

4.0 REVISIONS TO THE DRAFT EIR

INTRODUCTION

This section contains the revised pages of the Draft EIR. Whenever applicable, response to comments have been incorporated into the text of the Draft EIR. All new text appears in “single-underline type” and all deleted text appears in “~~strike through~~” type. Additionally, revisions are indicated by a revision bar in the margin of the page.

Changed pages include the following:

1.0-1	4.3-12
2.0-1 thru 2.0-35 (replaced in its entirety)	4.4-1
3.0-2	4.4-14 thru 4.4-15
3.0-6 thru 3.0-9	4.4-30 thru 4.4-38
3.0-13	4.5-19 thru 4.5-20
3.0-16	4.6-12
3.0-25	4.6-14
3.0-27	4.6-16 thru 4.6-21
4.1-5	4.6-23
4.1-12	4.6-25
4.1-17	4.6-28
4.1-31	4.7-32 thru 4.7-33
4.1-33 thru 4.1-34	4.8.1-6
4.1-41 thru 4.1-42	4.8.1-10
4.1-49	4.8.2-5 thru 4.8.2-6
4.1-52 thru 4.1-53	4.8.3-7
4.1-55	4.9.1-1 thru 4.9.1-18 (replaced in its entirety)
4.1-63	4.9.2-1 thru 4.9.2-2
4.1-65 thru 4.1-66	4.9.2-4 thru 4.9.2-10
4.1-69 thru 4.1-71	4.9.3-2
4.1-75	4.9.3-6
4.1-77 thru 4.1-79	4.9.3-11 thru 4.9.3-13
4.1-81	4.10-3 thru 4.10-4
4.1-85	4.10-8 thru 4.10-11
4.2-3	7.0-15 thru 7.0-15A
4.2-5 thru 4.2-6	7.0-25 thru 7.0-26

1.0 INTRODUCTION

INTRODUCTION

This introduction is intended to provide the reader with important information regarding (1) the purpose of an EIR; (2) a description of the environmental review process conducted for this project to date; (3) the lead, responsible, and trustee agencies for the project; and (4) the general format of this EIR.

PURPOSE AND LEGAL AUTHORITY

This Draft EIR evaluates the proposed Verdugo Gardens project. It was designed to implement the City of Glendale's (hereafter, "the City") and the Glendale Redevelopment Agency's (hereafter, "the Agency") goals of revitalizing downtown Glendale. The Verdugo Gardens project is a mixed-use development consisting of 287 for-sale housing units, 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 project would include a 24-story building with a total height of approximately 266 feet; it would include an amenity deck on the 7th floor, reaching a height of about 73 feet, and a pool deck on the ~~22nd~~-21st 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. The project is anticipated to be ready for occupancy in 2010.

This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA), the *CEQA Guidelines*, and applicable Agency procedures for implementing CEQA and the *CEQA Guidelines* (Resolution R-314), including applicable City CEQA documentation procedures and requirements. This EIR identifies and discusses potential project-specific and cumulative environmental impacts that may occur should the proposed project be implemented. The intent of this EIR is to: (1) be an informational document, which serves to inform public agency decision makers and the general public of the potential environmental impacts of the project; (2) identify possible ways to minimize or avoid any potential significant impacts either through mitigation or the adoption of alternatives; and (3) disclose to the public required agency approvals.

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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, 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 one on 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 PM_{10} and $\text{PM}_{2.5}$. 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 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

As 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.~~

project site is surrounded by Central Avenue to the west, Doran Street to the south, a five-story parking garage, and a surface parking lot to the east, and Sanchez Drive to the north.

Figure 3.0-3, Aerial View of Project Area, shows the project site and surrounding land uses. The project site presently consists of surface parking lots, a vacant lot, a restaurant, and a medical office building. The uses surrounding the project site include an existing 24-story commercial office building, 353 ~~345~~ feet in height, a three-story commercial office building located to the west across Central Avenue, a three-story commercial office building located to the south across Doran Street, and a five-story parking structure and surface parking lot located directly to the east that serves commercial office uses near the project site. Sanchez Drive, which runs west to east, is located directly north of the project site, and further to the north, running parallel to Sanchez Drive, is SR-134. The current Glendale General Plan land use designation and zoning designation for the project site is Downtown Specific Plan (DSP).

STATEMENT OF PROJECT OBJECTIVES

Section 15124(b) of the *CEQA Guidelines* requires that the Project Description in an EIR include “a statement of the objectives sought by the applicant,” which should include “the underlying purpose of the project.” The objectives of the Verdugo Gardens project are as follows:

- 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 close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Provide a high-quality and functionally integrated housing and retail-commercial development that is distinctive and contributes to the creation of a downtown Glendale residential base;
- Utilize architectural design, lighting, and landscape materials to give the project site a distinctive and pleasing appearance;
- 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.

PROJECT BACKGROUND

In 1972, the Agency prepared, and adopted through ordinance (Ordinance 4042), the Redevelopment Plan for the Central Glendale Redevelopment Project (Redevelopment Plan). The entire 1.8-acre project site is located within the boundaries of the Central Glendale Redevelopment Plan Area. Last amended in ~~February 2005~~ ~~November 2003~~ by the Agency, the Redevelopment Plan's primary objective is to eliminate and prevent the spread of blight and deterioration in the Redevelopment Plan Area. According to the Redevelopment Plan, to meet this objective, the Agency proposes the following actions over the next 20 years:

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

As the Verdugo Gardens project is located within the Redevelopment Project Area, the project site is subject to the applicable provisions of the Redevelopment Plan. Proposed development projects require review and approval of project elements by the Agency. The Redevelopment Plan also grants the Agency the authority to establish further requirements, restrictions, or design standards, as appropriate. In addition, the Redevelopment Plan requires compliance with applicable provisions of the General Plan, Zoning Ordinance, Building Code, and other City ordinances, resolutions, and laws.

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

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

The DSP was proposed to address the broad issues of distribution, location, and extent of land uses within the downtown area. The DSP sets forth standards and criteria for development in the downtown area and provides programs to implement regulations that conform to the General Plan within several distinct districts. Specifically, the DSP addresses building heights, which were previously unregulated in the downtown area, and establishes appropriate transition zones between office and high-rise development and neighboring lower-scale neighborhood commercial and residential zones. Finally, the DSP provides incentives, in the form of height/story and density bonuses, to encourage desirable uses and benefits in the downtown area. Desired uses include affordable housing, historic preservation, hotel uses, public open space uses, reuse of existing buildings, signature design, and sustainable design. ~~Both the adopted DSP and associated EIR are the subject of litigation filed in December 2006 (Herbert Molano, et al. v. City of Glendale, et al., Los Angeles County Superior Court No. BS 106394). Both the DSP and EIR remain valid, unless and until set aside by a court of competent jurisdiction. A lawsuit was filed in December 2006 (Herbert Molano, et al. v. City of Glendale, et al., Los Angeles County Superior Court No. BS 106394) requesting that the Superior Court set aside the City’s decision to certify the EIR and approve the DSP. A statement of decision was issued on August 31, 2007 denying the petition. A notice of appeal was filed with the Appellate Court on October 26, 2007.~~ According to the adopted DSP (November 2006), in the event of any inconsistencies under the Zoning Code, the adopted DSP would prevail.

The Verdugo Gardens project is located in the Gateway District of the adopted DSP. Located toward the northern section of the proposed DSP area, the Gateway District features the most visibly noted skyline of downtown Glendale. Characterized by high-rise development, the Gateway District is home to

numerous corporate headquarters and businesses whose multi-storied towers are visible from the various vistas throughout the City and SR-134. The vision for the area involves the continued promotion of the area as a prime location for corporate headquarters, new hotels, mixed-use and residential buildings, complimentary/accessory service, and retail businesses at the street level, as well as the introduction of appropriate nighttime entertainment uses.¹

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

DESCRIPTION OF PROPOSED PROJECT

The Verdugo Gardens project is a mixed-use development consisting of 287 for-sale housing units, ~~3,600~~ 3,236 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. **Figure 3.0-4, Conceptual Site Plan**, illustrates the proposed site plan for the Verdugo Gardens project. 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~~ 21st 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. The project is anticipated to be ready for occupancy in 2010.

The DSP provides height and density bonuses to encourage desirable uses and public benefits downtown. Desirable uses encouraged through bonuses include affordable housing, historic preservation, hotel, public open space, reuse of existing buildings, signature design, and sustainable design. The desirable uses the Verdugo Gardens project would include public open space in the form of a ground-floor public sculpture garden and a ground-floor community garden, and signature design architecture, in the form of a relatively slender tower designed by an international award winning architectural firm. The provision of additional open space would allow an additional height of 7 stories/105 feet and an additional FAR of 0.25 above the 18 stories/275 feet and 7.25 FAR permitted by right, and the provision of signature design architecture would allow an additional 3 stories/45 feet and 1.5 FAR above that permitted by right. A more detailed description of these incentives is provided later in this section.

¹ City of Glendale, Glendale Downtown Specific Plan, adopted November 7, 2006.

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

Development Characteristics

Residential Units

Of the proposed 287 for-sale housing units, ~~121~~ ~~122~~ would be one-bedroom units, ~~158~~ ~~156~~ would be two-bedroom units, and ~~eight~~ ~~nine~~ would be three-bedroom penthouse units. The units would include floor areas ranging from ~~725~~ ~~740~~ square feet (one bedroom) to ~~1,928~~ ~~1,875~~ square feet (penthouses), with an average size of ~~996~~ ~~1,006~~ square feet per unit. With the exception of the top four floors, the number of units per floor would range from ~~10~~ ~~12~~ to 16 units. The top two floors would contain three penthouse units each, while the next two floors below would have five units each. Of the ~~121~~ ~~122~~ one-bedroom units, 10 would be ground-floor townhome units. **Figure 3.0-5, Typical Floor Plan**, illustrates a typical floor plan.

Based on a mix of ~~121~~ ~~122~~ one-bedroom units, ~~158~~ ~~156~~ two-bedroom units, and ~~eight~~ ~~nine~~ three-bedroom penthouse 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 penthouse unit², the residential component of the project would most likely generate approximately ~~606~~ ~~605~~ residents (~~121~~ ~~122~~ units x 1.5 persons per household + ~~158~~ ~~156~~ units x 2.5 persons per household + ~~8~~ ~~9~~ units x 3.5 persons per household).

Restaurant/Retail

The ~~3,236~~ ~~3,600~~-square-foot retail-commercial component of the proposed project on the ground floor would most likely consist of one café type restaurant and smaller uses, such as a cleaners, floral shop, etc. Based on an average of three employees per 1,000 square feet,³ the retail-commercial component would require approximately ~~10~~ ~~11~~ employees. **Figure 3.0-6, Ground Floor Plan**, identifies the location of the retail-commercial component of the proposed project.

² Population generation rates for units were provided by the applicant and represent a more conservative population estimate than if generation rates were used from the Glendale Downtown Specific Plan, Glendale Redevelopment Agency, January 2007.

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

Applying a 24 percent ratio (which is the percent of existing employee that work and reside in the City of Glendale),⁴ the employment positions described above would result in ~~two~~ three 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 ~~7~~ 8 additional residents to the City (2 households x 2.8 persons per household). Overall, the increase in population of ~~606~~ 605 people that would be associated with the proposed residential units and the possible additional increase in population of ~~7~~ 8 people associated with employment opportunities provided by the project would result in a total population increase of 613 new residents to the City.

Open Space

The public open-space component of the proposed project totals ~~8,627~~ 34,682 square feet. It includes a ~~7,630~~ 7,637-square-foot ground-floor public sculpture garden and a ~~997~~ 943-square-foot ground floor community garden. The ground-floor level would also include retail-commercial and public space uses. Features on the ground floor would generally consist of sidewalks, paving, plants, lawns, irrigation, landscape and site lighting, bollards, and site furniture.

Common open space reserved for project residents totals ~~37,595~~ 30,770 square feet and includes an ~~24,114~~ 18,869-square-foot amenity deck on the 7th floor, a ~~8,880~~ 7,233-square-foot pool deck on the ~~22nd~~ 21st floor and five sky gardens totaling ~~4,601~~ 4,668 square feet.

Public and common open space combined consists of approximately ~~46,222~~ 65,452 square feet or about ~~1~~ 1.5 acres. Private open space reserved for individual units totals ~~12,117~~ 14,322 square feet and consists of balconies and private gardens.

⁴ The proposed Verdugo Gardens project would generate ~~10~~ 11 employment positions. Based on the existing residence characteristics of the work force in Glendale, it is estimated that approximately one-quarter of these employees could relocate to Glendale. Travel time-to-work data collected by the 2000 U.S. Census indicates that approximately 21,800 workers in Glendale aged 16 and over commute less than 15 minutes to their places of employment or work from home. It can be assumed that these workers are employed within the City limits, since it would conceivably take longer than 15 minutes to commute to jobs located outside Glendale. In 2000, the City of Glendale had 91,000 employees based on the number of resident and non-resident employees reported to the State of California Employment Development Division by firms located in Glendale. In 2000, therefore, approximately 21,800 of the 91,000 employees working in Glendale resided in the City, which equates to approximately 24 percent of the worker population.

The project would also provide a 10-foot-wide lane dedication along Sanchez Drive, Central Avenue, and Doran Street. As a result, Doran Street would be restriped to provide a center two-way left-turn lane between the project driveway and Orange Street. In addition, the westbound Doran Street approach to the Central Avenue intersection would be restriped to provide three lanes (one left-turn lane, one through lane, and one right-turn lane). The lane dedication along Sanchez Drive would allow for an additional eastbound travel lane on Sanchez Drive, immediately east of Central Avenue, which would transition into a separate right-turn only lane at the project driveway. Finally, the dedication along Central Avenue would allow for an additional northbound travel lane on Central Avenue. With this improvement, a northbound right-turn lane would be installed at the Sanchez Drive intersection. The resulting northbound Central Avenue approach to the Sanchez Drive intersection would also be modified to provide four through travel lanes and one right-turn-only lane.

The project would provide ~~664~~ ~~653~~ parking spaces on ~~nine~~ ~~eight~~ levels. Two of the parking levels would be located below grade, with the remaining seven levels of parking located above grade. Approximately ~~16~~ ~~15~~ percent of the stalls, or ~~107~~ ~~96~~ spaces, would consist of tandem spaces, while about ~~2~~ ~~3~~ percent of the stalls, or ~~13~~ ~~20~~ spaces, would consist of handicap spaces. **Figure 3.0-8, Typical Below-Grade Parking Plan**, illustrates the typical layout of parking spaces below grade. Please refer to **Figure 3.0-6, Ground Floor Plan**, for typical layout of parking spaces above grade.

The location of the proposed project would also provide residents opportunities to use alternative transportation. The Metropolitan Transportation Authority (MTA) and the City presently operate bus routes along Central Avenue and along Brand Boulevard which is near the project site. Specifically, the MTA operates 11 routes while the City operates 9 routes. All routes serving the project site would stop at the Glendale Transportation Center (GTC), which provides access to the greater Los Angeles Metropolitan region via bus and commuter trains. The GTC also provides statewide access via Amtrak long-distance trains.

Hardscaping and Landscaping

Hardscape Materials

Conceptually, hardscape materials and finishes contained in the landscaping plan may include cast-in-place concrete with color admixture and select aggregates; cast-in-place white concrete (site walls); pre-cast concrete pavers made of integral color concrete, with select aggregates; natural cut stone paving over a concrete sub base; stabilized decomposed granite paving; decorative pea gravel and river cobble/pebble; wood decking; and stainless steel planters with waterproofed interior surface and welded corners.

INCENTIVES

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

Public Open Space

The DSP requires projects to provide a minimum amount of open space equal to 10 percent of the gross site area, which in the case of the proposed project would be approximately 6,820 square feet⁵. In addition, the DSP requires that at least 50 percent of the required open space be usable and accessible to the public, which in the case of the project would be approximately 3,410 square feet. To qualify for height/story and/or density bonuses under the open space incentive program, the amount of height/story and/or floor area bonus available to a project for providing additional open space would be in direct proportion to the increase in publicly accessible open space above the minimum required.

As discussed above, the proposed project would provide ~~8,627~~ ~~34,682~~ square feet of public open space. This includes a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden and a ~~997~~ ~~943~~-square-foot ground floor community garden, ~~which would be open to the general public and would total 8,580 square feet.~~ The total amount of open space available to the general public would be ~~5,217~~ ~~5,170~~ square feet over what is required (~~8,627~~ ~~8,580~~ square feet – 3,410 square feet). As a result, the proposed project would be granted the maximum bonus allowed for the provision of additional open space, which would be an additional height of 7 stories/105 feet and an additional FAR of 0.25 above the 18 stories/275 feet and 7.25 FAR permitted by right.

Signature Design

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

⁵ Based on a post-development lot size of 68,198 square feet or approximately 1.6 acres.

Parking Exception

A parking exception ~~from~~ from the DSP is required since tandem parking provided by the project would not provide 24-7 valet service and the project would provide a parking reduction of seven spaces below that which is required by code.

Height and Density Bonus

The height and density bonuses for “Public Open Space” and “Signature Design” will be granted by the City Council and/or Redevelopment Agency in compliance with Chapter 7 of the DSP and following policies and procedures adopted by the City of Glendale and/or Glendale Redevelopment Agency. A development agreement outlining the incentives and bonuses will be required.

Other Public Agency Approvals

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

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

These performance standards are intended to prevent land use incompatibility. Specifically, the performance standards include provisions to prevent visible air contaminant emissions, the movement of windborne dusts and debris across lot lines, obnoxious odorous materials, objectionable vibration, and the unregulated discharge of solid waste or wastewater contaminants. Standards also restrict maximum sound levels to those specified in the Municipal Code.

