specifically, the DSP addresses building heights, which are currently 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 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. The Verdugo Gardens project is located in the Gateway District of the adopted DSP.

The Zoning Map also designates the project site as "Downtown Specific Plan" and implements regulations contained in the DSP. Where land use regulations and/or development standards of the Glendale Zoning Code are inconsistent with the DSP, the standards and regulations of the DSP will prevail. Any issue not specifically covered in the DSP will be subject to the regulations in the Zoning Code and/or Municipal Code.

The commercial and residential uses proposed by the Verdugo Gardens project are allowed by the DSP. In addition, the proposed project would not conflict with the goals, objectives or policies of the Glendale General Plan, the Redevelopment Plan, the DSP or applicable policies contained in regional plans prepared by the Southern California Association of Governments.

Cumulative Impacts

Cumulative land use impacts associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. The analysis concluded that no cumulative land use impacts associated with the proposed project and related projects would result, and the incremental effect of the project to these impacts would not be cumulatively considerable.

Population and Housing

Project Impacts

Based on a mix of 122 one-bedroom units, 156 two-bedroom units, and 9 three-bedroom units and an average household size of 1.5 persons per one-bedroom unit, 2.5 persons per two-bedroom unit, and 3.5 persons per three-bedroom unit, the residential component of the project would most likely generate approximately 605 residents (122 units x 1.5 persons per household + 156 units x 2.5 persons per household + 9 units x 3.5 persons per household). Based on 3.0 employees per 1,000 square feet, the direct employment growth of the project would be 11 employees (2,875 square feet x 3.0 employees/1,000 square feet). Applying a 24 percent ratio (which is the percent of existing employee that work and reside in the City of Glendale), the employment positions would result in 3 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 8 additional residents to the

City (3 households x 2.8 persons per household). Overall, the increase in population of 605 people that would be associated with the proposed residential units and the possible additional increase in population of 8 people associated with employment opportunities provided by the project would result in a total population increase of 613 new residents to the City.

When the population increase from the project is added to the 2007 Arroyo Verdugo Subregional population of 355,623, the resulting population for the year 2010 is approximately 356,236 persons. In addition, when housing and employment estimates associated with development of the project are added to 2007 Arroyo Verdugo Subregional housing and employment figures, the resulting housing and employment figures are 131,135 housing units and 211,056 jobs. All of these demographic increases are well within 2010 Arroyo Verdugo Subregional projections.

The most current State Department of Finance population estimate for Glendale is 207,157. When the estimated population increases are added to the current population estimate for the City of Glendale, the resulting total population for the City of Glendale is 207,770 residents. In addition, when the project's housing and employment increases are added to the 2007 SCAG housing and employment projections for the City of Glendale, the resulting housing and employment figures are 73,497 housing units and 87,879 jobs. While the housing and employment estimates are well within SCAG 2010 projections of 74,095 housing units and 90,471 jobs for the City of Glendale, the population figure exceeds the SCAG 2010 population projection of 207,182 persons.

However, despite exceeding the SCAG projection, the population increase associated with the project is not considered substantial, as the increase would amount to less than a 1 percent increase in population growth. In this manner, the projected population increase already has been assessed and the increase in population is not considered substantial. Importantly, the growth associated with the Verdugo Gardens project is also accounted for in the Downtown Specific Plan (adopted November 2006). To ensure consistency between the Downtown Specific Plan and the City of Glendale General Plan, the General Plan was amended to include new population projections as part of the proposed adoption of the Downtown Specific Plan. The City will now submit the new growth projections to SCAG for incorporation into its new population projections, and would result in revisions to the RTP, which is to be updated in 2007. In other words, the demographic projections contained within the RCPG are based on a "bottom-up" approach in which local agencies generate the projections that provide the basic framework for SCAG analysis. In this manner, the proposed project's population projections would be consistent with the City's General Plan, upon which the SCAG population forecast is based. Therefore, after demographic projections are updated, the project would be even further below future SCAG projections. As a result, impacts associated with population growth would be less than significant.

Cumulative Impacts

Cumulative impacts to population associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. The population growth associated with the proposed project and related projects would exceed 2010 SCAG population projection for the City and this increase is considered a significant cumulative impact.

To ensure consistency between the related projects and the City of Glendale General Plan, the General Plan has been amended to include newly proposed population projections as part of the adoption of the Downtown Specific Plan. The new growth projections will be submitted to SCAG for incorporation into new population projections, and would result in revisions to the RTP, which is to be updated in 2007. In other words, the demographic projections contained in the RTP are based on a "bottom-up" approach in which local agencies generate the projections that provide the basic framework for SCAG analysis. In this manner, the related project and proposed project's population projections would eventually be consistent with the City's General Plan, upon which the SCAG population forecast is based. In the interim, the project's contribution to this impact, in conjunction with other related projects, would be cumulatively considerable and would result in a significant and unavoidable impact due to increasing growth over SCAG's projections.

Aesthetics

Project Impacts

Existing scenic vistas from the project site include long-range views of the Verdugo Mountains available to the north and the Santa Monica Mountains to the west. Due to the obstruction of existing buildings, limited long-distance views exist of the San Rafael Hills to the east. The development of the Verdugo Gardens project, as proposed, would not obstruct available off-site views of the Verdugo Mountains to the north across the 134 Freeway and the Santa Monica Mountains to the west across Central Avenue. Development of the proposed project would enhance off-site views of these resources, as residents on the upper floors would have improved views of the surrounding mountains. In addition, the proposed project would not block view corridors of the mountains along adjacent streets.

Off-site views of the San Rafael Hills to the east are already partially obstructed by the existing parking structure that abuts the eastern boundary of the project site and high-rise office buildings located along Brand Boulevard. As a result, development of the Verdugo Gardens project, as proposed, would not worsen the availability of off-site views. As with views of the Verdugo and Santa Monica Mountains, development of the project would enhance views of the San Rafael Hills, as residents on the upper floors would have an improved view of this resource.

Concerning views across the project site, development of the Verdugo Gardens project, as proposed, would block a majority of all views across the site. Views of high-rise office development along Brand Boulevard east across the project sight from Central Avenue would either be blocked or partially blocked. Similarly, the mass of the proposed structure would further limit views across the project site south from Sanchez Drive and north from Doran Street.

All of these views, however, are currently degraded, and the development of the site, as proposed, would not significantly degrade these views further. The restaurant, located on the northwestern corner of the project site, currently blocks views west across the project site from Sanchez Drive. Similarly, the medical office building, located along the southern boundary of the project site, presently blocks views north across the project site from Doran Street.

The planned widening of the streets around the project site by 10 feet would slightly improve views of scenic resources across the site, as there would be more room to view the Verdugo Mountains along Central Avenue and the San Rafael Hills along Sanchez Drive and Doran Street. Therefore, impacts to scenic vistas associated with the proposed project are less than significant.

The project would consist of a 24-story structure that would attain a height of approximately 266 feet. The amenity deck on the 5th floor would reach a height of approximately 52 feet, and the pool deck on the 22nd floor would reach a height of roughly 231 feet. Landscaping on the amenity deck and pool deck would be visible from surrounding areas and, to some extent, the street. Similarly, each of the Sky Gardens would be visible from surrounding areas and would add variety to the skyline by introducing distinctive architectural features.

The height and the mass of the proposed building would be similar to the height and mass of the high-rise office building across the street from the project site. Similar to the proposed project, the neighboring office building is 24 stories tall, and the façade includes a large amount of glass. In addition, several high-rise buildings of similar size are located along Brand Boulevard, situated about two blocks from the project site. Thus, both the high-rise building across the street, and high-rise buildings within the vicinity of the project would create a high-rise context within which the proposed project would be visually compatible.

Landscape design along Central Avenue is oriented toward the establishment of a pedestrian-scaled environment within, and adjacent to, the Verdugo Gardens site. The project would include a landscaped public open space that would consist of street trees, ground cover, and flowering and evergreen shrubs. Benches and public art would also be provided. Landscaping on the amenity deck would include hedges, beds of textured planting, stands of palms, and flowering canopy trees. Benches and outdoor

seating would also be provided. The pool deck would offer similar landscaping and features. Each sky garden would feature a theme based on its view shed. For example, sky gardens on the upper floors would focus on the sunset or surrounding hills, representing a more regional viewshed, while gardens on the lower floors would focus on the forest and Orange Groves, representing more localized view shed.