Downtown Specific Plan

On November 7, 2006, the City of Glendale adopted the DSP for approximately 220 acres in the center of the City of Glendale, which includes the proposed Verdugo Gardens project site. The DSP was proposed to address broad issues of distribution, location, and extent of land uses within the downtown area. 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 were previously unregulated in the downtown area, and establishes appropriate transition zones between office and high-rise development and neighboring lower-scale neighborhood commercial and residential zones. Finally, the DSP provides incentives, in the form of height and density bonuses, to encourage desirable uses and public benefits in the downtown area. Desired uses include affordable housing, historic preservation, hotel uses, public open space uses, re-use of existing buildings, signature design, and sustainable design. As illustrated on **Figure 4.1-3, Downtown Specific Plan**, the Verdugo Gardens project is located in the Gateway District of the adopted DSP.

As mentioned above, 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 Specific Plan will be subject to the regulations in the Zoning Code and/or Municipal Code.

The DSP was also designed to implement the vision, goals, and policies of the Greater Downtown Specific Plan (GDSP). Adopted by the City of Glendale in November 1996, the GDSP encouraged building on the strengths of the downtown and its surrounding neighborhoods by advocating a mixture of uses, activities, open space, and buildings that will create a unique and vital urban place. In the event of any inconsistencies with the GDSP, the adopted DSP and/or Zoning Code will prevail.

Redevelopment Plan for the Central Glendale Redevelopment Project Area

Last amended in ~~February 2005~~ ~~November 2003~~ by the Glendale Redevelopment Agency (Agency), the Redevelopment Plan for the Central Glendale Redevelopment Project Area has the primary objective of eliminating and

Goal: Provide opportunities for coordinated as well as designed expansion of desirable commercial and industrial uses adjacent to areas where such expansion is in conformance with the goals of this plan.

Analysis: The project is proposed on land designated for high-rise development by the DSP, including corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service and retail uses at the street level, as well as appropriate night-time entertainment uses, and is bordered by land designated for similar uses. The Verdugo Gardens site presently consists of surface parking lots, a vacant lot, a restaurant, and a medical office building. Consistent with this and other City policies, the proposed project would redevelop the property to expand the amount of residential development available and to diversify the land uses in downtown to include commercial uses and additional public open space. For these reasons, the proposed project does not conflict with this goal.

Residential Goals

Goal: Foster stability and a high degree of continued maintenance, both private and public, within Glendale's various residential neighborhoods.

Goal: Promote the revitalization or, if necessary, the replacement of deteriorating neighborhoods.

Analysis: The project would promote stability of the downtown area by replacing uses located on an under-utilized parcel with a transit-oriented, mixed-use project. The project would also introduce additional residential uses within downtown. In addition, the applicant would maintain the open space component of the project to the benefit of both project residents and visitors. For these reasons, the proposed project does not conflict with these goals.

Goal: Safeguard residential neighborhoods from intrusion of incompatible and disruptive uses.

Analysis: The project is proposed on land designated for high-rise development by the DSP, including corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service and retail uses at the street level, as well as appropriate night-time entertainment uses, and is bordered by land designated for similar uses. The nearest residential neighborhoods are located ~~two~~three blocks to the east and one block to the west of the project site and are separated from the project site by intervening commercial development. As a result, the proposed project would not introduce incompatible and disruptive uses into a residential neighborhood and does not conflict with this goal.

project site. The traffic analysis in **Section 4.4, Traffic, Circulation and Parking**, shows that traffic from the project would not significantly affect these neighborhoods. In addition, the proposed project would provide enough parking to meet the needs of residents, employees, and guests, thus minimizing the need to park in adjacent residential areas. Based on this information, the project does not conflict with this objective.

Objective: Support and enhance existing neighborhood commercial centers to continue to serve the needs of nearby residents.

Analysis: The Verdugo Gardens project is bordered by land designated for high-rise development by DSP, including corporate headquarters, new hotels, mixed-use and residential buildings, complementary/accessory service and retail uses at the street level, as well as appropriate night-time entertainment uses, by the General Plan Land Use Map. Land located to the west of the project site across Central Avenue is designated Community/Services Commercial. Accordingly, the site is not designated or planned for development as a neighborhood serving commercial center. For this reason, the objective is not applicable to the project, and the project does not conflict with this objective.

Objective: Maintain acceptable noise levels in residential areas defined in the Noise Element by managing traffic volumes and speed.

Analysis: Noise impacts are fully addressed in **Section 4.6, Noise**. Changes in off-site community noise equivalent level (CNEL) levels as a result of the proposed project would range from 0.0 decibels as measured on an A-weighted scale (dB(A)) to 0.1 dB(A). None of the 15 roadway segments studied in the EIR would experience an increase in CNEL of greater than 3 dB(A), which is the point at which only the most sensitive individuals notice a change in noise levels.

~~Concerning on-site noise impacts, even under existing conditions, noise levels from the centerline of Central Avenue would exceed the allowable exterior noise thresholds contained in the Municipal Code of 65 dB(A). Therefore, residents utilizing exterior living areas, such as patios, would be adversely affected by roadway noise, which represents a significant impact. No feasible mitigation measures exist to mitigate this impact.~~

As the project would not cause a discernable off-site noise increase along any studied roadway segment and no feasible mitigation exists to mitigate on-site impact, the project does not conflict with this objective.

Policy: The City shall strive to reduce the potential for residents, workers, and visitors to Glendale to being exposed to hazardous materials and wastes.

Analysis: The proposed project would include residential and retail-commercial uses that would not involve the use or storage of hazardous materials. ~~As described in Appendix 1.0(a), Notice of Preparation/Initial Study, no hazardous contamination exists on the project site. Therefore, the proposed project does not conflict with this policy.~~ Given the existence of older structures on the project site, asbestos-containing building material (ACBM), lead paint, light ballasts/polychlorinated biphenyls (PCB), and soil contamination may be of concern on the project site. Because development of the project would require the demolition/dismantling and removal of all the existing structures located on the project site, these materials could cause health and safety problems to on-site construction workers and the community. PDFs, as outlined in the Notice of Preparation/Initial Study contained in Appendix 1.0(a) are included and would be implemented as part of the project. The inclusion of these features would reduce potential impacts to a less than significant level. For this reason, the proposed project does not conflict with this policy.

Goal: Increase the City's capability to effectively respond to acts of terrorism or civil disturbance, and reduce criminal activity.

Policy: The City shall adopt and implement programs intended to save lives, prevent injury and reduce property damage during and following a terrorist attack or civil unrest incident.

Policy: The City shall undertake programs aimed specifically at reducing crime.

Analysis: These are program-oriented policies and do not apply to individual development projects. However, the Verdugo Gardens project would implement measures to reduce crime such as a 24-hour private security force, alarm systems, and other security measures. A more detailed description of these and other measures planned are available in Section 4.8.2, Police Protection. Based on the above, the proposed project does not conflict with these policies.

Goal: Reduce the risks to the public related to wild animals and poisonous or dangerous plants.

Policy: The City shall provide information to the public about the risks associated with wild animals and dangerous or poisonous plants.

Policy: The City shall assist the public in their efforts to reduce interactions with wild animals and dangerous or poisonous plants.

Analysis: The project site is located in downtown Glendale and is not located within the vicinity of natural habitat areas. These are program-oriented policies and do not apply to individual projects. For this reason, the policies are not applicable, and the project does not conflict with these policies.

Goal: Maintain a high level of emergency preparedness.

Policy: The City shall prepare for emergency response and recovery from actual and urban disasters, especially earthquake hazards.

Analysis: These policies are program-oriented and do not apply to individual development projects. However, a Crisis Management Plan would be developed for the Verdugo Gardens project to address major emergency events, such as fires or earthquakes. A more detailed description of this plan is

Policy: Projects proposed by public agencies, special districts and private developers should demonstrate compliance with the policies, goals and objectives of this element prior to proceeding.

Analysis: The purpose of this General Plan consistency analysis is to determine whether the Verdugo Gardens project complies with the policies, goals, and objectives of this element as well as the other General Plan elements. Based on the above, the proposed project does not conflict with this policy.

Policy: Specific issues that arise as a result of Open Space and Conservation Element policies, goals and objectives require a methodical approach to their resolution.

Analysis: This policy applies to the City's planning process and not to individual projects. For this reason, the policy is not applicable, and the project does not conflict with this policy.

Policy: The City shall provide a variety of outdoor recreational opportunities to all residents.

Analysis: As described in Section 3.0, Project Description, the project would add to the variety of outdoor recreational opportunities by providing ~~46,222~~ 34,682 square feet of common outdoor public open space, including a ~~7,630~~ 7,637-square-foot ground-floor public sculpture garden and a ~~997~~ 943-square-foot ground-floor public community garden, 4,601 square feet of sky gardens, 24,114 square feet amenity deck, and 8,880 square feet roof deck. ~~in downtown Glendale~~. For this reason, the project does not conflict with this policy.

Policy: Opportunities shall be provided for residents to be involved in the development of community environmental policy and programs to the maximum extent possible.

Policy: Important open space and conservation resources should be protected and preserved through acquisition, development agreements, easements, development exactions, and other regulatory strategies.

Policy: Public and private funding, grants, loans, donations, fees and other forms of financial support shall be actively sought to realize community goals and objectives and all programs.

Analysis: These are program-oriented policies and do not apply to individual development projects. For this reason, these policies are not applicable, and the project does not conflict with these policies.

Goals and Objectives

Goal: Continue identification, acquisition, and protection of open space land vital to ensure enhancement of the quality of life within the City.

Objective: Develop a fee structure for open space acquisition and management in connection with the development review process.

Objective: Where acquisition of open space land is impractical, ensure that subsequent development incorporates desirable configurations of open space through careful environmental analysis, site planning, and other strategies.

Analysis: These objectives are program-oriented or apply to the City's development review process and not to individual projects. For this reason, the objectives are not applicable, and the project does not conflict with these objectives.

Objective During the environmental and development review processes, on- and off-site impacts of development on open space and related biological and geological systems should be evaluated. Mitigation measures should be applied to alleviate specific impacts through site planning and design modifications that will protect the integrity of valuable open spaces.

Analysis: These objectives are program-oriented or apply to the City's development review process and not to individual projects. For this reason, the objectives are not applicable, and the project does not conflict with these objectives. On- and off-site impacts of development on open space and related biological and geological systems have been evaluated. Please refer to Section 4.11, Recreation, of this Draft EIR, for a discussion on PDFs that will lessen the impacts associated with the project's impact on open space. Biological and geological resources were found not to be potentially impacted by the proposed project during the Initial Study and, therefore, are not analyzed in this Draft EIR. For these reasons, the proposed project does not conflict with this objective.

Objective: Prioritize acquisition of open space land according to its environmental sensitivity, ecological, historic or cultural value, impact on surrounding areas, development potential, traffic impacts and its uniqueness or relationship to other open space areas.

Objective: Allocate funding for acquisitions through the budgetary process.

Analysis: These are program-oriented objectives and do not apply to individual projects. For this reason, the objectives are not applicable, and the project does not conflict with these objectives.

Goal: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic, and ecologically significant areas from the negative impacts of development and urbanization.

Objective: Regulate public access for the protection of sensitive land and habitats and regulate uses in hazard zones.

Objective: Provide buffer transition areas between sensitive open space and development.

Analysis: The project site is located in downtown Glendale, which does not contain any natural habitat areas. Based on the lack of these features, the objectives are not applicable, and the project does not conflict with these objectives.

Objective: Continue to apply and monitor open space protection measures as part of the environmental and development review processes.

Objective: Provide incentives to defer development that is inconsistent with future acquisition priorities or other objectives of this plan.

Objective: Continue water conservation programs through public awareness efforts and encourage use of drought tolerant landscaping.

Analysis: The project is required to comply with Title 20 and Title 24 and of the California Code of Regulations. Title 24 contains California Building Standards, including the California Plumbing Code (Part 5) that promotes water conservation. Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. In addition, the project's design will utilize drought-tolerant plants characteristic of Southern California. (refer to page 3.0-17 of Draft EIR) For these reasons, the proposed project does not conflict with this objective..

Objective: Continue Glendale's hazardous materials collection program to minimize the potential introduction of toxics into groundwater basins and landfills.

Objective: Continue to monitor, inventory land uses and coordinate with the Environmental Protection Agency (EPA) to avoid ground water pollution and improve groundwater quality with particular emphasis on industrial areas and landfills.

Analysis: These are program-oriented objectives and do not apply to individual projects. For this reason, the objectives are not applicable, and the project does not conflict with these objectives.

Goal: Ensure maximum public participation and input for all aspects of environmental resources planning and implementation.

Objective: Involve concerned community groups in the identification, acquisition and management of natural resource areas, recreational facilities, historic and cultural sites, aesthetics and beautification programs.

Objective: Facilitate a continuing program of environmental resource presentations, surveys, and workshops to educate and inform the public.

Analysis: These are program-oriented objectives and do not apply to individual projects. For this reason, the objectives are not applicable, and the project does not conflict with these objectives.

Noise Element

Goals and Objectives

Goal: Provide for the reduction of noise where the noise environment is unacceptable.

Objective: Resolve existing and potential conflicts between various noise sources and other human activities.

Objective: Provide for adequate buffers between industrial, commercial, and residential uses to minimize the impact of intrusive noise.

Objective: Encourage acoustical design in new construction.

Objective: Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas.

Analysis: The proposed project would include a mix of retail-commercial and residential uses in a high-rise structure designed to meet applicable acoustic standards. The project site is not located near any schools, hospitals, or convalescent homes. The nearest sensitive uses include residential neighborhoods approximately three blocks to the east and one block to the west of the project site. ~~There are no noise-sensitive uses near the project site.~~ As described in **Section 4.6, Noise**, construction of the proposed project would result in significant and unavoidable impacts to off-site land uses. To reduce construction noise impacts, the Verdugo Gardens project would incorporate several noise attenuating measures. For example, the proposed project would equip construction equipment with mufflers, shut off idling equipment, and install temporary acoustic barriers around stationary equipment.

Operation of the proposed project would also result in significant impacts to on-site residential land uses. On-site noise levels from traffic operating along Central Avenue would exceed the City's exterior noise threshold of 65 dB(A). In addition, noise generated by single noise events in the proposed parking structure, such as tire squeals and car alarms, and the operation of street sweeper in the parking structure, may also exceed the City's exterior noise threshold, thus resulting in a significant impact to on-site residents. To reduce noise impacts associated with the parking garage and street sweeping operations to a less than significant level, sound walls would be incorporated in above-grade parking and sweeper operations would be restricted to the hours of 7:00 AM to 10:00 PM. No feasible mitigation exists to reduce exterior noise levels along Central Avenue.

Despite the significant and unavoidable construction and noise impacts mentioned above, the proposed Verdugo Gardens project does meet the intent of these objectives by incorporating and implementing all feasible mitigation measures. Therefore, implementation of the proposed project does not conflict with these objectives.

Objective: Evaluate noise generated by construction activities.

Analysis: Noise generated by construction activity associated with the Verdugo Gardens project is evaluated in **Section 4.6, Noise**. For this reason, the proposed project does not conflict with this objective.

Objective: Reduce transportation noise through proper design and coordination of routing.

Analysis: As described in **Section 4.6, Noise**, noise levels from the centerline of Central Avenue would exceed the allowable noise thresholds contained in the Municipal Code for residential uses. As no feasible mitigation measures exist to mitigate this impact, the project does conflict with this objective.

Objective: Establish acceptable limits of noise for various land uses throughout the community.

Objective: Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.

Commercial-Recreation

Policy: Provide for a wider diversity of commercial-recreation facilities that will meet the social and economic characteristics of the citizens.

Analysis: This is a program-oriented policy and does not apply to individual projects. However, as discussed in **Section 3.0, Project Description**, the Verdugo Gardens project would add approximately ~~46,222~~ ~~34,682~~ square feet of common outdoor public open space, including a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden, ~~and a 997~~ ~~943~~-square-foot ground-floor public community garden, ~~4,601~~ square feet of sky gardens, 24,114 square feet of amenity deck, and 8,880 square feet of roof deck. ~~to downtown Glendale.~~ The provision of the is public open space in the downtown area would add to the diversity of recreation facilities available in the City. Based on the above, the proposed project does not conflict with this policy.

Organizations

Policy: Maintain and expand the present number of meeting halls for organizations as overall leisure time increases.

Analysis: This policy is program-oriented and does not apply to individual projects. For this reason, the policy is not applicable, and the project does not conflict with this policy.

Protection Facilities

Policy: Maintain the availability of high-level competent fire protection.

Policy: Continue the effort to reduce crime and violence.

Policy: Monitor future community needs for protection facilities and services as new growth warrants or as facilities are displaced.

Analysis: These policies are program-oriented and do not apply to individual development projects. As discussed in **Section 4.8.1, Fire Protection and Emergency Medical Services** and **4.8.2, Police Protection**, adequate protection services would be available to serve the project. For this reason, the project does not conflict with these policies.

Health

Policy: Maintain adequate bed space for hospital needs.

Policy: Provide all levels of health care throughout the City.

recorded and removed for storage at a location to be determined by the monitor. For these reasons, the project does not conflict with this goal.

Goal: Management of aesthetic resources, both natural and manmade, for a visually pleasing City.

Analysis: As described in Section 4.3, Aesthetics, the project site does not include any aesthetic resources. For this reason, the proposed project does not conflict with this goal.

Goal: New parks and recreational facilities responsive to particular neighborhoods or areas as identified in this plan and with other policies as they evolve.

Goal: Safely and sensitively designed parks.

Analysis: These policies are program-oriented and do not apply to individual projects. For this reason, the policies are not applicable, and the proposed project does not conflict with these policies.