All parking would be located within the proposed structure, and thus screened from public view. Additionally, all supporting infrastructure, such as telecommunications equipment and utility lines, would be placed underground or screened from public view. Finally, signage associated with the retail component of the project would meet the standards contained in the Municipal Code, and no adverse impact is expected to result.

The replacement of the existing buildings and surface parking lots with the proposed project would change the visual character of the project site. In general, the project elements would improve the aesthetic character of the site, given the architectural design of the project; the use of design elements, such as the Sky Gardens; and the comprehensive landscape plan to be implemented. Given the existing urban aesthetic context, development of the proposed Verdugo Gardens would not substantially degrade the existing visual character or quality of the proposed project site and its surroundings, and no significant impact to the visual character of the site and the surrounding area would result. Development of the project, as proposed, would improve the visual character of the site and the surrounding areas of downtown Glendale.

Substantial light or glare can result from the installation of high-intensity lighting fixtures or the use of highly reflective glass or other building materials. Headlights from vehicles can also create light or glare if sensitive uses are affected.

Lighting would be established on the site during construction. Lighting used during construction would consist primarily of security lights, although lighting may be used for construction activities occurring during morning or evening hours, particularly in the winter. This lighting would be temporary in nature and would not result in any substantial long-term light or glare impacts.

The proposed structure would consist of reinforced concrete with expressed horizontal floor slabs and infill walls of transparent and translucent high-performance glass and metal panels. The use of highly polished materials or highly reflective glass that could reflect light and create glare is not proposed. No substantial glare impacts from building materials would result from the proposed project.

New permanent sources of lighting would be established on the project site with the development of the proposed project that would increase the level of light on the site from current levels, due to the low-intensity nature of the existing uses on the site. No uses surrounding the site would be sensitive to light

levels, with the exception of the residential uses associated with the project. Residents of the proposed apartments and condominium units would choose to live in the urban environment of downtown Glendale, which includes a higher level of ambient lighting than neighborhoods that are exclusively residential.

The lighting proposed would be limited to the amount required to safely light driveways, the sidewalk along Central Avenue, and public space areas within the project. In addition, landscape lighting would be utilized to accentuate landscape features. All outdoor lighting would be directed onto driveways, walkways, and public areas and away from adjacent properties and public rights-of-way to avoid any light or glare impacts from lighting fixtures included in the project. The new lighting established on the site would not, therefore, result in substantial increases in light or glare that would affect any light-sensitive uses on or near the site.

The driveways into the proposed parking garage would also be located and oriented in a manner that would not result in headlights from vehicles entering or exiting these parking areas directly lighting any sensitive uses. Both entrances to the parking garage on Central Avenue and Doran Street are located opposite buildings containing commercial and office uses. No substantial light or glare impacts from vehicles entering and exiting the proposed parking garage would occur as result of the project design.

Direct and indirect lighting would be used for signage to be placed on site and/or on building façades. Signage lighting would be focused onto sign surfaces and would generally be of low to medium brightness. All proposed signage and associated lighting would be subject to signage regulations included in the Glendale Municipal Code. Lighting associated with signs would not, therefore, result in substantial light or glare impacts.

The potential shade and shadow impacts of the proposed Verdugo Gardens project were analyzed by preparing a computer model of the proposed structure and simulating the shadows that would be created by the structure. This model was based on the conceptual site plan and reflects the height of the proposed structure. Simulations of the summer and winter solstices, June 21 and December 21, respectively, were prepared for the following periods in response to the threshold used by the City to determine the significance of shading impacts:

- Summer Solstice June 21 9:00 AM to 5:00 PM
- Winter Solstice December 21 9:00 AM to 3:00 PM

The periods were selected because they represent the portion of the day during which maximum seasonal shading would occur during the winter and summer periods addressed by the threshold identified above.

The shade and shadow modeling conducted for the proposed project demonstrates that shadows cast by the proposed structure would not affect the closest sensitive uses to the project site. The modeling does demonstrate, however, that shadows cast onto adjacent properties and structures during the primary summer and winter daytime periods would extend beyond the two-hour standard. Nevertheless, as sunlight is not important to the function of commercial and office uses surrounding the project site (as opposed to commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas), the impact of shade and shadows cast by the proposed project is considered less than significant.

Cumulative Impacts

Cumulative impacts to aesthetic resources associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. Of these related projects, only the proposed North Brand Mixed-Use Development project, located approximately two blocks to the east on Brand Boulevard, and the proposed Milford Residential project, located approximately two blocks to the southeast, are located within close proximity of the project site. North Brand Mixed-Use Development project consists of 724 condominium units located in four towers, 28 townhouses, a 448-room luxury hotel, 45,000 square feet of office space, and 75,000 square feet of retail while the Milford Residential project consists of 142 residential units.

Neither the proposed project nor the other two projects are located close enough to each other to result in cumulative impacts to aesthetic resources, and the incremental effect of the proposed project to these impacts would not be cumulatively considerable.

Traffic, Circulation and Parking

Project Impacts

The following eight study intersections were selected for analysis in order to determine potential impacts related to the proposed project:

- Central Avenue/Goode Avenue
- Central Avenue/Sanchez Drive
- Central Avenue/Pioneer Drive

- Central Avenue/Doran Street
- Orange Street/Doran Street
- Brand Boulevard/Goode Avenue
- Brand Boulevard/Sanchez Drive
- Brand Boulevard/Doran Street

These intersections were selected because they are (1) immediately adjacent or in proximity to the project site, (2) in the vicinity of the project site and are documented to have current or projected adverse operational issues, and/or (3) are in the vicinity of the project and are forecast to experience a relatively greater percentage of project-related vehicular turning movements. All of the study intersections selected for analysis are presently controlled by traffic signals.

A workforce of 220–245 construction workers would be required during peak construction activity. Project construction workers are likely to work in a single shift (i.e., during the initial periods of this construction phase), beginning at 7:00 AM and ending at 3:30 PM. In general, the majority of the construction workers are expected to arrive and depart the project site during off-peak hours (i.e., arrive prior to 7:00 AM) thereby avoiding the AM commuter peak period. The peak hour of traffic at the study intersections along Central Avenue adjacent to the site primarily occurs between 8:00 AM and 9:00 AM during the morning commuter period and between 5:00 and 6:00 PM during the afternoon commuter period. It is anticipated that construction workers would remain on-site throughout the day.

The number of construction worker vehicles is estimated using an average vehicle ridership of 1.35 persons per vehicle, as provided in the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook*. It is estimated that the construction workers would generate approximately 216 inbound trips and 216 outbound trips on a daily basis during the peak construction phases at the site. The inbound construction worker trips would occur outside of the AM commuter peak hour; however, the outbound worker trips may occur during the PM commuter peak hour. It should be noted that the PM peak commuter period occurs between 4:00 and 6:00 PM, with little variation in traffic flow throughout the two-hour period. Given a construction shift ending at 3:30 PM, it is anticipated that approximately half would leave the site between 3:30 to 4:00 PM and the remaining half would leave the site between 4:00 and 4:30 PM, which overlaps with the PM commuter peak hour. Therefore, for purposes of this analysis, it is estimated that approximately half of the outbound construction worker trips (i.e., 108 outbound trips) may occur during the PM commuter peak hour (e.g., between 4:00 and 5:00 PM).

In general, it is anticipated that construction-related traffic would be largely freeway oriented. Construction workers would likely arrive and depart via nearby on- and off-ramps serving the SR-134 Freeway. The most commonly used freeway ramps would be nearest the project site, including the SR-134 Freeway Ramps at Central Avenue and Brand Boulevard. The construction work force would likely be generated from all parts of the Los Angeles region and are, thereby are assumed to arrive from all directions (e.g., 20 percent each from the I-5 Freeway, each direction on the SR-134 Freeway, the SR-2 Freeway, and 20 percent from the local Glendale Area). This general distribution (i.e., 80 percent on the freeways and 20 percent on local roadways) would result in approximately 40 vehicles at any study intersection during the PM peak hour. This increase is not anticipated to result in any significant impacts based on the City's significance criteria. Further, this PM peak-hour traffic increase is conservative, as it does not reflect the traffic volumes generated by the existing uses that will be removed.

Heavy construction equipment would be located on-site during the demolition and grading activities and would not travel to and from the project site on a daily basis. However, truck trips would be generated to remove material from the site and import material to the site. A maximum of 20 to 40 concrete trucks and 10 to 20 material delivery trucks per day are anticipated to be generated to/from the project site during peak construction activities. Therefore, during peak building construction, up to 60 truck round-trips per day (60 inbound trucks and 60 outbound trucks) are anticipated. Assuming a material delivery period of eight hours per day (beginning at 7:00 AM, with the last delivery at 3:00 PM), this corresponds to approximately eight trucks per hour. Since construction truck trips would occur along major highways with the number of trips during the AM and PM peak hours being relatively limited, construction impacts from peak construction truck demand would be less than significant.

It is anticipated that delivery trucks/construction equipment would be brought onto the project site and be stored within the perimeter fence of the construction site, thus, no staging is expected to occur on the perimeter public streets. Therefore, detours around the construction site would not be required. Flagmen, however, would be used to control traffic movement during the ingress or egress of trucks and heavy equipment from the construction site. A Construction Traffic Control Plan will be developed to minimize potential conflicts between construction activity and through traffic.

Taken together, the construction worker vehicles and trucks are forecast to generate 552 vehicle trips per day (276 inbound, 276 outbound) during the peak construction phases at the site. It should be noted that the daily trips generated to and from the project site during the peak construction phases are less than half of the 1,360 daily trips that will be generated by the site with occupancy of the project.

To determine the potential impact of the Verdugo Gardens project on each study intersection, proposed project traffic volumes were added to existing traffic conditions. To determine the operating conditions

of the street system under existing plus project conditions, traffic to be generated by the proposed project was added to the existing traffic conditions. Application of the City's "significance" criteria to the existing plus project scenario indicates that none of the study intersections would be significantly impacted by the proposed project. Therefore, no traffic mitigation measures are required or recommended. It is important to note that the PM peak hour operations at two of the eight intersections (i.e., Intersection Nos. 1 and 2 for the Existing Plus Project Conditions) are forecast to improve with the proposed project. These slight operational improvements are due to the application and distribution of the existing active land use trip generation credits at these specific locations.

A mainline freeway analysis was prepared in accordance with criteria outlined in the *2004 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, July 2004. The maximum increase in the freeway mainline traffic during the weekday AM peak hour time period is estimated to be 23 vehicles on westbound SR-134 Freeway, west of Central Avenue and 24 vehicles on eastbound SR-134 Freeway, east of Central Avenue. The maximum increase in the freeway mainline traffic during the weekday PM peak hour time period is estimated to be nine vehicles on eastbound SR-134 Freeway, west of Central Avenue and nine vehicles on westbound SR-134 Freeway, east of Central Avenue.

These increases in overall mainline freeway traffic volumes correspond to a D/C increase ranging from 0.000 to 0.002, or less than .5 of 1 percent of the total capacity of the segments included in the analysis. Increases of this magnitude are not discernible to typical motorists. Thus, no significant project-related mainline freeway impacts are anticipated along SR-134 Freeway during the weekday AM and PM peak hour time periods.

As required by the *2004 Congestion Management Program for Los Angeles County*, a Traffic Impact Assessment (TIA) was prepared to determine the project's potential impacts on designated monitoring locations on the Congestion Management Program (CMP) highway system. The analysis was prepared in accordance with procedures outlined in the *2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority*, July 2004.

There are no CMP intersection monitoring locations in the project vicinity. The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed project will not add 50 or more trips during the AM or PM peak hours at any CMP monitoring intersections, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for four net new transit trips (four outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is anticipated to generate demand for one net new transit trip (one inbound trip).

Based on the projected limited increased demand for transit services generated by the project, it is anticipated that the existing transit service in the project area will adequately accommodate the project-generated transit trips. Thus, based on the calculated number of generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

The proposed Verdugo Gardens project will be designed to utilize the existing network of regional and local roadways located in the vicinity of the project site. The project would provide a 10-foot-wide roadway dedication and roadway widening along Sanchez Drive, Central Avenue, and Doran Street. In addition, access to the site will be provided via a total of three driveways: one on Sanchez Drive, one on Central Avenue and on one Doran Street.

The proposed density and land uses associated with the Verdugo Gardens Project will increase traffic traveling to and from the site. However, as previously noted, the project would not result in significant impacts to traffic circulation and, therefore, would not significantly impact emergency access. Additionally, to prevent potential conflicts with pedestrians and other vehicles, and further allow for adequate emergency access, the project will incorporate several traffic design features. In particular, eastbound through movements from Pioneer Drive into the project driveway on Central Avenue and westbound through movements from the project driveway on Central Avenue to westbound Pioneer Drive will be prohibited. In addition, southbound left-turn movements from Central Avenue into the project driveway on Central Avenue will also be prohibited. Finally, the Sanchez Drive and Doran Street driveways will be located more than 100 feet east of Central Avenue. These roadway improvements would be designed to adhere to standard engineering practices and requirements by the City of Glendale Public Work and Fire Department.

As for pedestrian safety, trees planted along the side of the street will buffer sidewalks surrounding the project site. In addition, crosswalks leading to the site will be signalized and textured, thus highlighting the presence of pedestrians to motorists.

Given these precautions, the proposed project will not substantially increase traffic hazards associated with the project site.

Initially construction workers will park on site. For final stages of construction, parking will be provided via a combination of on-site areas and off-premises parking facilities within the downtown area (i.e., the City's Orange Street Garage and/or other private parking facilities where surplus parking is available). Such off-site parking spaces shall be located within walking distance of the project site or shuttle services will be provided by the project applicant between the off-site parking area/areas and the project site. Given these conditions, the impact is considered less than significant.

Direct application of the Code parking ratios yields a total Code parking requirement of 660 parking spaces (574 condominium resident spaces, 72 residential guest parking spaces, and 14 commercial spaces). Given a proposed parking supply of 653 parking spaces, a shortfall of seven parking spaces would result based on strict application of the City Code.

Based on a review of the parking requirements outlined in the City's Subdivision Ordinance, the City of Glendale approved Specific Plans for the downtown area, and recently published rates contained in the Urban Land Institute's (ULI) Shared Parking, 2nd Edition, 2005, and in the Institute of Transportation Engineers' (ITE) Parking Generation Manual, 3rd Edition, 2004, it is anticipated that application of the Code parking ratios would result in an overestimation of required parking for the project. The Code parking ratios do not account for the synergy between the project components (i.e., internal capture), as well as the anticipated walk-in patronage from other surrounding commercial buildings to the proposed ground-floor commercial space. Further, the Code parking requirements represent the sum of the peak parking requirements for each individual land use and do not take into account the hourly variation in parking demand generated by different land uses. The Code parking requirements do not account for the shared parking demands of the residential guests and commercial patrons.

Based on alternative peak parking demand ratios that take the factors listed above into account, a peak parking demand of 653 spaces is forecast for the project site. Based on a comparison of the proposed parking supply, it is concluded that the parking supply will accommodate the forecast peak parking demand for the proposed project.

There are a number of goals and policies set forth by the City of Glendale General Plan that relate to alternative transportation. The project does not conflict with applicable General Plan goals and policies

related to alternative transportation. As such, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts would be less than significant.

Cumulative Impacts

Cumulative transportation impacts associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. Cumulative traffic impacts associated with the proposed project and related projects would be less than significant, and the incremental effect of the project to these impacts would not be cumulatively considerable.

Air Quality

Project Impacts

The 2007 Air Quality Management Plan (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 consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions 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.

Demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment), developed by SCAG for their 2004 Regional Transportation Plan (RTP) were used to estimate future emission within the 2007 AQMP (refer to 2007 AQMP, Chapter 3). Projects that are consistent with the projections of population forecasts are considered consistent with the AQMP. The population projection used to estimate emissions in the AQMP for the Year 2010 assumed a population in the City of Glendale of 210,482 persons. While the project when added to the existing population of the City of Glendale would result in 207,770 persons and would come close to exceeding the 2004 RTP population estimates, the population increase would be below that estimated in the AQMP. Consequently, the project would be consistent with this component of the AQMP, since it would not induce growth over the projections that were used for future emission estimates.

Another measurement tool in assessing consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT) both within the project and the community in which it is located, and consequently the minimization of air pollutant emissions, that

aspect of the project is consistent with the AQMP. The design of the proposed project and its objectives are consistent with the goals of the AQMP for reducing the emissions associated with new development. The proposed project's location within an urban area with both commercial and residential uses would minimize the need for or the distance of some motor vehicle trips, thereby reducing motor vehicle emissions from such trips. The proposed project would include some commercial uses (including a possible restaurant) that would meet the daily needs of residents on the site, minimizing the need to leave during the day. This type of development is consistent with the goals of the AQMP for reducing motor vehicle emissions. In addition, the project site is linked to various residential neighborhoods in Glendale through the local transit system and sidewalks. As a result of reduced commutes and other vehicle trips, vehicle miles traveled and resulting air pollutant emissions would be reduced. This EIR section also identifies several mitigation measures to reduce the project's potential emissions. These measures are also consistent with the goals of the AQMP for reducing the impacts associated with new development.

Construction emissions were calculated according to the SCAQMD's *CEQA Air Quality Handbook*, and construction emission factors contained in the URBEMIS 2007 Air Quality Impact Model. The emissions from concrete and material delivery trucks were also estimated using emission factors derived from URBEMIS 2007. Project-related construction emissions of all the pollutants would not exceed any of the thresholds of significance recommended by the SCAQMD during site grading activities. Therefore, the impacts resulting from construction of the proposed project are considered less than significant.

The SCAQMD recommends that the potential impacts be evaluated on the ambient air concentrations due to construction emissions of NO_x, CO, and PM₁₀, and PM_{2.5}. The nearest sensitive receptors (multi-family residences) are located approximately 450 feet (137 meters) west of the construction site boundary. According to Localized Significance Threshold (LST) methodology developed by SCAQMD, construction activities associated with the proposed project would not cause ambient air quality impacts with respect to the SCAQMD emission-based significance thresholds or any of the LSTs and would be considered less than significant.

Project construction would involve the demolition and removal of several existing structures located on the project site. Because some of these structures were constructed during a period when asbestos-containing building materials were not regulated, these structures have the potential to contain building materials containing such hazardous materials. All structures must be stabilized and demolished in accordance with applicable regulations including SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. The proposed project would comply with Rule 1403 to ensure that asbestos-containing materials would be removed and disposed of appropriately. With adherence to this applicable regulation, the potential for significant adverse health impacts would be reduced to less than significant.

Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site after occupancy. Stationary emissions would be generated by the consumption of natural gas for space and water heating devices. The analysis of daily operational emissions has been prepared using the data and methodologies identified in the SCAQMD's *CEQA Air Quality Handbook* and current motor vehicle emission factors in the URBEMIS 2007 Air Quality Impact Model. The net emission increase associated with the proposed project would not exceed the SCAQMD's recommended operational emission thresholds. As a result, the operational impacts associated with the proposed project are considered less than significant.

The SCAQMD's *CEQA Air Quality Handbook* identifies methods to determine the cumulative significance of land use projects. These methods are different than the methodology for construction and operational emissions used throughout the remainder of this Draft EIR in which all foreseeable future development within a given service boundary or geographical area is predicted and its impacts measured. The SCAQMD staff has suggested that the emissions-based thresholds be used to determine if a project's contribution to regional cumulative emissions is cumulatively considerable. In addition, the relevant methods for determining cumulative impacts in the *CEQA Air Quality Handbook*, which are based on performance standards and emission reduction targets necessary to attain the federal and state air quality standards identified in the AQMP, are also evaluated.

The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the Basin, to meet state and federal air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. If the analysis shows that an individual project is consistent with the AQMP performance standards, the project's cumulative impact could be considered less than significant. If the analysis shows that the project does not comply with the standards, then cumulative impacts are considered to be significant, unless there is other pertinent information to the contrary.

The proposed project's cumulative impacts are based on the performance standard and emissions reduction targets that are recommended in the SCAQMD's *CEQA Air Quality Handbook* and that are appropriate to the proposed project. As specified in the *CEQA Air Quality Handbook*, the ratio of project VMT or average daily trips (ADT) to anticipated VMT or ADT in the City or County in which the project is located is compared to the ratio of the project population to the anticipated population in the same City or County. If the growth of VMT or ADT is less than the population growth, then the project is not considered to have a significant cumulative air quality impact. This criterion has been met and, therefore, the project would be considered to have a less than significant cumulative impact on air quality under this criterion.

The project was evaluated to determine if it would cause a CO hotspot utilizing a simplified CALINE4 screening model developed by the Bay Area Air Quality Management District (BAAQMD). The simplified model is intended as a screening analysis that identifies a potential CO hotspot. If a hotspot is identified, the complete CALINE4 model is then utilized to determine precisely the CO concentrations predicted at the intersections in question. The CALINE4 screening procedure predicts that, under worst-case conditions, future CO concentrations at each intersection would not exceed the state 1-hour and 8-hour standards with or without the development of the proposed project. No significant CO hotspot impacts would occur to sensitive receptors in the vicinity of these intersections. As a result, no significant project-related impacts would occur relative to future carbon monoxide concentrations.

The proposed project would develop additional urban uses on the project site, similar to uses already existing on and around the project site, and it does not include uses that would generate significant objectionable odors, although it is possible that odors from restaurant operations may be occasionally perceptible. Operation of the proposed project would involve the disposal of refuse, including domestic and food service refuse from residential and retail uses. Existing restaurants may also dispose of refuse in trash containers near to proposed residential uses. This refuse would be disposed of in outdoor trash receptacles and could generate occasional odors pending regular collection and ultimate disposal into a sanitary landfill. However, project-generated refuse would be disposed into appropriate trash collection containers, which would be covered and enclosed as required by the City of Glendale. Trash receptacles within the project area would be required to have lids that enable convenient collection and loading and would be emptied on a regular basis, in compliance with City of Glendale regulations for the collection of solid waste. As a result, impacts from odors would remain less than significant.

Cumulative Impacts

Cumulative air quality impacts associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. Cumulative air quality impacts associated with the proposed project and related projects would be less than significant, and the incremental effect of the project to these impacts would not be cumulatively considerable.

Noise

Project Impacts

Vehicular noise can potentially affect the project site, as well as land uses located along the studied roadway system. Changes in CNEL levels resulting from the proposed project will range from 0.0 dB(A) to 0.1 dB(A). None of the roadway segments would result in an increase in CNEL of greater than 3

dB(A), which represents the point at which only the most sensitive individuals notice a change in noise levels. Potential impacts are, therefore, considered to be less than significant.

Existing plus project modeled noise levels on the project site along Central Avenue north of Pioneer Drive would be approximately 68.1 dB(A) CNEL and along Highway 134 east of Pacific Avenue north of Doran Street, and 77.2 dB(A) CNE. These noise levels are consistent with the monitored results around the project site of between 69 dB(A) to 75 dB(A) CNEL. In both cases, noise levels would be above the City Municipal Code exterior noise threshold of 65 dB(A) for residential uses, and if the project were to develop exterior living areas along Central Avenue and Highway 134, such as patios or exterior useable areas, impacts would be significant. In addition, interior noise levels in the building along these roadways could be above the interior threshold of 55 dB(A) during the daytime and 45 dB(A) during the nighttime resulting in significant interior noise level as well. However, while exterior noise levels would remain significant and unavoidable, with proposed mitigation, interior noise levels would be reduced to acceptable levels.