Goal: To have a variety of recreational opportunities and programs for all residents.

Analysis: This goal is program-oriented and does not apply to individual projects. However, the proposed project includes recreational facilities for use by project residents. These facilities include approximately 46,222 square feet of common outdoor space, including a 7,630-square-foot ground-floor public sculpture garden, a 997-square-foot ground-floor public community garden, 4,601 square feet of sky gardens, 24,114 square feet of amenity deck, and 8,880 square feet of roof deck. ~~30,770 square feet of common open space consisting 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. The design of these facilities is integrated into the design of the project and is located within the interior of the site, creating a safe park-like area. For these reasons, the goal is not applicable, and the project does not conflict with this goal.

Objectives and Policies

Objective: Incrementally expand the quantity and quality of recreational experiences for residents and visitors to the City of Glendale now and far into the future.

Policy: The City shall provide a range of recreational opportunities to meet the needs, desires, and interest of all population groups in the City.

Policy: The City shall enhance and expand existing recreational facilities in response to community needs.

Policy: The City shall both promote and when possible provide recreational opportunities for the daytime population both in the downtown, commercial and industrial areas.

Analysis: The Verdugo Gardens project includes approximately 46,222 square feet of common outdoor space, including a 7,630 -square-foot ground-floor public sculpture garden, a 997 -square-foot ground-floor public community garden, 4,601 square feet of sky gardens, 24,114 square feet of amenity deck, and 8,880 square feet of roof deck. ~~34,682 of open space, including a public 7,637 square foot ground floor~~ The public sculpture garden, and a public 943 square foot ground-floor community garden, which would provide the downtown daytime population with passive recreation opportunities. For this reason, the proposed project does not conflict with these policies.

Policy: The City shall institute cultural, youth, senior citizen, historical and environmental education programs within parks and recreation facilities.

Analysis: This policy is program-oriented and does not apply to individual projects. For this reason, the policy is not applicable, and the project does not conflict with this policy.

Objective: The City shall supplement existing parkland assets with acquisition and development through the Capital Improvement Program CIP annually and other means.

Policy: The City shall require parkland dedication and improvement as part of large residential developments.

Policy: The City shall focus park expansion efforts on underserved areas of the City.

Analysis: ~~This policy is program-oriented and does not apply to individual projects.~~ As discussed in **Section 4.10, Recreation**, the project site is located in an area that is currently underserved by park space. In response, the Verdugo Gardens project would provide 46,222 ~~34,682~~ square feet of common outdoor space ~~open space~~, including a public 7,630 ~~7,637~~-square-foot ground-floor sculpture garden and a public 997 ~~943~~-square-foot ground-floor community garden, which would provide passive recreation opportunities. While this public open space does not provide traditional public parkland in the conventional sense, it does meet the intent of these policies by providing additional recreational facilities in the downtown area. For this reason, the proposed project does not conflict with these policies.

Policy: The City shall develop and maintain a system of standards and criteria for land acquisition and update it regularly.

Policy: The City shall continually compile, monitor, and update an inventory of land requirements by type, size, and location to meet needs in excess of present assets.

Policy: The City shall develop an in-lieu fee structure for the acquisition and management of recreational land in connection with the development review process.

Policy: The City shall continually investigate and acquire suitable tax-deeded lands which have reverted to the state as a result of tax delinquencies.

Policy: The City shall integrate the construction and planting of connecting parkways and medians through consistent landscaping techniques.

Analysis: As described in Section 4.3, Aesthetics, the ground-floor landscaping would feature street trees, ground cover, and flowering and evergreen shrubs consistent with landscaping features presently located along Central Avenue. Based on consistency with surrounding landscaping features, the proposed project does not conflict with this objective or policy.

Policy: The City shall establish community identity and image through the location and design of parks and recreation centers.

Analysis: This policy applies to the City's parks and recreation centers and not to retail-commercial or residential development projects. For this reason, the policy is not applicable, and the project does not conflict with this policy.

Objective: The City shall begin to coordinate programs with adjacent jurisdictions in fulfillment of regional recreation goals within one year and continue coordination into the future.

Policy: The City shall be the lead agency in coordinating programs with the development of joint-use, joint-sponsorship projects, and the development of park, trail, and bikeway linkages.

Policy: The City shall be the lead agency in regional recreation planning and programs aimed at developing regional park facilities in the Verdugo Mountains and the San Gabriel Mountains.

Analysis: These are program-oriented policies and do not apply to individual projects. For this reason, the policies are not applicable, and the project does not conflict with this objective or policies.

Objective: The City shall provide access to all recreational facilities for all residents beginning immediately.

Policy: The City shall provide access to all park facilities for persons with disabilities.

Analysis: The Verdugo Gardens project would provide approximately 46,222 square feet of common outdoor space, including a 7,630-square-foot ground-floor public sculpture garden, a 997-square-foot ground-floor public community garden, 4,601 square feet of sky gardens, 24,114 square feet of amenity deck, and 8,880 square feet of roof deck. 34,682 square feet of open space, including a 7,637 square foot ground floor public sculpture garden and a 943 square foot ground floor public community garden. Access to these facilities would comply with ADA requirements. Based on compliance, the proposed project does not conflict with this objective or policy.

Policy: The City shall provide adequate, lighted parking areas for park and recreation facilities users.

maximum density of 7.25 FAR¹ by right. With incentives, a maximum height of 25 stories/380 feet and a maximum density of 7.50 FAR would be permitted. As the proposed project has a height of 24 stories/266 feet and a density of 5.69 FAR², the project does not qualify by right and would be required to utilize height and density bonuses to implement the project.

As described in **Section 3.0, Project Description**, to take advantage of height/story and density bonuses, the proposed project would provide public open space and incorporate signature design elements. The DSP requires projects to provide a minimum amount of open space equal to 10 percent of the gross site area, which in the case of the proposed project would be 6,820 square feet.³ In addition, the DSP requires that at least 50 percent of the required open space be usable and accessible to the public, which in the case of the project would be approximately 3,410 square feet. To qualify for height/story and/or density bonuses under the open space incentive program, the amount of height/story and/or floor area bonus available to a project for providing additional open space would be in direct proportion to the increase in publicly accessible open space above the minimum required.

The proposed project would provide ~~8,627~~ ~~34,682~~ square feet of open space. This includes a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden and a ~~997~~ ~~943~~-square-foot ground-floor public community garden, ~~which would be open to the general public and would total 8,580 square feet.~~ The total amount of open space available to the general public would be ~~5,217~~ ~~5,170~~ square feet over what is required (~~8,627~~ ~~8,580~~ square feet - 3,410 square feet). As a result, the proposed project would be granted the maximum bonus allowed for the provision of additional open space, which would be an additional height of 7 stories/105 feet and an additional FAR of 0.25 above the 18 stories/275 feet and 7.25 FAR permitted by right.

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

¹ Floor to Area Ratio

² Overall the proposed project has an FAR of 8.25. According to Glendale Municipal Code Section 30.70, above grade parking shall not be counted towards FAR if the parking is screen or “wrapped” by active uses such as office, retail, residential or other inhabitable space or facades fronting public streets. As the proposed project has seven above ground parking levels screened by residential and retail uses, the total area for these above ground parking levels was not included in the FAR calculation.

³ Based on a post-development lot size of 68,198 square feet or approximately 1.6 acres.

The proposed project would provide a mix of residential and retail-commercial uses in downtown Glendale. The residential component would support nearby retail-commercial uses by providing patrons during daytime and evening hours, and on weekdays and weekends, while the retail-commercial component of the project would draw pedestrian traffic from other uses along Central Avenue, thus enhancing the attractiveness of existing downtown office uses and future residential uses. For these reasons, the proposed project does not conflict with this policy.

Policy: Encourage appropriate land uses that extend the life of downtown into the evenings and weekends so that daytime, weekend, and nighttime uses can support each other and share parking seven days a week. Such uses can contribute to the vitality of the downtown area and the viability of downtown businesses.

Analysis: The proposed project would provide a ~~46,222~~ ^{34,682}-square-foot ~~common outdoor open~~ space component, including a ~~7,630~~ ^{7,637}-square-foot ground-floor public sculpture garden and a ~~997~~ ⁹⁴³-square-foot ground-floor public community garden along Central Avenue, and a public art component, consisting of dedicated space at the northwest and southwest corners of the project for the display of public art. These amenities would provide areas for downtown residents to spend off hours in the downtown area. In addition, the proposed project would provide a mix of residential and retail-commercial uses in downtown Glendale. The residential component of the proposed project would extend the life of downtown by providing patrons for nearby retail-commercial uses during daytime and evening hours, and on weekdays and weekends. For these reasons, the proposed project does not conflict with this policy.

Policy: Provide ground floor uses where appropriate in order to support a pedestrian-oriented environment in downtown. Strategically encourage ground floor uses that will contribute to creation of primary and secondary pedestrian activity streets.

Analysis: The public open-space component of the Verdugo Gardens project and retail-commercial uses located on the ground floor, in the form of retail shops and restaurant uses, would enhance pedestrian activity along Central Avenue by offering a convenient place to rest and purchase retail goods in downtown Glendale. In addition, the Doran Street frontage of the project site is designated as a secondary frontage street by the DSP. This designation requires a 12-foot minimum and 20-foot maximum setback along the street, thus further enhancing the pedestrian environment. As a result, the project does not conflict with this policy.

Policy: Provide mixed-use commercial and residential development in designated areas of downtown. In addition to market rate housing, provide affordable and senior housing in downtown with incentives for additional height and density.

Analysis: The proposed project would provide a mix of residential and retail-commercial uses in a portion of downtown designated for mixed-use commercial and residential development. The City is

also aggressively pursuing a variety of housing opportunities to meet the need for housing for all income levels within the City. While the proposed residential units would be for sale at the market rate, the proposed project would contribute the City's efforts to provide affordable housing by virtue of its location in a redevelopment area. Since the project is located in the Central Redevelopment Plan Area, 20 percent of the tax increment generated by the proposed project would be directed toward affordable housing projects and programs administered by the City's Community Development and Housing Division. For this reason, the proposed project does not conflict with this policy.

Policy: Through the use of incentives, provide new public benefits that support overall success of all downtown uses. These include (1) affordable housing, (2) historic preservation/rehabilitation, (3) hotel, (4) landmark/signature/sustainable design, (5) public open space, and (6) reuse of existing buildings.

Analysis: As discussed above, the proposed project would incorporate public open space and signature design elements to take advantage of incentives provided by the DSP. The proposed project would provide ~~46,222~~ ~~34,682~~ square feet of common outdoor open space, including a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden and a ~~997~~ ~~943~~-square-foot ground-floor public community garden, and an internationally known, award-winning architectural firm has designed the project, which features innovative "Sky Gardens" and a relatively slender tower with an elegant tower silhouette, as required by the DSP's Signature Design bonus incentive criteria. For these reasons, the proposed project does not conflict with this policy.

Urban Design

Policy: New development should enhance the overall image of the downtown as an enticing destination for visitors and Glendale residents. Development should reflect the pattern of uses, height, and density envisioned by the DSP, as discussed for each downtown district.

Policy: New development should be sensitive to existing places and character in downtown. Where strong existing patterns of height, scale, or use are established, new development should reinforce these patterns.

Analysis: The proposed project conforms to development standards contained in the DSP with incentives and, therefore, reflects the pattern of uses, height, and density envisioned by the DSP. As discussed in **Section 4.3, Aesthetics**, the massing and architectural design of the proposed buildings would be compatible with and reinforce the pattern of existing buildings adjacent to the project site. In particular, the structure would incorporate design features associated with the existing high-rise building located to the west of the project site across Central Avenue. The closest residential neighborhoods to the proposed project are located one block to the west and three blocks to the east of the project site. Existing commercial development located along Central Avenue and Brand Boulevard, which consists of mid-rise

Policy: New development should enhance pedestrian activity by improving the physical attractiveness of the street and providing places for relaxation, shopping, living, and dining. The pedestrian experience is enhanced through the pedestrian framework of streets and open spaces (e.g., parks, plazas, paseos, and courtyards) that shape the pedestrian experience in downtown.

Analysis: The proposed project would improve the pedestrian environment along Central Avenue in front of the project site with landscaping and new retail-commercial uses, in the form of retail shops and restaurant uses. In addition, the proposed project would provide a public open-space component along Central Avenue. As a result, this project does not conflict with this policy.

Policy: Use open space strategically to enhance and protect significant public views and create a continuum of public and private open spaces in downtown.

Analysis: The public and private open-space components of the proposed project would add open space to a portion of downtown Glendale where public open space is in short supply. Furthermore, the provision of private open space on the 7th floor amenity deck and the ~~22nd~~ 21st floor pool deck would provide views of the surrounding hillsides. For these reasons, the proposed project does not conflict with this policy.

Parks & Open Space

Policy: Develop a comprehensive open space system that provides a diverse range of outdoor opportunities for residents, workers, and visitors.

Analysis: This is a program-oriented policy and does not apply to individual development projects. However, the Verdugo Gardens project would provide a public open-space component that would be available for use by residents and the public. Based on the above, the proposed project does not conflict with this policy.

Policy: Provide public open space within walking distance of all downtown residents and employees.

Analysis: This is a program-oriented policy and does not apply to individual projects. However, the proposed project would provide a public open-space component, which includes a sculpture garden and community garden. This component is within walking distance of adjacent businesses and residential areas. As a result, the project does not conflict with this policy.

Policy: Improve accessibility to the City's regional recreational, leisure, and cultural opportunities outside the DSP area, such as Griffith Park, the LA Zoo and Autry Center, the Los Angeles River, and the Verdugo Mountains.

Analysis: This is a program-oriented policy that does not apply to individual development projects. However, project residents would have access to bus routes within walking distance of the project site. All routes make stops at the GTC, which provides greater access to these regional amenities. For the reason, the project does not conflict with this policy.

Policy: Make the new downtown public parks and plazas harmonious, inspirational, and a source of community pride and identity through design excellence.

Analysis: The proposed project would provide ~~46,222~~ ~~34,682~~ square feet of common outdoor public open space, including a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden and a ~~997~~ ~~943~~-square-foot ground-floor public community garden. In addition, the proposed project would provide a public art component, consisting of dedicated space at the northwest and southwest corners of the project for the display of public art. While this public open space does not provide traditional public parkland in the conventional sense, it does meet the intent of this policy by providing an area with sculpture and art in the downtown area. Therefore, the project does not conflict with this policy.

Policy: Establish a comprehensive program to obtain new park open space locations in downtown using a variety of techniques, including but not limited to transfer of development rights (TDRs). Ideally, one large park, at least 2 acres in size would be provided in the northwestern portion of the downtown, as a counterpoint to the existing Central Park at the NW corner of Colorado and Louise. The Orange Central district would make an ideal location for this park, which would serve open space needs of moderate- to high-rise residential projects in the downtown, downtown employees, and adjacent neighborhoods.

Analysis: This is a program-oriented policy and does not apply to individual development projects. In addition, the proposed Verdugo Gardens project is located in the Gateway District and not in the recommended Orange Central District. For this reason, the policy is not applicable, and the project does not conflict with this policy.

Policy: Pursue opportunities to enhance existing and create new smaller open spaces. These smaller spaces can include public plazas, courtyards, fountains and pocket parks, on portions of blocks throughout downtown to supplement the larger public open spaces, provide local focus points, and diversify the built environment.

Analysis: The proposed project would provide a public open-space component, including a sculpture garden and community garden, thus adding park space to a portion of downtown Glendale currently under served by parks. As a result, this project does not conflict with this policy.

Policy: Focus on excellent urban design to improve downtown streets as an essential element of the open space system as tree-lined open spaces and continuous recreational paths.

Analysis: The proposed Verdugo Gardens project would improve the streetscape along Central Avenue with landscaping, to include street trees and shrubs. These improvements would not only benefit local residents and businesses, but would also benefit users of the Financial/Fremont Park urban hike way, which passes along Central Avenue in front of the project site. For these reasons, the project does not conflict with this policy.

Policy: Require private common open space as part of all large new residential or mixed-use developments.

Analysis: As discussed in Section 3.0, Project Description, the proposed project includes a 7th floor amenity deck and a 22nd 21st floor pool deck that would be available for use by residents. Further, the project would also provide five "Sky Gardens" for use by project residents. As a result, the project does not conflict with this policy.

Policy: Implement a program to reclaim open spaces that have deteriorated, have design features that limit access and use opportunities, and/or are in need of activity and revitalization.

Analysis: This is a program-oriented policy and does not apply to individual development projects. However, implementation of the proposed project would revitalize the streetscape along Central Avenue and the location of the public open space component along Central Avenue would increase public use of the project site. Therefore, the project does not conflict with this policy.

Mobility

Policy: Maintain acceptable levels of internal circulation in the DSP area and adjacent neighborhoods and good connections with the regional circulation network for both transit and personal/commercial vehicles.

Analysis: The location of the proposed Verdugo Gardens project would provide residents with quick access to regional road networks and transit opportunities. The 134 Freeway is located directly north of the project site and can be accessed from both Central Avenue and Brand Boulevard. In addition, as discussed in Section 4.4, Traffic, Circulation and Parking, the City and the MTA both operate bus routes within walking distance of the project site. All routes make stops at the GTC, which provides access to the greater Los Angeles Metropolitan region via bus and commuter trains. The GTC also provides statewide access via Amtrak long-distance trains. For the reasons, the project does not conflict with this policy.

Policy: Promote increased bicycling for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.

Analysis: This is a program-oriented policy that does not apply to individual development projects. For this reason, the project does not conflict with this policy.

Policy: Maximize the efficiency of existing and future parking facilities.

Analysis: The downtown location allows residents to use alternative methods of transportation, including walking and bicycling, to visit retail, business, and entertainment services. For this reason, the project does not conflict with this policy.

Policy: Create a Transportation Management District to manage parking supply and revenue policies. The District can facilitate coordination of parking pricing to promote efficient use of parking resources, policies which incentivize transit use for employees, and other downtown transportation programs and incentives.

Analysis: This is a program-oriented policy and does not apply to individual development projects. For this reason, the policy is not applicable, and the project does not conflict with this policy.

Policy: Use shared parking where possible and establish operations guidelines and standards to minimize parking activity impacts, particularly spillover parking impacts on adjacent residential neighborhoods.

Analysis: As discussed in Section 4.4, Traffic, Circulation and Parking, the analysis concluded that the proposed supply of ~~664~~ 653 parking spaces was adequate to meet peak weekday and weekend demand for both the residential and retail-commercial components of the project. No spillover parking into nearby residential zones is anticipated. As a result, the proposed project does not conflict with this policy.

Policy: Require a certain portion of on-site motorcycle, bicycle, and carpool/car-share vehicle parking in addition to automobile spaces.

Analysis: The proposed project would provide bicycle racks in an effort to promote alternative forms of transportation. Therefore, the proposed project does not conflict with this policy.

Policy: Maximize the efficiency of street parking by managing prices to correspond with activity and demand patterns.

Analysis: This is a program-oriented policy and does not apply to individual development projects. However, as enough parking would be provided for both the residential and retail-commercial components of the project, the proposed project does not conflict with this policy.

Policy: Where an existing parking structure can be shown through parking studies to provide more parking than required for an existing facility, excess parking may be converted

- Policy:** Increase employment opportunities for Glendale residents in Glendale businesses.
- Policy:** Build long-term partnerships between businesses, business organizations, educational institutions, and the City.
- Policy:** Develop funding mechanisms, where appropriate and feasible, to implement public improvements and business-improvement activities.
- Policy:** Maintain a centralized economic development and land information system, and actively promote economic development opportunities.
- Policy:** Continually monitor land use in downtown to ensure a balanced inventory of land for appropriate use designations and development incentives in strategic locations.

Analysis: These are all program-oriented policies and do not apply to individual development projects. For this reason, these policies are not applicable, and the project does not conflict with these policies.

Consistency with the Redevelopment Plan for the Central Glendale Redevelopment Project Area

The following goals and objectives contained in the Redevelopment Plan are considered relevant to the proposed project. The applicable goals and objectives are listed below in bold followed by a discussion of the consistency of the project with the objective.

Goal: Eliminate and prevent the spread of blight and deterioration in the project area.

Analysis: The Verdugo Gardens project would support the primary Redevelopment Plan objective of eliminating conditions of blight and deterioration in the Redevelopment Project Area by revitalizing an under utilized lot and providing for upgraded services and infrastructure. The project would create a mix of commercial and residential uses on the site, resulting in the introduction of residential uses not currently present in downtown at this time. ~~To meet this objective, the Agency would implement a number of actions listed in the Redevelopment Plan to assist in implementing the project, including assisting in the acquisition of real property on the site and providing relocation assistance to any displaced non residential tenants. In addition, the Agency~~ The applicant would facilitate the demolition of existing buildings on the site and assist in the installation, construction, or reconstruction of streets, utilities, and other public improvements.

Goal: Recognize and preserve where possible the characteristics of the unique districts, neighborhoods, and structures within the greater downtown area.

Analysis: As discussed in Section 4.7, Cultural Resources, the existing medical office building on the project site is not considered a historical resource under federal, state, and local criteria. For this reason, the project does not conflict with this goal.

Goal: Create a downtown area that is a pedestrian-oriented environment.

Analysis: The proposed project would improve the pedestrian environment in front of the project site along Central Avenue with public open space and public art opportunities, landscaping, and new retail-commercial uses, in the form of retail shops and restaurant uses. Public open space and public art opportunities would include a ground-floor sculpture garden and community garden, thus providing passive recreation opportunities. Landscaping improvements would include street trees and shrubs, thus creating a more inviting pedestrian environment. The retail-commercial component of the project would serve as a destination for pedestrian traffic, thus enhancing pedestrian activity along Central Avenue. In addition, the retail-commercial component of the project would enhance the attractiveness of residential and office uses in downtown Glendale by offering a convenient place to purchase retail goods during daytime and weekend hours. For these reasons, the proposed project does not conflict with this goal.

Goal: Create a special identity and central gathering place for Glendale's downtown.

Analysis: The public open space component and the retail-commercial component of the project, in the form of retail shops and restaurant uses, along with landscaping improvements would add to the existing pedestrian environment of downtown Glendale, thus reinforcing its identity as a central gathering place. As a result, the proposed project does not conflict with this goal.

Objective: Maintain a high quality of life by creating healthy neighborhoods in the greater downtown area and a vital downtown commercial district.

Analysis: The proposed project would enhance the health of the existing neighborhood by providing a mix of uses near similar existing and planned uses. For example, the retail-commercial component of the project, in the form of retail shops and restaurant uses, would add to existing retail-commercial uses located along Central Avenue, thus creating a larger concentration of retail-commercial uses in downtown Glendale. Furthermore, residential uses provided by the proposed project would provide patrons for existing and planned retail-commercial use in the downtown area during daytime and evening hours and on weekdays and weekends. For these reasons, the proposed project does not conflict with this objective. The proposed project is part of the Downtown Specific Plan, which is designed to eliminate blight, revitalize downtown Glendale, and, thereby, create and maintain healthy neighborhoods in the greater downtown area, including the promotion of a vital downtown commercial district, consistent with the goal referenced in the comment. In addition, the proposed project is considered consistent with the referenced goal because, consistent with the Downtown Specific Plan, the project would provide housing opportunities in an urban setting in close proximity to employment opportunities, which the City has determined would assist in eliminating blight and revitalizing the Glendale downtown area (refer to Draft EIR, Section 3.0, Project Description, page. 3.0-2). The proposed project also provides retail/commercial uses, in conjunction with a mixed-use project. The "mix" of such uses is consistent with the goals and objectives found in the City's Downtown Specific Plan. In contrast, the existing, underutilized site does not contain retail/commercial uses that are part of a mixed-use

project, which is desired by the City in its downtown area. Additionally, no requirement exists for the proposed project to provide in kind replacement of the existing retail/commercial uses on the site. Finally, although total square footage of retail/commercial uses would be reduced if the proposed project is approved, the new retail/commercial uses in combination with a high quality mixed-use project is considered consistent with the referenced Redevelopment Plan goal. For all the foregoing reasons, the proposed project does not conflict with this objective.

Objective: Recognize and enhance the character and role of major downtown streets.

Analysis: Central Avenue is recognized as one of the major streets in the Downtown Area. The DSP recognizes Central Avenue as a secondary frontage street. The public open-space component, including a sculpture garden and community garden, landscaping improvements, consisting of street trees and shrubs, and the proposed retail-commercial component, in the form of retail shops and restaurant uses, would enhance the character of these streets, thus creating a draw for pedestrian activity. As a result, the proposed project does not conflict with this objective.

Consistency with Regional Plans prepared by the Southern California Association of Governments Plans

1996 Regional Comprehensive Plan and Guide

The following policies contained in the Growth Management Chapter of the RCPG are considered relevant to the proposed project. Each applicable policy is listed below in bold followed by a discussion of the consistency of the project with these policies. Policies are grouped when they address similar topics.

Policy: The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

Analysis: Consistency with the currently adopted SCAG population and housing forecasts is addressed in **Section 4.2, Population and Housing**. As discussed in this section, the population growth that would be generated by this project and the additional housing provided as part of the project would be consistent with the adopted SCAG forecasts. In addition, the project would generate an estimated nine part- and full-time jobs. The adopted SCAG employment forecast for Glendale in 2010 is 90,471 jobs, a projected increase of 4,335 jobs from the SCAG employment forecast for the year 2005. The ~~eight nine~~ jobs associated with this project would not result in growth in employment exceeding this forecast. The growth in population, housing, and employment associated with this project would not exceed the adopted forecasts for Glendale. For this reason, the project does not conflict with this policy.

Policy: Encourage Subregions to define an economic strategy to maintain the economic vitality of the Subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of Subregional goals and policies.

Analysis: Currently, there is no subregional economic plan for the Arroyo-Verdugo Subregion. However, the Glendale Economic Development Strategic Direction Implementation Plan contains

forecasts, the Arroyo Verdugo Subregion is considered relatively balanced with slightly more jobs than housing. The San Fernando Valley, a subarea of the LA City Subregion, also continues to remain relatively balanced with slightly more jobs than housing.

Implementation of the Verdugo Gardens project would further even out the existing jobs-to-housing balance by offering 287 housing units compared to ~~eight nine~~ new jobs. Therefore, based on project characteristics and local policies, the proposed project does not conflict with the intent of these policies.

Policy: Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and, thus, reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

Policy: Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

Analysis: As discussed in Section 4.4, **Traffic, Circulation and Parking**, the project would promote the use of public transportation by its proximity to major bus routes operating along Central Avenue and Brand Boulevard. These routes include stops at the GTC, which functions as a hub for the inter-city and local bus services and as a connection for Amtrak and Metrolink trains serving the region. As such, future residents of the residential project component have the opportunity to utilize several alternative modes of transportation including bus and rail service. Based on the relationship of the project to local transit facilities and programs, and because the project is an urban infill development, the proposed project does not conflict with these policies.

Policy: Support local plans to increase the density of future development located at strategic points along the regional commuter rail, transit, and activity centers.

Policy: Encourage developments in and around activity centers, transportation node corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.

Analysis: The Verdugo Gardens project would be developed in the center of the downtown Glendale regional center and within an existing redevelopment area. Specifically, the proposed project would be developed near existing transit, which connects to commuter rail service, and activity centers, such as the Glendale Galleria, an existing regional mall, and Brand Boulevard, an existing pedestrian oriented retail district. As mentioned above, the City's General Plan and the DSP encourage medium- to high-density residential and commercial uses within the downtown district. The proposed project would provide both residential uses as well as retail-commercial uses. This future development of additional residential and commercial uses would intensify the use of existing urban land as called for by the General Plan and

environmental justice regardless of race, ethnicity, or income class, supports local and state fiscal policies that encourage balanced growth, and encourages civic engagement.

The project would add to the diversity of residential housing types in the City by providing townhouse units and condominiums in a transit-oriented, mixed-use project. The 287 residential units created by the project would consist of one-, two-, and three-bedroom units. In addition, since the project is located in the Central Redevelopment Plan Area, 20 percent of the tax increment generated by the proposed project would be directed toward affordable housing programs administered by the City's Community Development and Housing Division. For these reasons, the proposed project does not conflict with this principle.

Principle: Promote sustainability for future generations.

Analysis: This principle encourages the preservation of rural, agricultural, recreational, and environmentally sensitive areas. It also focuses development in urban centers and existing cities, develops strategies to accommodate growth that use resources efficiently, eliminates pollution, and significantly reduces waste and utilizes "green" development techniques.

The proposed project is located in an existing urban center and would result in the improvement of a site that is currently underutilized and underdeveloped. In addition, implementation of the project would result in the location of housing and retail-commercial uses near existing transit. Lastly, green building techniques to be used in the project include such things as high-performance glazing for higher insulated values, high-efficient HVAC systems, bicycle racks (reducing vehicular usage and emissions), and cool-roof systems. As a result, the project would not require the use of undeveloped land and implementation of the project has the potential to reduce automobile trips. For these reasons, the Specific Plan does not conflict with this principle.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The following cumulative analysis evaluates the impact of the proposed project and Citywide Projects, as discussed in **Section 4.0, Environmental Impact Analysis**, on land use and planning. Each applicable threshold is listed below in bold followed by an analysis of the potential cumulative impact and the significance of this impact.

Threshold: Physically divide an established community.

Analysis: The identified related projects all consist of individual development projects that do not involve any site improvements that would combine to physically divide any existing community,

Threshold: *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure).*

Impact Analysis: As proposed, the Verdugo Gardens project would include 287 multi-family residential units consisting of one, two, and three bedroom units, and ~~3,236~~ ~~2,875~~ square feet of retail-commercial space. Ten of the residential units would be townhouse units. Based on a mix of ~~121~~ ~~122~~ one-bedroom units, ~~158~~ ~~156~~ two-bedroom units, and ~~8~~ ~~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 unit¹, the residential component of the project would most likely generate approximately ~~606~~ ~~605~~ residents (~~121~~ ~~122~~ units x 1.5 persons per household + ~~158~~ ~~156~~ units x 2.5 persons per household + ~~8~~ ~~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 ~~10~~ ~~11~~ employees (~~3,236~~ ~~3,600~~ 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)², the employment positions would result in ~~2~~ ~~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 ~~7~~ ~~8~~ additional residents to the City (~~2~~ ~~3~~ households x 2.8 persons per household). Overall, the increase in population of ~~606~~ ~~605~~ people that would be associated with the proposed residential units and the possible additional increase in population of ~~7~~ ~~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 355,623,³ 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

¹ Population generation rates for units were provided by the applicant and represent a more conservative population estimate than if generation rates were used from the Glendale Downtown Specific Plan. Glendale Redevelopment Agency, January 2007.

² The proposed Verdugo Gardens project would generate 11 employment positions. Based on the existing residence characteristics of the work force in Glendale, it is estimated that approximately one-quarter of these employees could relocate to Glendale. Travel time-to-work data collected by the 2000 U.S. Census indicates that approximately 21,800 workers in Glendale aged 16 and over commute less than 15 minutes to their places of employment or work from home. It can be assumed that these workers are employed within the City limits, since it would conceivably take longer than 15 minutes to commute to jobs located outside Glendale. In 2000, the City of Glendale had 91,000 employees based on the number of resident and non-resident employees reported to the State of California Employment Development Division by firms located in Glendale. In 2000, therefore, approximately 21,800 of the 91,000 employees working in Glendale resided in the City, which equates to approximately 24 percent of the worker population.

³ Based on the average growth rate between 2005 and 2010.

Level of Significance After Mitigation: Less than Significant.

Cumulative Impacts

The following cumulative analysis evaluates the impact of the proposed Verdugo Gardens project and related projects on population in the City of Glendale. The applicable threshold is listed below in bold, followed by an analysis of the cumulative impact of the project and related projects and their potential significance.

Threshold: *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure).*

Impact Analysis: Related projects would result in development of an additional 1,926 ~~2,545~~ residential units consisting of one, two, and three bedroom units. Based on an average household size of 2.8 persons, these units would directly add 5,393 ~~7,126~~ people to the population of City of Glendale. Related projects would also generate 4,909 ~~4,639~~ employment positions. The number of employment positions generated by related projects is listed in **Table 4.2-2, Employment Generation of Related Projects**. Combined, the proposed Verdugo Gardens project and related projects would result in the development of 2,213 ~~2,832~~ residential units and would directly add 6,006 ~~7,737~~ people to the population of the City. The proposed project and related projects would also generate 4,909 ~~4,639~~ employment positions. Applying a 24 percent ratio (which is the percent of existing employees that work and reside in the City of Glendale), the employment positions would result in 1,178 ~~1,113~~ 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 3,298 ~~3,116~~ additional residents to the City (1,178 ~~1,113~~ households × 2.8 persons per household). Overall, the increase in population of 6,006 ~~7,737~~ people that would be associated with the proposed residential units and related projects and the possible additional increase in population of 3,298 ~~3,116~~ people associated with employment opportunities provided by the project and related projects would result in a total population increase of 9,304 ~~10,855~~ new residents to the City.

According to SCAG's regional growth forecasts, the population of City of Glendale is projected to increase by approximately 1,650 between 2007 and 2010. Combined, it is projected that the Verdugo Gardens project and related projects could increase the City's population by approximately 9,304 ~~10,855~~ residents. The population growth associated with the project and related projects are considered substantial, as the amount of growth projected for the City would be exceeded, and is considered to be significant.

**Table 4.2-2
Employment Generation of Related Projects**

Use	Unit	Factor ¹	Unit Type	Employees
Retail	632,099 sf	3.0	Employees/ksf	1,896
Office	349,146 sf	4.44	Employees/ksf	1,550
Hotel	1,022 rooms	0.8	Employees/room	818
Banquet Hall	55,500 sf	2.0 ²	Employees/ksf	111
Cinema	70,000 sf	2.0 ²	Employees/ksf	140
Medical	38,900 sf	2.0 ²	Employees/ksf	78
Industrial	5,308 sf	3.0	Employees/ksf	16
Community Center	10,600 sf	2.0 ²	Employees/ksf	21
<u>Net Increase Revised Cumulative List</u> ³				270
Total				<u>4,909,463</u>

Source: Impact Sciences, Inc.

¹ Employment Factors based on based on Southern California Association of Governments' Forecast and Los Angeles Central Business District Database.

² General Employment Factor

³ Refer to **Topical Response No.1, Cumulative Projects in Final EIR for calculation.**

sf = square feet; ksf = thousand/kilo square feet

To ensure consistency between the related projects and the City of Glendale General Plan, the General Plan would be amended to include newly proposed population projections. After the General Plan is amended, the new growth projections would be formulated by the City and submitted to SCAG for incorporation into new population projections, and would result in revisions to the RCPG, 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 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 would be cumulatively considerable and result in a significant impact due to increasing growth over the SCAG projections.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: None are available. .

Level of Significance after Mitigation: Significant and unavoidable.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Substantially degrade the existing visual character or quality of the site and its surroundings.*

Impact Analysis: As described in **Section 3.0, Project Description**, the project would consist of a 24-story structure that would reach a height of approximately 266 feet. The amenity deck on the 5th 7th floor would reach a height of approximately 73.52 feet, and the pool deck on the 22nd 21st 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.