Development of the proposed project would introduce a six-level parking garage on the project site. Two of the parking levels are proposed below grade, with the remaining four levels of parking included on the ground and upper floors of the building. Subterranean parking levels would not be a source of noise due to being fully enclosed. In general, noise associated with parking structures is not of sufficient volume to exceed community standards based on the time-weighted CNEL scale. Parking structures can be a source of annoyance due to automobile engine start-ups and acceleration, and the activation of car alarms. On-site residential land uses would be the closest sensitive receptors within the project area and would thus represent the worst-case impact associated with parking structure noise from the project. Parking structures can generate L_{eq} noise levels of between 49 dB(A) L_{eq} (tire squeals) to 74 dB(A) L_{eq} (car alarms) at 50 feet. Due to the high level of traffic noise along streets surrounding the project site, normal daytime parking structure L_{eq} noise would not likely be audible due to the masking of noise by traffic on nearby roadways. However, single noise events could be an annoyance to on-site residents and may exceed the 65 dB(A) Municipal Code threshold at receptor locations. However, with proposed mitigation, noise levels associated with the parking structure would be reduced to acceptable levels.

Other noise sources that may be associated with the parking structure areas include the use of sweepers in the early morning or late evening hours. Noise levels generated by sweepers are generally higher than parking lot noise associated with automobile activities. Sweepers can generate noise levels of 68 dB(A) L_{eq} at 50 feet for normal sweeping activities. The noise from sweepers would not cause an increase in long-term noise of more than 3 dB(A) over the time-weighted CNEL, and would not be significant from that perspective. However, the peak sound levels generated by the sweepers could exceed the single noise event threshold for on-site residences. Depending on the timing of operations, this noise source

would result in significant noise impacts during quieter morning and evening periods, and would exceed the Municipal Code 65 dB(A) threshold for exterior uses at receptor locations. However, with proposed mitigation, noise levels associated with the sweepers would be reduced to acceptable levels.

Future residents within the project site may experience noise due to human activity within the area from patrons using commercial/retail businesses and the public open and park space proposed on site. Potential noise sources associated with retail uses on site include people talking, music from dining uses, and other noise associated with commercial activity. Roadway noise would be a more prominent noise source and, therefore, noise generated by human activity would not result in a significant impact.

Persons working in the area surrounding the project could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. Ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the site. The primary and most intensive vibration source associated with the development of the project would be the use of bulldozers and pile drivers during construction. These types of equipment can create intense noise that is disturbing and can result in ground vibrations.

Pile drivers and large bulldozers are capable of producing approximately 83 and 77 VdB at 75 feet, the approximate distance to the nearest structure, respectively. Land uses surrounding the project site consist of commercial and office uses, and do not contain sensitive equipment, are not locations where persons sleep, and are not considered institutional uses. Consequently, the project would not result in the exceedance of any of the identified thresholds. Vibration impacts are considered less than significant.

Equipment used during the construction phases would generate both steady-state and episodic noise that would be heard both on and off the project site. Noise levels generated during construction would primarily affect the patrons of the commercial and offices uses adjacent to the project site. Noise levels generated by heavy equipment can range from approximately 68 dB(A) to noise levels in excess of 95 dB(A) when measured at 50 feet.

Construction activities associated with the project would occur at approximately 75 feet from existing commercial and office uses. Even with the implementation of all of mitigation measures, potential construction-related noise impacts are considered significant due to exceeding the noise threshold of 65 dB(A) for central business district, as allowed by the Municipal Code. This represents a significant and unavoidable impact.

Besides equipment noise associated with construction activities, construction traffic would generate noise along access routes to the proposed development area. The major pieces of heavy equipment would be

moved onto the development only one time for each construction activity (i.e., demolition, grading, etc). In addition, daily transportation of construction workers and the hauling of materials both on and off the project site are expected to cause increases in noise levels along project roadways, although noise levels from such trips would be less than peak hour noise levels generated by project trips during project operation. Given that it takes a doubling of average daily trips on roadways to increase noise by 3 dB(A) and that there would not be this amount of average daily trips from construction activities to result in a doubling of trip volume, the noise level increases along major arterials in the City of Glendale would be less than 3 dB(A), and potential impacts would be less than significant.

Cumulative Impacts

Cumulative noise impacts associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. The combined noise effects generated by the project and related projects could be cumulatively significant and unavoidable, and the incremental effect of the project to these impacts would be cumulatively considerable..

Cultural Resources

Project Impacts

A cluster of four brick clad office buildings, one of which is located on the project site, is located at the intersection of Central Avenue and Doran Street, in and around the southern portion of the project site. All of these buildings were built between 1950 and 1963 by the development firm of Causey and Rhodes (Gill Causey and Frank Rhodes) with Bernhard Cardan of Los Angeles serving as the engineer.

The building located on the project site, 610 North Central Avenue, is two stories in height with a stucco-clad penthouse located on the roof above the original flat roofline. The longest elevation is along Doran Street, which features 17 window bays. The windows are aluminum frame with a horizontal pane over two vertical panes. A "column" of brick separates these window bays from each other. This effect is achieved by the recessing of each of the window bays that otherwise breaks up what would be a plain façade. A concrete panel extends out to frame the full bank of windows on the sides and above the windows. This feature gives the elevation a sculptural feel.

The office building at 610 North Central Avenue does not appear eligible for inclusion on the City of Glendale Register. While the building displays influences of mid-century modernism, these design elements are derivative. The minimalism of mid-century modern architecture became an easy idiom borrowed for many speculative office buildings, such as 610 North Central. There are no interior Modern features; the interior was executed in a traditional double-loaded corridor design with traditional

staircases and elevator providing vertical transportation. The off-street parking lots were a practical solution and were used in response to the shift to reliance on private automobiles for primary transportation and zoning requirements. They were not planned or integrated as a design element. The group of buildings was not designed to anticipate others or to relate to each other. In spite of being constructed by the same developer/engineer team there was no attempt to link the buildings visually, beyond a basic vocabulary that the engineer employed of low-rise brick buildings. The building design of 610 North Central, or the design of its companion structures, is not masterful or elegant, nor the product of an important architect or designer. While the buildings served many professionals and their clients in a journeyman fashion, this alone does not impart historic significance to a building. There are no significant historic associations with people or events important to the history of the City, state, or country.

In addition, the building at 610 North Central Avenue is not part of any potential local historic district. Under the City of Glendale Municipal Code, a group of buildings “unified aesthetically by plan or historical physical development” could be designated as a Historic District Overlay Zone. The four structures constructed by Causey and Rhodes replaced a 1920s residential district. They redeveloped this portion of Central Avenue between 1950 and 1963 with the oldest of the redeveloped buildings just over 55 years old and the latest of the group just over 40 years old. The pattern of constructing speculative office buildings in the middle of the 20th century is a common pattern. The projects were speculative with successive projects contingent upon the market (need for leased offices) and availability of land. The buildings share only a loose architectural vocabulary and are not significant designs. None of these factors are historically significant. No planning principles were used to site the buildings or to relate them to each other. This group of office buildings does not meet the historic or architectural threshold required for an historic district overlay in the City of Glendale.

The local historic criteria are similar to those used to determine potential eligibility to the California Register of Historic Places (CRHR) or the National Register of Historic Places (NRHP). Since the building at 610 North Central Avenue does not meet the threshold for designation as a historic resource or contributor to a historic district at the local level, it cannot rise in significance to meet the higher thresholds of the California Register or the NRHP. As the building at 610 North Central Avenue is not eligible for listing on the CRHR or the NRHP, the impact of the project on historical resources is less than significant.

Prehistoric and historic archaeological sites are not known to exist within the local area. In addition, the project site already has been subject to disruption and contains fill materials. Any archaeological resources, which may have existed at one time, have likely been previously disturbed. Concerning Paleontological resources, 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. In addition, the project site has already been subject to disruption and is developed. Any superficial paleontological resources, which may have existed at one time, have likely been previously unearthed by past development activities. Finally, the project site and surrounding area are characterized by features typical of the urban landscape and include commercial-retail uses. No known traditional sites, which may contain human remains, exist within the project area or surrounding area, nor have any resources been identified. Nonetheless, there is a possibility that prehistoric, historic and/or paleontological resources, as well as human remains may exist on site and a significant impact could occur with the implementation of the project. Proposed mitigation that would be applied to the proposed project, however, would reduce impacts to these resources to a less than significant level.