Figure 4.3-5, Exterior Perspective – Sky View, and **Figure 4.3-6, Exterior Perspective – Streetscape**, provide exterior perspectives that illustrate the conceptual architectural design of the proposed project. These sketches illustrate the general massing of the proposed structure and level of detail along Central Avenue. As shown in **Figure 4.3-5**, 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.

As indicated in **Figure 4.3-6**, 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.

As for the visual character of the interior, as illustrated in **Figure 4.3-7, Exterior Perspective – Amenity Deck**, 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 viewshed. 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 viewshed. As shown in **Figure 4.3-8, Interior Perspective – Cloud Garden**, the theme for this garden is the “Cloud Garden” and would feature cloud models, as well as landscaping and seating.

4.4 TRAFFIC, CIRCULATION AND PARKING

INTRODUCTION

*This section presents an overview of the existing traffic and circulation system in the proposed project area. It also discusses the potential impacts to traffic and circulation as a result of the implementation of the proposed project. Where significant and adverse impacts are identified, mitigation measures are recommended to reduce such impacts to less than significant levels to the extent possible. The section summarizes the findings of a traffic report prepared for the proposed project by Linscott, Law & Greenspan, Engineers, August 2, 2007 ~~April 24, 2007~~. A complete copy of the traffic report has been included in **Appendix 4.4** of the EIR.*

EXISTING CONDITIONS

The assessment of existing conditions relevant to this study includes a description of the highway and street system, traffic volumes on these facilities, and operating conditions of analyzed intersections and public transit services.

Regional Highway System

The Glendale Freeway (SR-2), the Ventura Freeway (SR-134), and the Golden State Freeway (I-5) provide regional access in the project vicinity. A brief description of each freeway is provided below.

State Route 2 (Glendale Freeway)

SR-2 is a north-south freeway that extends from just south of I-5 near Echo Park to the south to just north of I-210 near La Canada Flintridge to the north. The northern terminus of the freeway occurs at Foothill Boulevard. At Colorado Street, a partial diamond interchange provides a southbound on-ramp and a northbound off-ramp.

State Route 134 (Ventura Freeway)

SR-134 is an east-west freeway that extends from I-210 in Pasadena to the U.S. 101 freeway in North Hollywood. Four mixed-flow travel lanes and one high-occupancy vehicle (HOV) lane are provided in each direction on SR-134 in the Glendale area. Full interchanges are provided at Pacific Avenue, Central Avenue/Brand Boulevard, and Glendale Avenue/Monterey Road. The SR-134 Freeway ramps at Central Avenue and Brand Boulevard are connected by one-way connector roadways (Goode Avenue and Sanchez Drive). At Central Avenue, a westbound on-ramp and an eastbound off-ramp are provided in connection with the Goode Avenue and Sanchez Drive freeway frontage roadways. At Brand Boulevard, a westbound off-ramp and an eastbound on-ramp are provided in connection with these two freeway

expected to be generated by the residential component of the proposed project. ITE Land Use Code 814 (Specialty Retail) trip generation rates were used to forecast traffic volumes expected to be generated by the retail use on the ground floor of the project.

Traffic volumes generated by the existing uses located on the project site were also estimated using rates published in the ITE Trip Generation manual. ITE Land Use Code 720 (Medical Office Building) trip generation rates were used to estimate traffic volumes generated by the existing medical office uses on the project site. ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant) trip generation rates were used to estimate traffic volumes generated by the existing restaurant on the project site.

It should be noted that no adjustments were made to the vehicular trip generation forecast to account for pass-by trips associated with the commercial component or for the internal capture trips associated with project residents that are expected to patronize the commercial component. In addition, no adjustments to the vehicular trip generation forecast were made to account for trips made by walking, public bus transit, and bicycle, even though the urban location of the project site would encourage these types of travel modes as an alternative to the private automobile. Therefore, the project trip generation forecast contained in this analysis likely overstates the number of new vehicular trips onto the local street network that will be generated by the project. Furthermore, the current project description reflects only ~~3,236,875~~ square feet of commercial space; however, to provide a conservative analysis, a total of 3,600 square feet of commercial space has been assumed as part of the analysis for trip generation purposes only. Thus, the trip generation forecast provides a conservative assessment of project-related impacts.

The traffic generation forecast for the proposed project is summarized in **Table 4.4-6, Trip Generation**. As presented in **Table 4.4-6**, the proposed project is expected to generate 73 net new vehicle trips (1 fewer inbound trip and 74 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 26 net new vehicle trips (28 inbound trips and 2 fewer outbound trips). Over a 24-hour period, the proposed project is forecast to generate 344 net new daily trip ends during a typical weekday (172 inbound trips and 172 outbound trips).

Trip Distribution

The principal ingress routes for the project site were determined based on the accessibility via the nearby freeway ramps and appropriate arterial routes. Principal freeway routes in the vicinity of the project site include SR-134, SR-2, and I-5. The project site is also situated within an area that provides desirable access via arterial streets surrounding the site. Key arterials providing access to the project study area include Central Avenue, Brand Boulevard, Goode Avenue, and Sanchez Drive.

**Table 4.4-6
Trip Generation¹**

Land Use	Size	Daily Trip Ends ² Volumes	AM Peak Hour Volumes ²			PM Peak Hour Volumes ²		
			In	Out	Total	In	Out	Total
Proposed								
Residential Condominiums Units ³	287 DU	1,200	19	79	98	68	41	109
Retail ⁴	3,600 SF	160	--	--	0	4	6	10
Subtotal		1,360	19	79	98	72	47	119
Existing Use								
Medical Office ⁵	10,000 SF	361	20	5	25	10	27	37
Restaurant ⁶	5,150 SF	655	n/a	n/a	n/a	34	22	56
Subtotal		1,016	20	5	25	44	49	93
Net New Trips		344	(1)	74	73	28	(2)	26

Source: Linscott, Law & Greenspan, Engineers, 2007.

¹ ITE "Trip Generation," 7th Edition, 2003.

² Trips are one-way traffic movements, entering or leaving.

³ ITE Land Use Code 232 (High Rise Condominium/Townhouse) trip generation average rates.

⁴ ITE Land Use Code 814 (Specialty Retail) trip generation average rates.

⁵ ITE Land Use Code 720 (Medical Office Building) trip generation average rates.

⁶ ITE Land Use Code 932 (High-Turnover Sit-Down Restaurant) trip generation average rates. The existing restaurant does not serve breakfast and is not open during the AM commuter peak period.

The regional traffic distribution pattern was determined using the City's travel demand model. The traffic distribution pattern was based on the proposed project land uses, the planned site access scheme, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers. The traffic distribution pattern (particularly at intersections near the project site) was determined based on the site access and internal circulation schemes associated with the proposed project. The distribution pattern also reflects the inclusion of the project driveway as the fourth leg of the Central Avenue/Pioneer Drive intersection, as well as the turning movement restrictions at the project driveways.

The project traffic volume distribution percentages at the eight study intersections are illustrated in **Figure 4.4-4, Project Trip Distribution**. The forecast project traffic volumes at the study intersections for the AM and PM peak hours are displayed in **Figure 4.4-5, Project AM Peak Hour Traffic Volumes** and **Figure 4.4-6, Project PM Peak Hour Traffic Volumes**, respectively.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would the project result in inadequate parking capacity.*

Construction Impacts

Impact Analysis:

Initially construction workers will park on site. For the 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 a reasonable 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.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Operational Impacts

Impact Analysis: City of Glendale Municipal Code Parking Requirement

~~Condominium Resident Parking~~

The City's Subdivision Ordinance requires the conveyance of 2.0 parking spaces for each residential ~~condominium~~ dwelling unit. However, the current Municipal Code requires (for the DSP zone) 1.25 parking spaces per one-bedroom dwelling unit and 2.0 spaces per any dwelling unit containing two or more bedrooms. As the project consists of for-sale ~~condominium~~ units (i.e., non-rental units), the minimum parking requirements in the City's Subdivision Ordinance (i.e., 2.0 parking spaces per residential ~~condominium~~ dwelling unit) would take precedence over the Municipal Code parking requirement for one-bedroom dwelling units (i.e., 1.25 parking spaces per one-bedroom unit).

The proposed project includes the development of 287 residential ~~condominium~~ dwelling units: 122 one-bedroom units, 156 two-bedroom units, and 9 three-bedroom units. Therefore, the Municipal Code parking requirement for the ~~condominium~~ residents totals 574 spaces (122×2.0 spaces/unit + 156×2.0 spaces/unit + 9×2.0 spaces/unit = 574 spaces).

Residential Condominium Guest Parking

The Municipal Code requires 0.25 residential guest parking spaces per dwelling unit. Therefore, this translates into a requirement of 72 guest parking spaces ($287 \times 0.25 \text{ spaces/unit} = 72 \text{ spaces}$).

Commercial Parking

The Municipal Code requires 4.0 parking spaces per 1,000 square feet of retail floor area. The Municipal Code parking requirement for café restaurant uses having fewer than eight seats is also 4.0 parking spaces per 1,000 square feet of floor area. The proposed retail/commercial component of the project consists of approximately ~~3,236,600~~ square feet of floor area. This translates into a parking requirement of ~~134~~ spaces ($3,236,600 \times 4.0 \text{ spaces/1,000 square feet} = 134 \text{ spaces}$).

Summary of Code Parking Requirement

A summary of the Municipal Code parking requirements for the project is shown in **Table 4.4-9, Summary of Parking Code Requirement and Parking Supply**. As shown, direct application of the Municipal Code parking ratios yields a total parking requirement of ~~65260~~ parking spaces (574 ~~condominium-residential tenant~~ spaces, 72 residential guest parking spaces, and ~~134~~ commercial spaces). Given a proposed parking supply of ~~66453~~ parking spaces, a ~~surplus-shortfall~~ of ~~five-seven~~ parking spaces would result based on strict application of the City Code.

As further discussed below, based on a review of the parking requirements outlined in the City's Subdivision Ordinance, the City-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 Municipal Code parking ratios would result in an overestimation of required parking for the project. The Municipal 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 Municipal 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 Municipal Code parking requirements do not account for the shared parking demands of the residential guests and commercial patrons.

**Table 4.4-9
Summary of Parking Code Requirement and Parking Supply**

Land Use	Size	Applicable Code Rate¹	Code Parking Requirement (Spaces)
Condominium Residential Units			
1-Bedroom	122 DU	2.0 Spaces	244
2-Bedroom	156 DU	2.0 Spaces	312
3-Bedroom	9 DU	2.0 Spaces	18
Subtotal Condominium Residentials	287 DU		574
Tenants			
Residential Condominium Guests	287 DU	0.25 Spaces	72
Retail	3,236,600 SF	4.0 Spaces per 1,000 SF	134
Total Code Parking Requirement			65960
Parking Supply			66453
Parking Surplus/(Deficiency)			(57)

Source: Linscott, Law & Greenspan, Engineers, 2007

¹ Based on City of Glendale Municipal Code and Subdivision Ordinance parking ratios.

Parking Demand

Review of Parking Ratios

Based on a review of recently published parking demand ratios contained in the ULI Shared Parking and ITE Parking Generation manuals, the City's Subdivision Ordinance, and approved Specific Plans in the downtown area (i.e., the Downtown Specific Plan, Glendale Town Center Specific Plan and East Broadway Specific Plan), it is anticipated that application of the Municipal Code parking ratios would result in an overestimation of required ~~residential condominium~~ guest and commercial parking for the project.

Regarding the ~~condominium residential~~ guest parking, the parking demand ratio outlined in ULI *Shared Parking* is 0.15 guest spaces per ~~condominium residential~~ unit. This would be expected to be adequate for the project, particularly given the project's location and its proximity to transit service. It should be noted that the ULI parking ratio for guests is consistent with or higher than that of other adjacent jurisdictions. For example, the City of Pasadena Municipal Code indicates a parking ratio of one guest parking space for each 10 units for multi-family residential projects both within the Central District and in other areas of the City. However, research of guest parking ratios for other adjacent jurisdictions (e.g., City of Los Angeles) indicates that parking ratios range from zero to 0.25 spaces per dwelling unit. Therefore, based on discussions with City staff and due to the lack of empirical data within the City of Glendale, a guest

parking ratio of 0.25 spaces per ~~condominium-residential~~ unit was applied in the parking demand analysis for the Verdugo Gardens project. This is the same as the Municipal Code parking requirement of 72 spaces for residential guests.

Regarding the commercial parking, the commercial space is expected to generate a significant degree of walk-in patronage both from within the project, as well as from other surrounding downtown uses due to the project's downtown Glendale location. It should be noted that the commercial component of the project will be located on the interior portion of the site and is envisioned to serve primarily the residential tenants and guests, as well as the adjacent commercial buildings. The project site is also located in an area that is well served by several transit routes. Based on these factors, the walk-in patronage to the commercial component of the project was estimated to be approximately 50 percent during the peak periods. Therefore, for purposes of this study, it is estimated that seven parking spaces would adequately accommodate the commercial component of the project.

Summary of Parking Demand

Application of the peak parking demand ratios as outlined above yields a parking requirement of 574 spaces for the residential tenants, 72 spaces for the residential guests, and 7 spaces for the commercial component of the project. Thus, 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.

Summary of Parking Analysis

It is concluded that the proposed parking supply is expected to accommodate the forecast peak parking demand for the project. Based on the sum of the peak parking demand requirements, the peak parking demand for the project site is 653 spaces (574 ~~condominium-residential~~ resident spaces, 72 residential guest spaces, and 7 commercial spaces). With the proposed parking supply of 6453 spaces, the parking supply is sufficient to meet this parking demand requirement as well as the Code requirement.

Level of Significance Before Mitigation Less than significant.

Mitigation Measures: None are available.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).*

There are a number of goals and policies set forth in the City of Glendale General Plan that relate to alternative transportation. An analysis of the consistency of these applicable goals and policies with the proposed Verdugo Gardens project is provided in **Section 4.1, Land Use and Planning**. As discussed in **Section 4.1**, the project does not conflict with applicable General Plan goals and policies related to alternative transportation. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The following cumulative impacts analysis evaluates the impact of the proposed project and related projects on traffic and circulation, as discussed in **Section 4.0, Environmental Impact Assessment**. A list of the related projects is provided in **Appendix 4.4** of this EIR, Table 9-1. The list contained in the Draft EIR traffic study was compiled based upon information on file at the City of Glendale Planning Department, Glendale Redevelopment Agency staff, and recent traffic reports prepared for projects in the vicinity of the proposed project. Refer to Topical Response No. 1 for a discussion regarding both the updated list of related projects and related projects trip generation forecast prepared as part of the Final EIR. Each applicable threshold is listed below in bold followed by an analysis of the cumulative impact of the project and related projects, and their potential significance.

Threshold: *Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).*

Impact Analysis:

Construction – It is anticipated that construction of related projects would result in periods of heavy truck traffic as a result of the delivery of construction materials and the hauling of demolition materials. Although the time frame for construction of these projects is uncertain, as well as the degree to which construction of these projects will overlap and the location at which impacts could occur, it is possible that the construction of these related projects could affect roadway segments and intersections, which could result in a significant cumulative impact. However, as discussed under project impacts, the project will be required to implement numerous measures to reduce construction-related traffic impacts, including preparation and implementation of a truck haul route plan and construction traffic control plan, and workers would be traveling to the project site during non-peak hours. Consequently, the

project's contribution to construction-related traffic is not cumulatively considerable and thus, the project's cumulative impacts are less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Operational – The project's operational impacts were determined by applying an ambient growth factor to existing conditions and then adding the forecast of related projects trip generation. The project's cumulative impact was then determined by adding the project weekday generation to these conditions.

Ambient Traffic Growth

To account for area-wide regional growth not included herein as a related project, the existing traffic volumes were increased at an annual rate of 1 percent to the year 2010 (i.e., the anticipated year of project buildout). A review of the background traffic growth estimates for the San Fernando Valley published in the *2004 Congestion Management Program for Los Angeles County*, indicate a 1 percent increase per year between 1998 and 2010. Thus, the annual growth rate of 1 percent per year to the year 2010 is consistent and appropriate. Application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area.

Related Projects

Traffic volumes expected to be generated by the related projects during the weekday and weekend were estimated using rates published in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 6th Edition, 1997. As part of the Draft EIR, the related projects were are expected to generate 3,022 net new vehicle trips (1,542 inbound and 1,480 outbound) during the AM peak hour. During the PM peak hour, the related projects were are expected to generate 4,652 net new vehicle trips (2,380 inbound and 2,272 outbound). Over a 24-hour period, the related projects were are forecast to generate 54,734 net new daily trips. Refer to Appendix 4.4, Traffic, of the is-Draft EIR for a detailed breakdown of the related projects' weekday trip generation. As part of the Final EIR, the related projects list was updated and resulted in a lower overall level of trip generation than what was reported in the Draft EIR. As part of the Final EIR, the related projects are expected to generate 2,859 net new vehicle trips (1,543 inbound and 1,316 outbound) during the AM peak hour. During the PM peak hour, the related projects are expected to generate 4,214 net new vehicle trips (2,095 inbound and 2,119 outbound). Over a 24-hour period, the related projects are forecast to generate 50,594 net new daily trips. Refer to Topical Response No. 1 for additional discussion regarding both the updated list of related projects and related projects trip generation forecast prepared as part of the Final EIR.

Impact Analysis:

Year 2010 Pre-Project Conditions – The future year 2010 pre-project conditions in the Draft EIR were forecast based on the addition of traffic generated by the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios at all eight study intersections are incrementally increased with the addition of traffic generated by the related projects and growth in ambient traffic. As presented in **Table 4.4-10, Future Pre-Project Weekday Volume-to-Capacity Ratios and Levels of Service of the Draft EIR**, five of the eight study intersections are expected to continue operating at LOS D or better during the AM and PM peak hours with the addition of ambient traffic growth and the traffic due to the related projects (future pre-project conditions). The Central Avenue/SR-134 Freeway WB on-ramp-Goode Avenue intersection (Intersection No. 1) is anticipated to operate at LOS E during the PM peak hour; the Brand Boulevard/SR-134 Freeway WB Off-ramp-Goode Avenue intersection (Intersection No. 6) is anticipated to operate at LOS E during the AM and PM peak hours; and the Brand Boulevard/SR-134 Freeway EB On Ramp-Sanchez Drive intersection (Intersection No. 7) is anticipated to operate at LOS E during the PM peak hour. As the related projects list was revised as part of the Final EIR and resulted in an overall lower level of vehicular trip generation, the following table can be considered a conservative forecast of future conditions.

**Table 4.4-10
Future Pre-Project Weekday
Volume-to-Capacity Ratios and Levels of Service**

No.	Intersection	AM or PM	V/C	LOS
1	Central Avenue/SR-134 Freeway WB on-ramp - Goode Avenue	AM	0.731	C
		PM	0.988	E
2	Central Avenue/SR-134 Freeway EB Off-Ramp - Sanchez Drive	AM	0.813	D
		PM	0.824	D
3	Central Avenue/Pioneer Drive	AM	0.633	B
		PM	0.671	B
4	Central Avenue/Doran Street	AM	0.658	B
		PM	0.807	D
5	Orange Street/Doran Street	AM	0.472	A
		PM	0.590	A
6	Brand Boulevard/SR-134 Freeway WB Off-Ramp - Goode Avenue	AM	0.921	E
		PM	0.927	E
7	Brand Boulevard/SR-134 Freeway EB on-ramp - Sanchez Drive	AM	0.831	D
		PM	0.913	E
8	Brand Boulevard/Doran Street	AM	0.698	B
		PM	0.783	C

Source: Linscott, Law & Greenspan, Engineers.

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the AM and PM peak hours are presented in **Figure 4.4-9, Future Pre-Project AM Peak Hour Traffic Volumes**, and **Figure 4.4-10, Future Pre-Project PM Peak Hour Traffic Volumes**, respectively of the Draft EIR.

Year 2010 With Project Conditions – In order to determine the operating conditions of the street system under the year 2010 future with project conditions, traffic to be generated by the proposed project was added to the year 2010 future pre-project conditions. As shown in **Table 4.4-11, Future Plus Project Weekday Volume-to-Capacity Ratios and Levels of Service**, the addition of project traffic would not increase the V/C ratio by 0.02 or more. Therefore, based on application of the City's significance criteria to the year 2010 with proposed project scenario, none of the study intersections would be significantly impacted by the proposed project, and the project's incremental effect, accordingly, is not cumulatively considerable. Therefore, the project would not result in significant cumulative impacts and no traffic mitigation measures are required or recommended.

The future with project (existing, ambient growth, related projects, and project) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in **Figure 4.4-11, Future with Project AM Peak Hour Traffic Volumes**, and **Figure 4.4-12, Future with Project PM Peak Hour Traffic Volumes**, respectively.

Table 4.4-11
Future Plus Project Weekday
Volume-to-Capacity Ratios and Levels of Service

No.	Intersection	AM or PM	V/C	LOS	Change V/C	Significant?
1	Central Avenue/SR-134 Freeway WB on-ramp - Goode Avenue	AM	0.740	C	0.009	NO
		PM	0.983	E	-0.005	NO
2	Central Avenue/SR-134 Freeway EB Off-Ramp - Sanchez Drive	AM	0.814	D	0.001	NO
		PM	0.829	D	0.005	NO
3	Central Avenue/Pioneer Drive	AM	0.643	B	0.010	NO
		PM	0.676	B	0.005	NO
4	Central Avenue/Doran Street	AM	0.660	B	0.002	NO
		PM	0.808	D	0.001	NO
5	Orange Street/Doran Street	AM	0.477	A	0.005	NO
		PM	0.593	A	0.003	NO
6	Brand Boulevard/SR-134 Freeway WB Off-Ramp - Goode Avenue	AM	0.923	E	0.002	NO
		PM	0.931	E	0.004	NO
7	Brand Boulevard/SR-134 Freeway EB on-ramp - Sanchez Drive	AM	0.839	D	0.008	NO
		PM	0.913	E	0.000	NO
8	Brand Boulevard/Doran Street	AM	0.699	B	0.001	NO
		PM	0.788	C	0.005	NO

Source: Linscott, Law & Greenspan, Engineers.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.*

Impact Analysis:

By its nature, the Los Angeles County Congestion Management Program (CMP) is a cumulative scenario that considers the impact of single projects in the context of cumulative traffic demand on CMP roadways. The CMP defines regional project impacts as significant (in terms of contribution to cumulative impact) if a project results in an increase in the demand-to-capacity ratio or v/c ratio by more than 0.02 (two percent) and the final LOS is F. It is possible that traffic impacts created by related projects and cumulative growth could combine to exceed CMP standards of significance, and to the extent that occurs, a significant impact would result. However, even if that occurs the CMP guidelines require that freeway monitoring locations must be examined if the proposed project would add 150 or more trips (in either direction) during either the AM or PM weekday peak hours or 50 or more trips at CMP intersections during either the AM or PM weekday peak hours. The proposed project would not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours at CMP mainline freeway-monitoring locations or 50 or more trips during either the AM or PM weekday peak hours at CMP intersections, which is the threshold for preparing a traffic impact assessment. Consequently, the project does not meet the criteria to be analyzed and the project's contribution is, thus, not cumulatively considerable. This impact is considered to be less than significant. Refer to the Freeway Impact Analysis section of **Appendix 4.4, Traffic, Circulation and Parking**, of the EIR for further information as well as Topical Response No. 1 of the Final EIR.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

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.~~

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation as a result of construction activity.*

The construction period for the project is anticipated to consist of four phases and last approximately 26 months. Phase I (Demolition) would involve the demolition and removal of the existing on-site structures. Demolition and removal on a worst-case day would involve the use standard construction equipment including three loaders, one backhoe with a pneumatic hammer, and up to 20 demolition haul truck round trips per day. This phase is anticipated to take one month to complete.

Phase II (Site Grading) would involve the grading, excavation, and backfilling of existing fill materials and replacement with properly compacted fill materials. Grading would require excavation up to depths of 21 feet below the ground surface. Activities on a worst-case day would involve the use of one auger, three loaders, one hydraulic crane, and one water truck, which would be stored on site during construction to minimize disruption of the surrounding land uses. Daily truck round trips would be up to approximately 39 truck/trailer combos per day for export and import of soil. This phase is anticipated to take two months to complete.

Phase III would consist of sub-grade construction, and Phase IV would involve above grade construction (Phase III and IV constitute Building Construction). Building activities during these phases on a worst-case day would involve the use of standard construction equipment, including one crane, four forklifts, one concrete pump, skill saws, power drills, truck mounted welding rigs, and two electric lifts (the saws, drills, and other electric equipment would not be sources of air pollutants). In addition, building

construction would involve vendor truck trips for concrete and building material delivery. These emissions have been estimated using default assumptions contained in URBEMIS2007 based on the land uses being developed. This phase is anticipated to take approximately 18 to 23 months to complete.

Impact Analysis:

Construction Emissions – Construction emissions were calculated according to the SCAQMD’s *CEQA Air Quality Handbook*, and construction emission factors contained in the URBEMIS2007 Air Quality Impact Model. **Table 4.5-6, Emissions Impacts of Construction**, identifies estimated daily emissions, which are associated with construction by year. These estimates are based on the expected location, size, and development of the project. The analysis assumes that all of the construction equipment and activities would occur continuously over the day and that activities would overlap. In reality, this would not occur, as most equipment would operate only a fraction of each workday and many of the activities would not overlap on a daily basis. Therefore, **Table 4.5-6** represents a worst-case scenario for construction activities. These calculations also assume that appropriate dust control measures would be implemented during each construction activity of the project as required by SCAQMD Rule 403– Fugitive Dust, and included as part of the project’s mitigation measures.

**Table 4.5-6
Emissions Impacts of Construction**

Emissions Source	Emissions in Pounds per Day					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2008						
Demolition	2.83	21.88	12.16	0.01	13.17	3.86
Site Grading	6.30	64.20	27.39	0.03	15.70	5.53
Building Construction	4.39	33.72	43.35	0.05	1.71	1.46
Maximum Daily Emission Totals:	6.30	64.20	43.35	0.05	15.70	5.53
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
2009						
Building Construction	4.12	31.78	40.65	0.05	1.61	1.37
Maximum Daily Emission Totals:	4.12	31.78	40.65	0.05	1.61	1.37
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
2010						
Building Construction	47.40	29.73	40.28	0.05	1.51	1.27
Maximum Daily Emission Totals:	47.40	29.73	40.28	0.05	1.51	1.27
SCAQMD Threshold:	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Impact Sciences, Inc. Detailed URBEMIS2007 output files and calculations are provided in **Appendix 4.5**.

Note: Assumes compliance with Rule 403: Fugitive Dust

**Table 4.6-4
Existing Ambient Monitored Noise Levels**

Location	Noise Sources	Noise Levels
Location No. 1 – On project site along Sanchez and Highway 134 approximately 20 feet from edge of Sanchez	Vehicles, Restaurant Patrons	75 dB(A)
Location No. 2 – On project site along Central Avenue approximately 20 feet from roadway edge.	Vehicles, Restaurant Patrons	72 dB(A)
Location No. 3 – On project site along Doran Avenue approximately 20 feet from roadway edge.	Vehicles, Restaurant and Commercial Use Patrons	69 dB(A)

Source: Impact Sciences, Inc., May 4, 9, and 16, 2006.

Existing Modeled Noise Levels

The existing ambient noise environment for the roadways was determined by calculating noise levels based on average daily trips determined in the traffic analysis conducted for this EIR. The noise modeling effort was accomplished using the modified version of the Federal Highway Administration Highway Noise Prediction Model. The results of the noise modeling are provided in **Table 4.6-5, Existing Roadway Modeled Noise Levels**. As shown, roadway noise levels range from a low of 59.5 to a high of 77.2 dB(A) CNEL.

**Table 4.6-5
Existing Roadway Modeled Noise Levels**

Roadway Segment	CNEL in dB(A) at 50 Feet from Roadway Centerline
Central Avenue north of Goode Avenue	66.6
Central Avenue north of Sanchez Drive	67.4
Central Avenue north of Pioneer Drive	68.1
Central Avenue north of Doran Street	67.8
Central Avenue south of Doran Street	67.5
Brand Boulevard north of Goode Avenue	64.3
Brand Boulevard north of Sanchez Avenue	65.5
Brand Boulevard north of Doran Street	65.5
Brand Boulevard south of Doran Street	64.4
Orange Street south of Doran Street	59.5
Goode Avenue west of Brand Boulevard	60.7
Sanchez Drive east of Central Avenue	60.3
Doran Street west of Orange Street	60.0
Doran Street west of Brand Boulevard	61.7
Doran Street east of Brand Boulevard	61.0
Highway 134 east of west Pacific Avenue*	77.2

* Noise level is estimated on project site from Highway 134 centerline

Source: Impact Sciences, Inc. Model results are contained in **Appendix 4.6**.

- For a project located within an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels (issue is addressed in **Appendix 1.0(a), Notice of Preparation**).
- For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels (issue is addressed in **Appendix 1.0(a), Notice of Preparation**).

The *CEQA Guidelines* do not provide a definition for “substantial increase” in noise and they do not provide a threshold of significance for potential noise or vibration impacts. Therefore, the following thresholds of significance were developed for this noise analysis based upon the General Plan Noise Element and Noise Ordinance discussed previously in this EIR section. These thresholds apply to both project impacts and cumulative impacts.

Noise

On-Site Noise Thresholds

As shown in **Figure 4.6-4**, retail, restaurants, banks, and theaters are “normally acceptable” with exterior noise levels of up to 70 dB(A) CNEL. Based on this information, and for purposes of this EIR, the project would result in a significant noise impact if on-site exterior locations around the commercial and retail uses would be exposed to noise levels above 70 dB(A) CNEL. For residential uses and hotels, the guidelines for noise identify 65 dB(A) CNEL as the “normally acceptable” exterior noise level threshold. A standard of 65 dB(A) for multi-family residential use is also consistent with the City’s Noise Ordinance, which establishes that ambient noise levels should not exceed the “presumed noise standard” of 60 dB(A) by more than 5 dB(A). Therefore, the project would result in a significant noise impact if a person residing within the proposed residential uses would be exposed to exterior noise above 65 dB(A).

Interior noise levels for residential uses are 45 dB(A) during the nighttime and ~~55~~ 50 dB(A) during the daytime. The City Noise Ordinance and Noise Element do not provide noise level standards for the interior of commercial-retail uses.

Off-Site Noise Thresholds

Off-site noise thresholds consider the following: the City’s Noise Compatibility Criteria, community responses to changes in noise levels, and CEQA standards. As stated earlier, changes in a noise level of less than 3 dB(A) are not typically noticed by the human ear. Some individuals who are extremely

Thresholds: *Would result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.*

Would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

As stated previously, based on noise monitoring and noise modeling conducted, the existing ambient noise level around the project site already exceeds City threshold exterior noise levels for residential land uses.

Impact Analysis:

Vehicle Noise – Vehicular noise can potentially affect the project site, as well as land uses located along the studied roadway system. Based on the distribution of traffic volumes, noise modeling was conducted for the roadways analyzed in **Section 4.4, Traffic, Circulation and Parking**. Specifically, forecasts were calculated by comparing the existing noise to existing plus project. The results of the modeled weekday roadway noise levels are provided below in **Table 4.6-6, Operational Roadway Noise Levels**. 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) during the weekday resulting from the project's development. As discussed above, the 3 dB(A) threshold 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.

As shown in **Table 4.6-6**, 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) CNEL. 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 because if the project would ~~ere to~~ develop exterior living areas along Central Avenue and Highway 134, such as patios or exterior useable areas (e.g., the sculpture garden, the community garden, common outdoor areas, balconies, etc.), 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.

**Table 4.6-6
Operational Roadway Noise Levels**

Roadway Segment	Existing Noise Levels Without Project	Existing Noise Levels Plus Project	Change in Noise Levels	Significant Project Impact
Central Avenue north of Goode Avenue	66.6	66.6	0.0	NO
Central Avenue north of Sanchez Drive	67.4	67.4	0.0	NO
Central Avenue north of Pioneer Drive	68.1	68.2	0.1	NO
Central Avenue north of Doran Street	67.8	67.8	0.0	NO
Central Avenue south of Doran Street	67.5	67.5	0.0	NO
Brand Boulevard north of Goode Avenue	64.3	64.3	0.0	NO
Brand Boulevard north of Sanchez Avenue	65.5	65.5	0.0	NO
Brand Boulevard north of Doran Street	65.5	65.5	0.0	NO
Brand Boulevard south of Doran Street	64.3	64.3	0.0	NO
Orange Street south of Doran Street	59.5	59.5	0.0	NO
Goode Avenue west of Brand Boulevard	60.7	60.7	0.0	NO
Sanchez Drive east of Central Avenue	60.3	60.3	0.0	NO
Doran Street west of Orange Street	59.9	60.0	0.1	NO
Doran Street west of Brand Boulevard	61.7	61.7	0.0	NO
Doran Street east of Brand Boulevard	61.0	61.0	0.0	NO
Highway 134 east of Pacific Avenue*	77.2	77.2	0.0	NO

* Noise level is estimated on project site from Highway 134 centerline

All values are listed in dB(A)

Source: Impact Sciences, Inc. Model results are contained in **Appendix 4.6**.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: The following mitigation measure is provided to reduce interior noise level to acceptable levels:

4.6-1(a) Noise sensitive residential land uses proposed in areas exceeding the exterior 65 dB(A) CNEL (such as those dwelling units facing Central Avenue and Highway 134) shall be designed so that interior noise levels attributable to exterior sources do not exceed 55 dB(A) during the daytime and 45 dB(A) during the nighttime when doors and windows are closed. An acoustical analysis of the noise insulation effectiveness of proposed construction shall be required and documented during permit review, showing that the building materials and construction specifications are

adequate to meet the interior noise standard. Examples of building materials and construction specifications which may be used to meet the interior noise standard include the following:

- North-facing windows and sliding glass doors along Highway 134 shall be doubled paned, mounted in low air filtration rate frames, and have a sound transmission coefficient rating of 30 or greater;
- Air conditioning units may be provided to allow for windows to remain closed; and
- Roof or attic vents facing northward shall be baffled.

4.6-1(b) In order to reduce noise levels in the ground floor garden areas, where adequate space is available on site and as otherwise permitting by code, the applicant shall provide a decorative wall and/or plexi-glass barrier or other means to provide a noise buffer between the Project's ground floor garden areas and vehicle noise sources emanating from the adjacent Central Avenue and from Highway 134.

Level of Significance After Mitigation: Significant and unavoidable (exterior), Less than significant (interior).

Parking Structures – 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 site residents and may exceed the 65 dB(A) Municipal Code threshold at receptor locations.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.6-2 Sound attenuation measures shall be incorporated into the design to minimize noise leakage from the aboveground parking structure. These measures may include a half-wall on the grade-level parking deck, full walls on the sides of the structure that face nearby receptors, and/or noise control louvers on selected structure facades that potentially influence receptor areas. Acoustical analysis shall be performed to demonstrate that the aboveground parking structure does not result in noise levels that exceed City standards at on-site residences. These components shall be

incorporated into the plans to be submitted by the applicant to the City of Glendale for review and approval prior to the issuance of building permits.