Cumulative Impacts

Cumulative impacts to cultural resources associated with the proposed Verdugo Gardens project and 49 related projects were analyzed in the EIR. No cumulative impacts to cultural resources associated with the proposed project and related projects would result, and the incremental effect of the project to these resources would not be cumulatively considerable.

Public Services - Fire Protection and Emergency Medical Services

Project Impacts

Implementation of the Verdugo Gardens project would result in the addition of approximately 613 new residents to the City of Glendale, as indicated in **Section 4.2, Population and Housing**. Impacts associated with these additional residents include an increase in the number of fire department responses, routine fire prevention life/safety inspections, public education activities, participation in community events, and ongoing relations with the homeowners' association. In addition, the new residents generated by the Verdugo Garden project would reduce the present firefighter-to-population service ratio of 1 to 1,047 by less than 1 percent. Nonetheless, the Fire Department has indicated that the proposed project will have a direct impact upon fire protection services. Absent mitigation as provided by the Glendale Fire Department, this impact is considered to be significant.

Funding for the Fire Department in the City of Glendale is derived from various types of tax revenue (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the City's General Fund. The City Council then allocates the revenue for various public services that the City provides, including fire protection services. As the Verdugo Gardens project is developed, tax revenues from property and sales taxes would be generated and deposited in the City's General Fund and the State Treasury. A portion of these revenues would then be allocated to the City's

Fire Department during the City's annual budget process to maintain staffing levels within the City of Glendale in numbers adequate to serve project-related increases in service call demands. This, coupled with the mitigation measures provided below, would reduce impacts to fire protection services to less than significant.

The additional residents and employees associated with the project would result in an increase in emergency medical responses. The project is located within the response district for Rescue Ambulance 26, which currently averages about 300 calls per month. The Glendale Fire Department estimates that the proposed project would generate approximately 144 additional calls per year or about 12 additional calls per month. The City of Glendale has no formal service ratios or performance objectives for Rescue Ambulance service, but has considered a performance workload of 350 responses per month for a paramedic rescue ambulance. With the inclusion of these additional calls for service, RA 26 would be responding to approximately 312 calls per month. Since the number of calls would not be above the current performance workload for a rescue ambulance, the impact of the project on emergency medical services is less than significant, but the project's contribution to the cumulative impact is considered significant. However, funding from the General Fund described above, coupled with proposed mitigation provided below, would reduce impacts to emergency medical services to a less than significant level.

The project structure will be installed with fire sprinkler systems. Consequently, the City of Glendale's fire flow requirements for the project would be at least 1,500 gallons per minute to as much as 4,000 gallons per minute. Water service to the project site is presently provided by existing water lines on and adjacent to the site. The adequacy of these lines to provide the needed fire flows for the project is unknown, and therefore potential fire flow impacts are considered to be significant. However, with proposed mitigation, impacts to fire flow would be reduced to less than significant.

Cumulative Impacts

Cumulative impacts to fire protection and emergency medical services associated with the proposed Verdugo Gardens project and 51 related projects were analyzed in the EIR. The Verdugo Gardens project and related projects together would result in the addition of approximately 10,855 residents and about 4,639 employees. The additional residents and employees associated with the project and related projects will also result in an increase in emergency medical responses throughout the City. The cumulative increase in calls for emergency medical response from related projects, when added to those associated with the project, would result in both Rescue Ambulance 26 and 21, the "next due" rescue ambulance, responding to a number of calls that would likely substantially exceed the recommended workload of 350 calls per month for a rescue ambulance. This would be a significant cumulative impact

to emergency medical services in the City and the contribution of the Verdugo Gardens Project to this impact would be cumulatively considerable and would be significant. However, with future funding from the General Fund described above and proposed mitigation, this significant cumulative impact would be reduced to less than significant, and the incremental effect of the project to this impact would not be cumulatively considerable.

No other cumulative impacts to fire protection and emergency medical services associated with the proposed project and related projects, such as calls for service or fire flow, would result, and the incremental effect of the project to these impacts would not be cumulatively considerable.

Public Services - Police Protection

Project Impacts

Implementation of the Verdugo Gardens project would result in the addition of approximately 613 new residents to the City of Glendale. The addition of these new residents would reduce the present officer-to-population service ratio of 1.32 officers per 1,000 residents by less than 1 percent; therefore, the ratio would remain 1.32 officers per 1,000 residents with the addition of the project's 613 new residents. While this change is not substantial, implementation of the project would result in the City remaining below the 2.0 officers per 1,000 residents standard. Based upon the ideal officer-to-population standard, the project would require 1.2 additional officers. To maintain the existing officer-to-resident ratio, the project would require 0.8 additional officers.

Funding for the Police Department in the City of Glendale is derived from various types of tax revenue (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the City's General Fund. The City Council then allocates the revenue for various public services that the City provides, including police services. As the Verdugo Gardens project is developed, tax revenues from property and sales taxes would be generated and deposited in the City's General Fund and the State Treasury. A portion of these revenues would then be allocated to the City's Police Department during the City's annual budget process to maintain staffing levels within the City of Glendale in numbers adequate to serve project-related increases in service call demands. As funding would be made available to maintain adequate service, impacts would be less than significant.

The Police Department estimates that the project would generate three to four additional calls for service per month. According to the Department, these additional calls would not seriously impact Department operations and, therefore, the impact on police protection services is considered less than significant.

The Police Department considers current response times in the City adequate and has indicated that the Verdugo Gardens project would not adversely affect response times in the City. Therefore, the impact of the project on response times is less than significant.

Cumulative Impacts

Cumulative impacts to police protection services associated with the proposed Verdugo Gardens project and 51 related projects were analyzed in the EIR. The Verdugo Gardens project and related projects together would result in the addition of approximately 10,855 residents and about 4,639 employees. As discussed above, the proposed project would not result in impacts to the Glendale Police Department. However, the addition of 10,855 residents to the City population would result in a cumulative impact to police protection services when considering current department resources. However, with future funding from the General Fund and proposed mitigation, cumulative impacts to police protection services in the City would be less than significant, and the incremental effect of the project to this impact would not be cumulatively considerable.

Public Services - Schools

Project Impacts

The proposed project will include 287 dwelling units, which would generate approximately 42 students grades K–6, 15 students grades 7–8, and 32 students grades 9–12, for a total of 89 students. All schools serving the project site are currently operating under capacity. Nonetheless, due to an existing lack of high school capacity in the District, implementation of the proposed project may indirectly affect the ability of the District to meet the needs of local schools. Any interference in the ability of the District to meet the needs of students is considered a potentially significant impact. However, pursuant to Government Code Section 65995, the payment of school impact fees, as authorized by Senate Bill 50, will fully mitigate any potential indirect impact of the project on local schools. Therefore, the indirect impact of the proposed project on local schools is less than significant.

Cumulative Impacts

The proposed project and related projects would result in an additional 2,832 residential units in the City of Glendale. As a result, these additional units could generate approximately 419 students in grades K through 6, 147 students in grades 7 and 8, and 312 students in grades 9 through 12, for a total of 878 students. In addition, the proposed project and related projects would generate approximately 4,639 employees, of which 1,113 employees could reside in the Glendale. These additional households could indirectly generate approximately 165 students grades K–6, 58 students grades 7–8, and 122 students

grades 9–12 for a total of 345 students. Due to an existing lack of high school capacity in the District, these additional students would result in a significant impact and the contribution of the proposed project to this impact would be cumulatively considerable. However, according to Government Code Section 65995, the payment of school impact fees, authorized by Senate Bill 50, by each project will fully mitigate the impact of the project and related projects on local schools from cumulative development. Therefore, after payment of these fees, the cumulative impact of the project and related projects would be reduced to a less than significant level, and the contribution of the proposed project to this impact would not be cumulatively considerable.

Utilities and Service Systems - Water Service

Project Impacts

Demolition, grading, and construction activities associated with the Verdugo Gardens project would require the use of water for dust control and clean-up purposes. The use of water for construction purposes would be short-term in nature and the amount used would be much less than that used during project operation. Therefore, construction activities would not have a significant impact on the existing water system or available water supplies.

New development on the project site would result in an increase in demand for operational uses, including landscape irrigation, maintenance, and other activities on the site. Water demand at buildout would be approximately 22.2 million gallons per year or 64.7 acre-feet per year. This amount of represents a net increase of 19.2 million gallons per year, or 55.4 acre-feet per year, over the 3.0 million gallons per year, or 9.3 acre-feet per year, used by existing development on the project site.

The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. A surplus exists that provides a reasonable buffer of approximately 3,000 to 4,000 acre-feet per year of water. Future water demand in the City is based on projected development contained in the General Plan. For purposes of this assessment, the demand of the proposed project was assumed not to have been included in this demand projection. However, even with the net addition of 55.4 acre-feet per year of demand generated by the proposed project, there is ample supply to meet remaining City demand under normal conditions. In addition, it is anticipated that during any three-year drought, the City would have sufficient water supply to meet demand.

Cumulative Impacts

Cumulative impacts to water supply and water treatment facilities associated with the proposed Verdugo Gardens project and 51 related projects were analyzed in the EIR. No cumulative impacts to water

supply and water treatment facilities associated with the proposed project and related projects would result, and the incremental effect of the project to these impacts would not be cumulatively considerable.

Utilities and Service Systems - Sewer

Project Impacts

The Verdugo Gardens project would, on average, generate 46,150 gallons of sewage per day. This amount of sewage represents a net increase of 39,558 gallons per day over the 6,650 gallons per day generated by the uses existing on the project site.

Sewage generated on the project site would be conveyed to either the Los Angeles/Glendale Water Reclamation Plant or the Hyperion Treatment Plant for treatment. If the Reclamation Plant is operating at full capacity, excess sewage from the site will be conveyed to the Hyperion facility for treatment, which the City of Glendale has access to through the amalgamated treatment and disposal agreement. With the Hyperion Treatment Plant currently operating 90 million gallons per day below capacity, the net addition of approximately 39,558 gallons of sewage per day generated by the proposed project would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat the net increase sewage generated by the project, and the impact of the proposed project on the sewage treatment system is less than significant.

The proposed project will be served by the existing 8-inch line located in Central Avenue and the existing 15-inch line located in Doran Street. Laterals will connect the proposed project to this line. The 8-inch line does not have capacity to handle the net increase in sewage generated from the project site and it is unknown if the 15-inch line has adequate capacity. As a result, the sewer capacity within the project area is not anticipated to be adequate to serve the proposed uses and would result in a significant impact.

In an effort to mitigate potential sewer impacts, the City will impose a sewer impact fee on future developments, based on a computer modeling assessment of Glendale's sewer system's hydraulic capacity. The fee will be charged when development of a parcel leads to an increase in the volume of wastewater discharged to the collection system. The City has elected to calculate these fees based on proportional increases in wastewater flow, in an effort to impose the fee in an equitable manner. The collected fees, which will be charged for each proposed development, will be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin.

The City will undertake a new hydraulic analysis of the specific drainage basin every five years from the date of the first deposit into the special account. In the event the City receives proposals for new developments not considered in the current hydraulic analysis, intermediate and more frequent

hydraulic analyses will be performed to evaluate capacity in the given drainage basin. The Public Works Director will request consideration from the City Council to budget the funds for the balance of the cost of increasing the sewer capacity for any of the drainage basins, as part of its annual Capital Improvement Program when it determines such action to be appropriate and justifiable. The City's Public Works Engineering Department will then be able to design and construct the necessary improvements. Since the payment of this fee is available to reduce the severity of the impact of the project on sewer capacity, the impact of the proposed project on the existing sewage conveyance system would be reduced to less than significant.

Cumulative Impacts

Development of the related projects will place additional demand on the City's sewage conveyance system. Sewage conveyance infrastructure serving the individual related projects may not have adequate capacity to handle additional sewage loads, which represents a significant impact. In an effort to alleviate sewer impacts, the City will impose a capital improvement fee on all future developments adding demand for capacity of the sewer system. The fee will be charged when development of a parcel leads to an increase in the volume of wastewater discharged to the collection system. The City has elected to calculate these fees based on proportional increases in wastewater flow. The collected fees will be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin. Since the payment of the mitigation fee is available to reduce the severity of the impact of the project and related project's on sewer capacity, the impact of project and related project's on the existing sewage conveyance system would be reduced to less than significant.

Utilities and Service Systems - Solid Waste

Project Impacts

Construction of the proposed project would involve site preparation activities (e.g., demolition and building) that would generate waste materials. An estimated 3,360 tons of building material and 3,281 tons of hardscape material (surface pavement and concrete), for a total of 6,641 tons would be generated by the demolition of existing buildings and site improvements. In 2002, the Nu-Way Live Oak Landfill, located approximately 20 miles east of Glendale in Irwindale, accepted all inert waste generated in the City. Construction debris generated on the project site will be disposed of in the Nu-Way facility or other facilities, or ground into aggregate and used by the Glendale Public Works for road base. The Nu-Way Live Oak Landfill currently has capacity for approximately 4.5 million tons of inert waste. The one-time disposal of 6,641 tons generated by the project will not exceed capacity at the facility and, therefore, the impact of the project on the Nu-Way Live Oak Landfill would be less than significant.

Project implementation would result in an increase in both residential and commercial development on site. A total of approximately 116 tons of solid waste per year is projected to be disposed of into landfills at buildout. This represents an increase of 108 tons per year when compared with the estimated 8 tons per year currently generated on the project site. All solid waste generated on the project site will be deposited at the Scholl Canyon Landfill, which is owned by the City of Glendale. Combined with the additional amount generated by the proposed project (excluding existing solid waste generated on site), the annual disposal amount would increase to 460,108 tons per year. With a total annual disposal amount of 460,108 tons, and a remaining 6.73 million ton capacity, the Scholl Canyon facility could meet the needs of the City and the project for approximately 15 years. Because the project will be required to implement a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill, the amount of solid waste generated would likely be less than the amount estimated. Examples of waste-diversion efforts would include recycling programs for cardboard boxes, paper, aluminum cans, and bottles through the provision of recycling areas within garbage disposal areas. The Scholl Canyon facility would have sufficient capacity to continue to accommodate the demand for Class III disposal facilities generated by the project site. As such, the increase in solid waste generation associated with the operation of the proposed Verdugo Gardens project would not exacerbate landfill capacity shortages in the region to the point of altering the projected timeline of any landfill to reach capacity. Therefore, the impact of the project on permitted landfill capacity is less than significant.

Cumulative Impacts

Development of related projects would dispose of a projected 4,137 tons of solid waste into landfills every year. Combined with the additional net annual tonnage of solid waste generated by the proposed Verdugo Gardens project, the cumulative amount generated by new projects would be approximately 4,245 tons of solid waste per year. The current capacity of the Scholl Canyon and Puente Hills Landfills, which receive over 90 percent of the City's waste, are adequate enough to accommodate solid waste disposal needs of the project, and development of all related projects, for at least 15 years, if not longer. The City also utilizes five additional landfills, all of which are currently still accepting materials. Though the Bradley Landfill is near capacity, if granted their proposed expansion, an additional 4.7 million cubic yard will be made available.

The Scholl Canyon and Puente Hills Landfills are a part of the County Sanitation Districts of Los Angeles County (CSDLAC). The CSDLAC provides solid waste management for over half the population in Los Angeles County. CSDLAC's service area covers approximately 800 square miles and encompasses unincorporated County territory, as well as 78 cities, including Glendale. CSDLAC operates a comprehensive solid waste management system, which includes landfills, recycling centers, transfer/materials recovery facilities, and gas-to-energy facilities.