Level of Significance After Mitigation: Less than significant.

Street Sweepers – 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.⁶ 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.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.6-3 On-site sweeper operations shall be restricted to the hours of 7:00 AM to 10:00 PM.

In addition to this mitigation measure, the implementation of design features associated with the parking structure would reduce noise impacts associated with sweepers.

Level of Significance After Mitigation: Less than significant.

On-Site Retail Uses – 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. Typical noise levels in retail-commercial areas in common are approximately 65 dB(A).⁷ In the area of the project site where commercial activities are located, the noise level based on monitoring along SR-134 during the hours of 10:00 PM to 7:00 AM is approximately 67 dB(A) L_{eq} , from 7:00 AM to 10:00 AM is approximately 71 dB(A) L_{eq} , and from 10:00 AM to 7:00 PM is approximately 72 dB(A) L_{eq} . Consequently, Roadway noise would be a more prominent noise source and, therefore, noise generated by human activity would not result in a significant impact.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

⁶ Keating, Janice, *Street Sweepers Picking Up Speed and Quieting Down*, The Journal for Surface Water Quality.

⁷ California Department of Transportation, Technical Noise Supplement, October 1998, Table N-2136.2.

Residential On-Site Development – Future residents located on the project site, as well as off-site uses, may experience noise due to an increase in human activity within the area. Potential residential-type noise sources include people talking, doors slamming, stereos, domestic animals, and other noises associated with human activity. These noise sources are not unique and generally contribute to the ambient noise levels experienced in all residential areas. Noise levels for residential areas are typically between 48 to 52 dB(A) CNEL.⁸ Overall, the noise generated by the project's residential land uses would not exceed the City's compatibility thresholds and is considered to be less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.*

Impact Analysis: 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.

The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Ground vibrations from construction activities rarely reach the levels that can damage structures, but they can achieve the audible and perceptible ranges in buildings close to the construction site. **Table 4.6-7, Vibration Source Levels for Construction Equipment**, lists vibration source levels for construction equipment.

⁸ U.S. Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, March 1974.

**Table 4.6-7
Vibration Source Levels for Construction Equipment**

Equipment	Approximate VdB			
	25 Feet	50 Feet	75 Feet	100 Feet
Pile Driver (vibratory)	93	87	83	81
Large Bulldozer	87	81	77	75
Loaded trucks	86	80	76	74
Jackhammer	79	73	69	67
Small Bulldozer	58	52	48	46

Source: Federal Railroad Administration, 2005.

As indicated in **Table 4.6-7**, ~~pile drivers and~~ large bulldozers are capable of producing approximately ~~83 and 77~~ VdB, respectively, at 75 feet, the approximate distance to the nearest structure. Land uses surrounding the project site consist of commercial and office uses, and do not contain sensitive equipment, are not location where person sleep, and are 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.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Impact Analysis: The construction period for the project is anticipated to consist of four phases and last approximately 26 months. Initially, the project would involve the removal all asbestos-containing building materials (ACBM), lead paint, and light ballast containing polychlorinated biphenyls (PCBs) from the site, in accordance with applicable local, state, and federal regulations. It is anticipated that equipment needs would be minimal with enclosed or covered haul trucks carrying bagged or non-regulated materials and haul trucks. The removal of these materials would occur concurrently with Phase I.

Phase I (Demolition) would involve the demolition and removal of the existing on-site structures. Demolition and removal on a worst-case day would involve the use of standard construction equipment, including three loaders, and one backhoe with a pneumatic hammer. In addition, this phase would

**Table 4.6-8
Estimated Noise Levels for Construction Phases**

Construction Phase	Approximate L_{eq} (dB(A)) without Noise Attenuation			
	75 Feet	100 Feet	200 Feet	300 Feet
Demolition	87	84	78	75
Site Grading	88	85	79	75
Building Construction	92	89	83	79

Source: Model results are contained in Appendix 4.6.

Besides equipment noise associated with construction activities, construction traffic would generate noise along access routes to the proposed development areas. 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 average daily trips from construction activities would not 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.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: The following mitigation measures are provided to reduce noise levels associated with construction:

- 4.6-4 All construction activity within the City shall be conducted in accordance with Section 8.36.080 of the City of Glendale Municipal Code.
- 4.6-5 The project applicant shall require by contract specifications that the following construction best management practices (BMPs) shall be implemented by contractors to reduce construction noise levels:
- Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period;
 - Ensure that construction equipment is properly muffled according to industry standards and be in good working condition;
 - Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible;

- Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses;
- Implement noise attenuation measures ~~to the extent feasible~~, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources;
- Use electric air compressors and similar power tools rather than diesel equipment, ~~where feasible~~;
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. ~~Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.~~

4.6-6 ~~The project applicant shall require by contract specifications that e~~Construction staging areas along with the operation of earthmoving equipment within the project area shall be located as far away from vibration- and noise-sensitive sites as possible. ~~Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.~~

4.6-7 ~~The project applicant shall require by contract specifications that h~~Heavily loaded trucks used during construction shall ~~would~~ be routed away from residential streets, ~~to the extent feasible~~. ~~Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.~~

Level of Significance After Mitigation: Significant and unavoidable.

Cumulative Impacts

For purposes of this analysis, development of the related projects provided in **Table 4.0-1, Related Projects**, in **Section 4.0, Environmental Impact Analysis**, will be considered to contribute to cumulative noise impacts. Noise by definition is a localized phenomenon, and drastically reduces as distance from the source increases. Consequently, only projects and growth due to occur in the general area of the project site would contribute to cumulative noise impacts.

Threshold: *Would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.*

Impact Analysis: Vibration impacts are localized in nature and decrease with distance. Consequently, in order to achieve a cumulative increase in vibration, more than one source emitting high levels of vibration would need to be in close proximity to the noise receptor. None of the related projects would be located close enough to the project site where significant vibration impacts would occur from concurrent construction activities. The combined vibration effect of the related projects and the project's contribution would not be cumulatively significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.*

Impact Analysis: Noise impacts are localized in nature and decrease with distance. Consequently, in order to achieve a cumulative increase in noise, more than one source emitting high levels of noise would need to be located in close proximity to the noise receptor. The combined noise effect of related projects and the project's contribution could be cumulatively significant.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: Implementation of **Mitigation Measures 4.6-3 to 4.6-7**.

Level of Significance After Mitigation: Significant.

Level of Significance After Mitigation: Less than significant.

Threshold: *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.*

Impact Analysis: Prehistoric and historic archaeological sites are not known to exist within the local area.⁶ In addition, the project site already has been subject to extensive disruption and contains fill materials. Any archaeological resources that may have existed at one time have likely been previously disturbed. Nonetheless, construction activities associated with project implementation would have the potential to unearth undocumented resources and result in a significant impact. In the event that archaeological resources are unearthed during project subsurface activities, all earth-disturbing work within a 200-meter radius must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. Implementation of this standard requirement, which is incorporated as mitigation, would reduce potential impacts to a level that is less than significant.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.7-1 In the event that archaeological resources are unearthed during project subsurface activities, all earth-disturbing work within a 200-meter radius shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. The appropriate mitigation measures may include recording the resource with the California Archaeological Inventory database or excavation, recordation, and preservation of the sites that have outstanding cultural or historic significance.

Level of Significance After Mitigation: Less than significant.

Threshold: *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Impact Analysis: Plant and animal fossils are typically found within sedimentary rock deposits. Most of the City of Glendale consists of igneous and metamorphic rock. The local area is not known to contain paleontological resources.⁷ In addition, the project site has already been subject to extensive disruption and is extensively developed. Any superficial paleontological resources that may have existed at one time have likely been previously unearthed by past development activities. Nonetheless, there is a

⁶ City of Glendale, Open Space and Conservation Element, January 1993.

⁷ *Ibid.*

possibility that paleontological resources may exist at deep levels and significant impact could occur with the implementation of the project. In the event that paleontological resources are unearthed during project subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. Implementation of this standard requirement, which is incorporated as mitigation, would reduce potential impacts to a level that is less than significant.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.7-2 In the event that paleontological resources are unearthed during project subsurface activities, all earth-disturbing work within 100-meter radius shall be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. The appropriate mitigation measures may include recording the resource with the California Inventory database or excavation, recordation, and preservation of the sites that have outstanding paleontological significance.

Level of Significance After Mitigation: Less than significant.

Threshold: *Disturb any human remains, including those interred outside of formal cemeteries.*

Impact Analysis: The project site and surrounding area are characterized by features typical of the urban landscape and include retail-commercial uses. No known traditional sites exist within the project area or surrounding area, nor have any resources been identified. Nonetheless, if encountered during excavation and grading activities, any discovery of such resources would be treated in accordance with state and federal guidelines for disclosure, recovery, and preservation, as appropriate. Implementation of this standard requirement, which is incorporated as mitigation, would reduce potential impacts to a level that is less than significant.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

4.7-3 If human remains are unearthed, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely

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.⁷ 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., tax increment in the form of property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the City's General Fund or as appropriate into the Redevelopment Agency funds. The City Council and/or Redevelopment Agency then allocates the revenue for various public services and facilities 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, Redevelopment Agency funds, 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 and equipment levels within the City of Glendale in numbers adequate to serve project-related increases in service call demands. This, coupled with mitigation measures provided below, would reduce impacts to fire protection services to less than significant.

Emergency Medical Service – 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.

Fire Flow – 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 gpm to as much as 4,000 gpm. 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 as such potential fire flow impacts are considered to be significant. However, with proposed mitigation listed below, impacts would be reduced to less than significant.

⁷ Ibid.

Impact Analysis:

Fire Service – As discussed in **Section 4.2, Population and Housing**, the Verdugo Gardens project and related projects together would result in the addition of approximately ~~9,304~~ ~~10,855~~ residents and about ~~4,909~~ ~~4,639~~ employees. Impacts associated with these additional residents include an increase in 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 introduction of the new residents generated by the Verdugo Gardens project and related projects would reduce the present firefighter-to-population service ratio of 1 to 1,047 by less than 1 percent. Due to the amount of development currently proposed in the City of Glendale, the related projects will have a direct cumulative impact upon fire protection services.

However, related projects would not affect fire protection demands due to the implementation of mitigation measures such as the provision of a mechanical smoke management system and the preparation of an emergency preparedness manual. As each project proposed in Glendale, including small-scale projects, will be required to adopt these measures as a condition of approval, the cumulative impact of the related projects on fire protection would be less than significant. The proposed project includes mitigation measures to reduce impacts to a less than significant level. Consequently, the project's contribution to any cumulative impact would not be cumulatively considerable and would be less than significant.

Emergency Medical Service – As discussed in **Section 4.2, Population and Housing**, the Verdugo Gardens project and related projects together would result in the addition of approximately ~~9,304~~ ~~10,855~~ residents and about ~~4,909~~ ~~4,639~~ employees. The additional residents and employees associated with the project and related projects would 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 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. However, with future funding from the General Fund as described above and proposed mitigation provided below, 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.

Fire Flow – The Verdugo Gardens project and all related projects will be required to maintain adequate fire flow rates that meet the City of Glendale's fire flow standards. Required improvements will be made on a project-by-project basis. Therefore, the cumulative impact of the proposed project and related

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., tax increment from property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the City's General Fund, or as appropriate, into Redevelopment Agency funds. The City Council and/or Redevelopment Agency then allocates the revenue for various public services and facilities 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, Redevelopment Agency -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 and equipment 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.

Calls for Service – 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.⁶

Response Times – 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.⁷ Therefore, the impact of the project on response times is less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

CUMULATIVE IMPACTS

The following cumulative analysis evaluates the impact of the proposed project and related projects on police protection services in the City of Glendale. Each applicable threshold is listed below in bold and is followed by an analysis of the cumulative impact of the project and related projects, and their potential significance.

⁶ Personal correspondence with Sgt. Mark Hansen, Glendale Police Department, COPPS Unit, March 1, 2006.

⁷ Ibid.

Threshold: *The project would result in a substantial adverse impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.*

Impact Analysis: As discussed in **Section 4.2, Population and Housing**, the proposed project and related projects would result in the addition of approximately 9,304 ~~10,855~~ residents and about 4,909 ~~4,639~~ employees. As discussed above, the proposed project would not result in impacts to the Glendale Police Department. However, the addition of additional residents and employees as a result of the proposed project and related projects would result in a cumulative impact on police protection services when considering current department resources. However, with future funding from the General Fund as describe above, and proposed mitigation provided below, impacts to police services in the City would be less than significant and the incremental effect of the project to this impact would not be cumulatively considerable.

Level of Significance Before Mitigation: Significant.

Mitigation Measures:

The following mitigation measure is identified to reduce cumulative impacts on police protection services provided by the Glendale Police Department.

4.8-16 The Glendale Police Department shall monitor the number of calls for service received on an annual basis and request additional City of Glendale General Funds to add additional required police personnel and/or equipment as needed to provide adequate service.

Level of Significance After Mitigation: Less than significant.

students in grades 7 and 8, and ~~243~~ 312 students in grades 9 through 12 for a total of ~~685~~ 878 students. In addition, the proposed project and related projects would generate ~~4,909~~ 4,639 employees, of which ~~1,178~~ 1,113 employees could reside in the Glendale. These additional households would 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. These figures are based on the student generation ratios listed in **Table 4.8.3-2**. 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.

Level of Significance before Mitigation: Significant.

Mitigation Measures: **Mitigation Measure ~~4.9-17~~ 4.8-17** would apply to cumulative projects.

Level of Significance after Mitigation: Less than significant.

ENVIRONMENTAL SETTING

Existing Conditions

Water Supply

The Glendale Water and Power Department provides water service for domestic, irrigation, and fire protection purposes to the City of Glendale. The City has four sources of water to meet existing and projected water demands. These sources consist of water imported from the Metropolitan Water District (MWD), groundwater from the San Fernando Groundwater Basin, groundwater from the Verdugo Groundwater Basin, and recycled water.

The City of Glendale consumed approximately 32,700 acre-feet of water during fiscal year 2004-05. Of this total, the MWD provided approximately 69 percent (22,700 acre-feet), about 20 percent (6,500 acre-feet) was pumped from the San Fernando Basin, seven percent (2,200 acre-feet) was pumped from the Verdugo Basin and the remaining 4 percent (1,300 acre-feet) was supplied by the City's water reclamation system.¹ Each of the City's four water sources is described below.



Metropolitan Water District

The MWD provides supplemental water from Northern California via the State Water Project (SWP) and the Colorado River via the Colorado River Aqueduct to the coastal area of Southern California. Within its service area, the MWD has 27 member agencies that provide water to 16 million people. All member agencies use and develop as much of their local water supplies as possible, and purchase the remainder from the MWD to meet local demands. The City of Glendale is a member agency of the MWD. Glendale presently consumes about 22,700 acre-feet per year of MWD supplies. Metropolitan supplies are delivered to Glendale through three service connections with capacities of 48, 10, and 20 cubic feet per second, respectively. ~~The capacity of these connections is more than adequate to meet current and future water demands.~~²

In May 2007, a federal court invalidated the Biological Opinion issued by the U.S. Fish and Wildlife Service for operations of the State Water Project (SWP) and Central Valley Project with regard to Delta smelt (*Hypomesus transpacificus*), a federally- and state-listed threatened fish species that inhabits the estuaries of the Bay-Delta region. Prior to this court ruling, the federal wildlife agencies and state and

¹ Glendale Water & Power, 2005 Urban Water Management Plan, adopted December 2005, Table II-3, p. 12.

² ~~Ibid., p. 26.~~

federal project operators voluntarily reinitiated consultation under the Endangered Species Act to address impacts from project operations. The reconsultation process is scheduled for completion in September 2008 with the new Biological Opinions and permits issued at that time. In the meantime, the court is implementing interim remedies to ensure that project operations will not jeopardize the continued existence of the delta smelt. In that regard, SWP exports to Southern California were reduced from December 28, 2007, to January 8, 2008, in an effort to protect the Delta smelt. There will be subsequent reductions until the Biological Opinions are put in place. These events have highlighted the challenges that water suppliers throughout the state currently face regarding supplies from the Delta.

At present, several proceedings concerning Delta operations are ongoing to evaluate options to address delta smelt impacts and other environmental concerns. In addition to the reconsultation process and the interim remedies proceedings to address immediate environmental concerns, the Delta Vision process and the Bay-Delta Conservation Plan process are defining long-term solutions for the Delta. MWD is actively engaged in all of these processes and in May and September 2007 its Board adopted a framework and directions for key elements of a Delta Action Plan to address water supply risks in the Delta both for the near and long term. The near- and mid-term actions outlined in the Delta Action Plan are intended to reduce fishery and earthquake related risks, such as aggressive real-time monitoring to avoid fishery impacts, ecosystem restoration, near- and mid-term physical modifications to Delta channels, local water supply projects, and emergency preparedness and response plans.

The Delta Vision process, established by Governor Schwarzenegger, is aimed at identifying long-term solutions to the conflicts in the Delta. The Delta Vision Blue Ribbon Task Force presented its findings and recommendations January 2008 for a sustainable Delta as a healthy ecosystem and water supply source. The Task Force is scheduled to present its Strategic Plan to implement Delta solutions by October 31, 2008. In addition, state and federal resource agencies and various environmental and water user entities are currently engaged in the development of the Bay-Delta Conservation Plan aimed at addressing ecosystem needs and securing long-term operating permits for the SWP. The Bay-Delta Conservation Plan process is scheduled for completion during the third quarter of 2009 with acquisition of appropriate permits and completion of the associated environmental impact statement/impact report.