Although there is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs, there is additional capacity potentially available within Los Angeles County through the expansion of local landfills, and outside of Los Angeles County through the use of a regional waste-by-rail system and remote landfills. As currently proposed by CSDLAC, this regional system would utilize disposal capacity at the proposed Eagle Mountain Landfill (EML) in Riverside County and the Mesquite Regional Landfill (MRL) in Imperial County.

Toward that end, CSDLAC entered into Purchase and Sale Agreements in August 2000 for these two landfills, which are the only two fully permitted rail-haul landfills in California. CSDLAC closed escrow on the MRL in December 2002, and is currently in the planning and development process for that landfill. Due in part to pending federal litigation, CSDLAC has not been able to close escrow on the purchase of the Eagle Mountain Landfill.

CSDLAC intends to utilize a regional waste-by-rail system to transport municipal solid waste approximately 210 miles to MRL, via the Union Pacific Railroad main line, which extends from the Metropolitan Los Angeles to Glamis, California. From Glamis, a 4.5-mile dedicated rail spur would be built to the site. Closing escrow on the MRL has allowed work to begin on a comprehensive master plan for the development of the site, including the landfill and rail infrastructure. Work on this project is currently ongoing and scheduled to be finished in late 2008. Following completion of the master plan, CSDLAC intends to pursue concurrent final design and construction of the facilities necessary to begin operation. The MRL is scheduled to open for receipt of refuse in 2009.

Although the CSDLAC is in the process of increasing its capacity to accommodate future increases in solid waste, these improvements are not yet in place and will not be completed until at least 2009. Further, there is presently insufficient permitted disposal capacity within the existing system serving Los Angeles County. The project, in combination with other development, could contribute to insufficient permitted disposal capacity by contributing additional solid waste to regional landfills. Development under the project would also contribute construction debris to regional landfills, increasing the cumulative effect. Therefore, the project's contribution to the cumulative impact would be considered cumulatively considerable, and would be a significant and unavoidable impact.

Recreation

Project Impacts

Implementation of the proposed project would result in an estimated population increase of approximately 613 residents within the City of Glendale. This increase in population would incrementally increase the use of existing neighborhood and community parks in the City. The City

currently has a park land-to-resident ratio of approximately 1.4 acres of parkland for every 1,000 residents, while the City's park planning standard is 6 acres of neighborhood and community parkland per 1,000 residents. Even with implementation of all parkland under development, the parkland-to-resident ratio would remain relatively the same. Based upon the ideal park land-to-resident ratio standard, the project would require 3.6 additional acres. To maintain the existing park land-to-resident ratio, the project would require 0.8 acre.

Project amenities that would lessen the impacts associated with the project's impact on existing park and recreation facilities include 34,682 square feet of public open space, including a 7,637-square-foot ground-floor public sculpture garden and a 943-square-foot ground-floor community garden; and 30,770 square feet of common open space reserved for project residents, which consists of an 18,869-square-foot amenity deck on the 7th floor, a 7,233-square-foot pool deck on the 22nd floor, and five sky gardens totaling 4,668 square feet. Other common amenities include a fitness center, outdoor pool/spa, and barbecue area. Finally, private open space reserved for individual units totals 14,322 square feet and consists of balconies and private gardens.

These amenities will partially serve to reduce demand for public recreation facilities by project residents. However, the public open and park space and private recreation facilities included in the project will not meet the needs of project residents for neighborhood or community parks.

Existing park facilities are currently heavily used due to the deficit in parkland in the City. Even with the provision of common outdoor space and other amenities, the increase in use of neighborhood and community parks in the City that will result from the increase in residents associated with the project is considered significant and unavoidable.

Cumulative Impacts

Cumulative impacts to recreational facilities associated with the proposed Verdugo Gardens project and 51 related projects were analyzed in the EIR. Implementation of the proposed project and related projects will increase the use of existing recreational facilities in the City. Direct and indirect population growth associated with the proposed project and related projects could result in the addition of 10,855 new residents to Glendale. As discussed above, the existing ratio of parkland to residents of the City is approximately 1.4 acres per 1,000, which is below the City's planning standard of 6 acres per 1,000 residents. The addition of 10,585 residents would lower this ratio to approximately 1.3 acres per 1,000 residents.

Given the existing deficiency of parkland in the City, the combined effects of the proposed project and related projects on existing facilities is considered cumulatively significant because the use of existing

parks will increase, thus contributing to an acceleration in the physical deterioration of these facilities. As no feasible mitigation exists to lessen or avoid this impact, this impact is considered significant and unavoidable, and the contribution of the proposed project to this impact is considered to be cumulatively considerable.

No other cumulative impacts associated with the proposed project and related projects, such as the construction or expansion of recreational facilities, would result, and the incremental effect of the project on these impacts would not be cumulatively considerable.

PROJECT ALTERNATIVES

The range of alternatives in an EIR is governed by a “rule of reason” that requires the EIR to set forth those alternatives necessary to make a reasoned choice. The alternatives shall be limited to ones that would avoid or lessen any significant effects of the project (Section 15126.6[c]). Of those alternatives, the EIR only need examine in detail the ones that the lead agency determines could feasibly attain the basic objectives of the project. When addressing feasibility, the *CEQA Guidelines* state, “among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to the alternative site.” The *CEQA Guidelines* also specify that the alternatives discussion should not be remote or speculative, and need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, based on the *CEQA Guidelines*, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of detail of analysis that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. The following alternatives were examined in this EIR in accordance with the *CEQA Guidelines*.

Alternative 1 – No Project/No Development Alternative

The No Project Alternative would leave the project site in its present condition. Existing restaurant and medical office uses, including parking, would remain. This alternative assumes no further development occurs within the project site.

Alternative 2 – 25 Percent Reduced Density

The 25 Percent Reduced Density Alternative considers development of the entire 1.8-acre site at approximately 75 percent of the density of residential and commercial uses under the proposed project. This alternative was formulated to lower the significant and unavoidable impacts of the proposed project by reducing the amount of development. Under this alternative, all on-site buildings would be demolished and removed. The layout for the land uses proposed under this alternative would be the same as for the proposed project, and would result in the development of 215 condominiums and 2,156 square feet of retail-commercial space. Of the 215 for-sale housing units, 91 would be one-bedroom units, 117 would be two-bedroom units, and seven would be three-bedroom units. The height of the building would also be 18 stories, or approximately 200 feet.

Alternative 3 – Alternative Residential and Commercial Mix

The 75 Percent Reduced Density Alternative considers development of the entire 1.8-acre site at approximately 25 percent of the density of residential and commercial uses under the proposed project. This alternative was formulated to reduce the significant and unavoidable impacts of the proposed project by reducing the amount of development. Under this alternative, all on-site buildings would be demolished and removed. The layout for the land uses proposed under this alternative would be the same as for the proposed project, and would result in the development of 72 condominiums and 719 square feet of retail-commercial space. Of the 72 for-sale housing units, 31 would be one-bedroom units, 39 would be two-bedroom units, and two would be three-bedroom units. The height of the building would also be six stories or approximately 67 feet.

Comparison of Alternatives

The analysis contained in **Section 7.0, Alternatives**, of this EIR concluded that the No Project/No Development Alternative would avoid the significant impacts identified for the proposed project and would be environmentally superior. While all significant impacts associated with the Proposed Project would be avoided under the No Project/No Development alternative, none of the project objectives would be attained because the site would not be redeveloped. According to CEQA if the No Project/No Development Alternative is identified as the environmentally superior alternative, “the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Of the remaining alternatives, Alternative 2 is considered environmentally superior due to the fact that the reduction of residential units and retail-commercial space would cause an incremental reduction of the overall level of impact when compared to the proposed project. While the overall impacts of the proposed project could be incrementally reduced by the selection of Alternative 2, the significant and

unavoidable short-term air quality and noise impacts during construction and the significant and unavoidable long-term population, noise, sewer and recreation impacts during operation would not be eliminated by this alternative. However, Alternative 2 would meet all of the objectives of the proposed project, such as providing high-density housing and a distinctive landmark project.

AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Based on responses to the NOP and the scoping meeting, the Agency presently is not aware of any areas of controversy or issues to be resolved.