In response to the recent developments in the Delta, MWD is engaged in planning processes that will identify solutions that, when combined with the rest of its supply portfolio, should ensure a reliable long-term water supply for its member agencies. In the near term, MWD will continue to rely on the plans and polices outlined in its Regional Urban Water Management Plan and Integrated Water Resources Plan (IRP) to address water supply shortages and interruptions (including potential shut downs of SWP pumps) to meet water demands. An aggressive campaign for voluntary conservation and recycled water usage, curtailment of groundwater replenishment water and agricultural water delivery are some of the

actions outlined in the RUWMP. MWD is maximizing supplies from existing agreements for water supply from its Palo Verde Crop Management and Water Supply Program and working with State of Arizona in withdrawing water previously stored in their groundwater basin. In addition, MWD's IRP supply portfolio includes pursuing water transfers as needed, such as the purchase of 200,000 acre-feet of previously stored SWP supplies in the San Bernardino groundwater basin. MWD is currently in the process of preparing a shortage allocation plan that may affect the allocation of water available to Glendale and other member agencies. MWD anticipated that it will adopt the plan in February 2008. The plan is expected to include a pricing mechanism to give a strong conservation incentive as water supplies get tighter.

Local Groundwater Supplies

Glendale receives its groundwater supply from the San Fernando and Verdugo Groundwater Basins. The rights of the City to San Fernando and Verdugo Basin groundwater supplies are defined by the decision of the California Supreme Court in *The City of Los Angeles vs. The City of San Fernando, et al.* (1975). In addition, a ten-year agreement between the Cities of Glendale, Burbank and Los Angeles, effective October 1, 2007, also affects the parties' pumping rights in the San Fernando Basin. In the stipulated judgment, The Court found that under "Pueblo" Water Rights, the City of Los Angeles owns all San Fernando Basin surface and groundwater supplies, and that Glendale is entitled to an annual 20 percent "Return Flow Credit" from the San Fernando Basin. The 20 percent figure is based on the assumption that 20 percent of the water used by the City percolates into the groundwater table and is equal to about 5,500 acre-feet per year, depending on the overall municipal use each year. This return flow credit is the City's primary water right in the San Fernando Basin. Glendale also has the right to extract additional water subject to payment to the City of Los Angeles at a cost generally equivalent to the cost of MWD supplies.

Due to groundwater contamination in the San Fernando Basin, the City has not been able to fully use its return flow credit since 1979. As a result, the City has accumulated approximately ~~61,833,76,000~~ acre-feet of unused return flow credits in the basin. Under the stipulated judgment, Glendale could extract all of these accumulated stored water credits. Pursuant to the 10-year agreement, Glendale may, in any one year, extract a limited portion of these accumulated stored water credits. The amount that can be extracted is determined annually by the Watermaster based upon a formula that ensures that the parties' combined pumping does not cause water levels in the San Fernando Basin aquifer to drop below a defined level (-655,370 acre feet). The agreement also provides that Los Angeles will invest in capital projects to improve the recharge of groundwater into the San Fernando Basin. The agreement further provides that the parties will agree upon the scope of a study to reevaluate the amount of water that can

~~safely be extracted without harming the San Fernando Basin. This may, in the future, affect the parties' groundwater rights.~~

In addition to extracting accumulated stored water credits, Glendale may, in any one year, extract from the San Fernando Basin an amount not to exceed 10 percent of its last annual credit for import return. ~~subject to a requirement that the water be under-pumped in the following year, or a payment be made to Los Angeles for the water. This provides important year-to-year flexibility for the City in meeting water demands.~~

Water in the San Fernando Basin is currently available for municipal use and the City of Glendale currently uses approximately 6,500 acre-feet from the basin annually. The Glendale Water Treatment Plant and eight extraction wells pump, treat, and deliver water from the basin to Glendale via its Grandview Pumping Station. The ~~treatment~~ plant, with a capacity of 5,000 gallons per minute, can reliably provide a maximum of 7,200 acre-feet per year for municipal use in Glendale.³

~~As for the Verdugo Basin,~~ The judgment described above also gives the City of Glendale the right to extract 3,856 acre-feet per year from ~~this basin, the Verdugo Basin~~ annually. The City currently utilizes approximately 2,200 acre-feet per year from the basin. Production of water has been highly variable in the past due to rainfall conditions and past contamination from septic tanks in the area. The Verdugo Park Water Treatment Plant and five extraction wells pump, treat, and deliver water to the City for municipal use. Two pumps at the treatment plant currently extract approximately 890 acre-feet per year from the basin while the remaining three wells located north of the treatment plant extract the remaining 1,110 acre-feet.⁴ The plant, with a capacity of 1,150 gallons per minute, can reliably produce a maximum of about 2,300 acre-feet per year. However, due to extraction problems, additional extraction capacity will need to be developed in order for the City to utilize its full rights to the basin.⁵ The City of Glendale is actively working to increase its extraction capacity in the Verdugo Basin, so that the City's full adjudicated water right can be extracted to the extent possible, given hydrological limitations.

Recycled Reclaimed Water System

The Los Angeles/Glendale Water Reclamation Plant provides ~~recycled reclaimed~~ water in the City of Glendale for non-potable uses such as irrigation. The reclamation plant has a capacity of 20 million gallons per day and has been delivering recycled water to the City since the late 1970s. Based on a contract between the Cities of Los Angeles and Glendale, the City is entitled to 50 percent of any effluent

³ Ibid., p. 20.

⁴ Personal conversation with Raja Takidin, Glendale Water & Power, May 10, 2006.

⁵ Glendale Water & Power, 2005 Urban Water Management Plan, adopted December 2005, p. 54.

produced at the plant, or 10 million acre-feet per year. In 2005, the City utilized approximately 1,300 acre-feet of water from the reclamation plant for non-potable uses such as irrigation. Treated wastewater not utilized by either Glendale or Los Angeles is discharged into the Los Angeles River.

Glendale currently has a “backbone” recycled water distribution system consisting of 20 miles of mains, 6 pumping plants, and 5 storage tanks to deliver recycled water to users. The objective of this system is to eventually increase the use of recycled water to meet 10 percent of Glendale’s total water demands.⁶

Water Distribution System

Potable Water System

The main water distribution system in the City of Glendale includes 378 miles of water mains, 28 pumping plants and 30 reservoirs and water tanks. Together, the Glendale Water Treatment Plant and the Verdugo Park Water Treatment Plant provide treatment for up to 9 million gallons of water per day. Of the approximately 32,700 acre-feet of water consumed by users in fiscal year 2004-05, residential customers used about 87 percent, commercial customers used about 12 percent, industrial customers used less than 1 percent, and another 1 percent was used for irrigation.⁷

There are seven water pressure zones in the City’s water system. The proposed project site is located within the Elevation 724 service zone, which is served by the Western and Diederich Reservoirs. The Western Reservoir has a 14.6 million-gallon-capacity and is located at 1705 Bel Aire Drive, approximately 2 miles northwest of the project site. The Diederich Reservoir has a 57.5-million-gallon capacity and is located at 1430 Campbell Street, approximately 1 mile northeast of the project site.⁸

Water service to the project site is presently provided by existing water lines on and adjacent to the project site. As indicated in **Figure 4.9.1-1, Existing Potable Water System**, a 24-inch line on Central Avenue, a 6-inch line on Sanchez Drive, and a 20-inch line on Doran Street currently supply potable water to the site. Laterals presently extend from these lines to the structures on the project site.

Recycled Reclaimed Water System

The City of Glendale has an established recycled reclaimed water system consisting of five reservoirs with a total capacity of 1.1 million gallons, six pumping plants, and 20 miles of recycled water lines. Recycled Reclaimed water derived from the Los Angeles/Glendale Water Reclamation Plant serves a number of public and private users that consume approximately 1.2 million gallons of recycled reclaimed water per day.

⁶ Ibid., p. 49.

⁷ Ibid., Table II-4, p. 13.

⁸ Ibid., Figure 3.

~~Recycled Reclaimed~~ water lines currently do not extend to the project site. The closest ~~recycled water reclaimed~~ lines are a 12-inch line located at the intersection of Monterey Road and North Howard Street, approximately 0.5 mile to the northeast of the project site, and an 8-inch line located at the intersection of West Glen Oaks Boulevard and North Pacific Avenue, about 0.5 mile to the northwest of the project site. Both lines are located north of the 134 Freeway.

~~It is the City's policy to require an applicant, property owner, or customer to use recycled water where the use of recycled water is "feasible, appropriate, and acceptable to all applicable regulatory agencies for the purposes of landscape irrigation, agricultural irrigation, filling of decorative foundations, in office buildings for toilet flushing, construction water, industrial process water, or recreational/ ornamental impounds, or other uses permitted by the regulatory agencies." In this case, Glendale Water & Power will recommend that the developer install irrigation system piping that is appropriate for recycled water usage (according to Los Angeles County Department of Health and Glendale Water Department requirements), so that the system can be converted in the future to use recycled water when it becomes available.~~

Existing Water Use

Table 4.9.1-1 provides an estimate of water use by existing land uses on the project site. Total water demand generated by existing uses on the site is estimated at approximately 3.0 million gallons per year or 9.3 acre-feet per year.

**Table 4.9.1-1
Existing Water Demand**

Use	Area (sq. ft.)	Factor ²	Daily Demand (gallon/day)	Annual Demand (gallon/year)	Annual Demand (acre-feet/year)
Bldg 1 – Office	10,000	187.5 gal./1,000 sq. ft./day	1,875	684,375	2.1
Bldg 2 – Restaurant ¹	5,150	37.5 gal./seat/day	6,438	2,349,688	7.2
Total			8,313	3,034,063	9.3

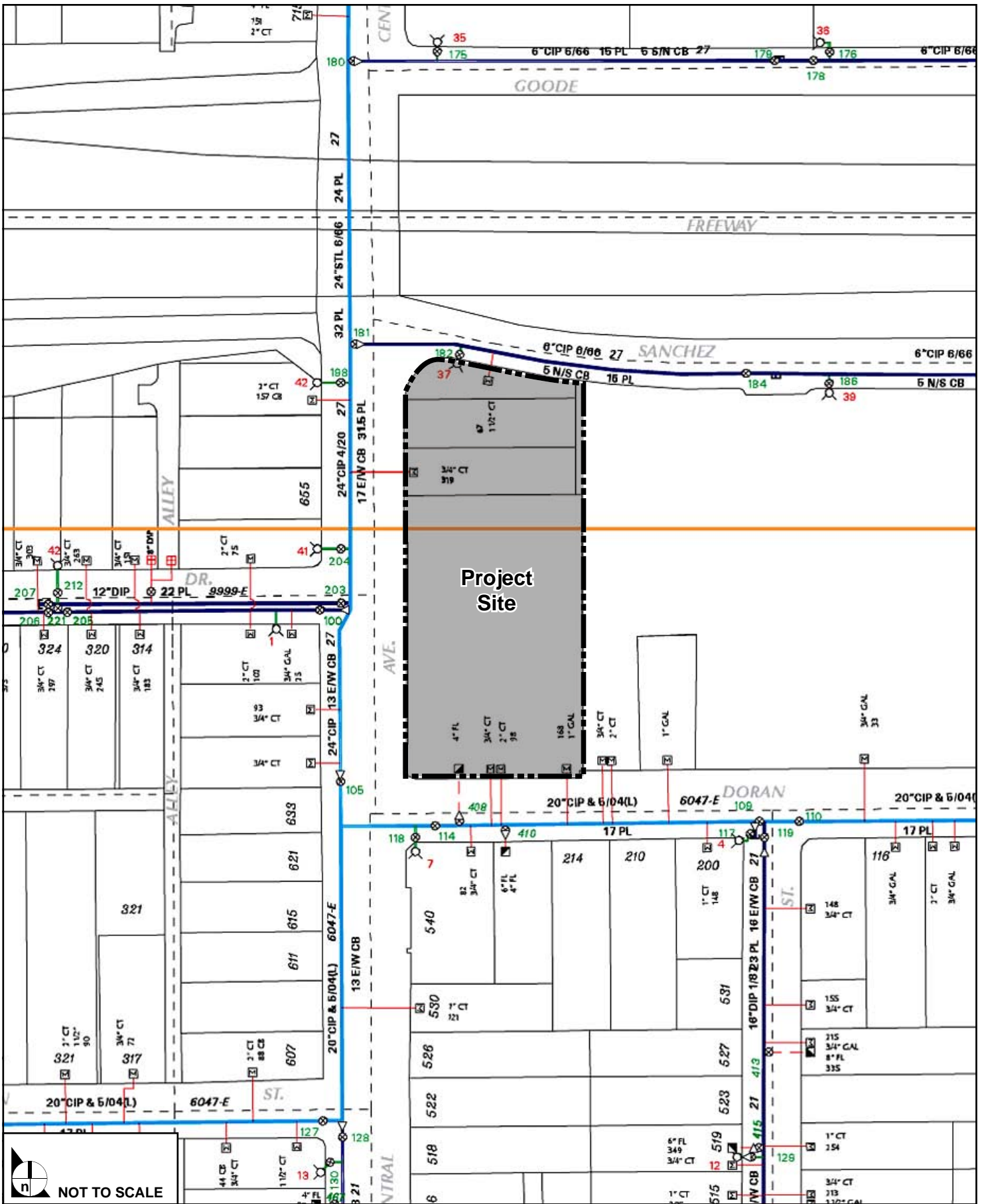
Source: Impact Sciences, Inc., 2006.

¹ One seat per 30 square feet

² 125 percent sewage generation loading factor

REGULATORY FRAMEWORK

A number of regulations and ordinances regarding water supply and water use apply to the project site and the proposed development. These regulations and ordinances are discussed below.



SOURCE: City of Glendale – October 2004

FIGURE 4.9.1-1

Existing Potable Water System

Glendale General Plan Policies

Goals and policies that relate to water services are set forth by the City of Glendale in the General Plan Community Facilities Element. A description of applicable goals and policies is provided in **Section 4.1, Land Use and Planning**. As discussed in **Section 4.1**, the project does not conflict with any applicable General Plan goals and policies relating to water services.

Glendale Water Conservation Policies

The City of Glendale has adopted a mandatory water conservation plan. Section 13.36 of the Glendale Municipal Code describes programs the City is implementing to reduce demand for water. For example, this section of the Code contains a “no water waste” policy which outlines prohibited uses of water such as hosing of sidewalks, walkways, driveways or parking areas. This section also prohibits landscape irrigation between 10:00 AM and 5:00 PM, failure to repair leaks of any sort, and water fountains without a recirculating water system.⁹

All commercial and industrial customers of the Public Service Department using 25,000 billing units per year (one unit equals 748 gallons) or more must submit a quarterly water conservation plan to the City Manager’s Office and the Director of Glendale Water and Power.

The existing reclaimed water system is only available in limited sections of the City. Where recycled water use is feasible, the City requires its use in lieu of potable water. Service connections and extensions to areas outside of this system are subject to approval by the Director of Public Works. Recycled water facilities are required in new developments when it is determined that recycled water would be supplied in the future, regardless of whether or not the area is being served by the City’s reclaimed water system during new construction.

Urban Water Management Plan

All urban water suppliers, except for the smaller systems, are required by state law to prepare an Urban Water Management Plan (UWMP) by December 31 for years ending in 0 and 5. This planning document provides information on how suppliers will meet current and projected water demands for the next 20 years. The suppliers are also required to discuss their demand management programs (water conservation) including “Best Management Practices,” such as recycled water use. The most recent UWMP was updated in ~~2007~~ 2005 and relevant information was incorporated by reference in this water supply evaluation (see **Appendix 4.9 and Appendix K of the Final EIR**). The 2005 UWMP, as amended,

⁹ City of Glendale Municipal Code, Section 13.36.060

was prepared in coordination with the Regional UWMP prepared by MWD and the 2005 UWMP prepared by the City of Burbank and the Pasadena Water Departments. Information from MWD's Regional UWMP and the Burbank/Pasadena 2005 UWMP was used to prepare the City of Glendale's 2005 UWMP.¹⁰

State Regulations

The proposed project is required to comply with Title 20 and Title 24 and of the California Code of Regulations. Title 24 contains California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the code addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation.

Water Reliability

Reliability of water supplies is ~~a~~an important aspect of the ~~2005 UWMP, as amended~~. The MWD - UWMP also provides significant information on providing a reliable supply of water to its member agencies such as Glendale. The MWD's Water Surplus and Drought Management (WSDM) Plan is the key document in MWD's effort to do so. For the City of Glendale, MWD is the supplier of last resort in meeting the City's water needs. For this reason, the WSDM Plan is summarized below.

In April 1999, MWD's Board of Directors adopted the WSDM Plan. The WSDM Plan guides management of regional water supplies to achieve the reliability goals of Southern California's Integrated Resources Plan (IRP). ~~Through effective management of its water supply, MWD fully expects to be 100 percent reliable in meeting all non-interruptible demands throughout the next 10 years. After 10 years, reliability maintenance efforts will require additional water resource programs, which are explained in this report.~~ Unlike MWD's previous shortage management plans, the WSDM Plan recognizes the link between surpluses and shortages, and it integrates planned operational activities with respect to both conditions. The WSDM Plan continues MWD's commitment to the regional planning approaches initiated in the IRP.

The guiding principle of the WSDM Plan is to manage MWD's water resources and management programs to minimize adverse impacts of water shortages to retail customers. From this guiding principle, the following supporting principles have been developed.

- Encourage efficient water use and economical local resource programs;

¹⁰ MWD's Regional UWMP and the Burbank/Pasadena 2005 UWMP are available for public inspection and review on MWD's website and the Burbank and Pasadena websites, respectively, and are incorporated by reference in this EIR.

- Coordinate operations with member agencies to make as much surplus water as possible available for use in dry years;
- Pursue innovative transfer and banking programs to secure more imported water for use in dry years; and
- Increase public awareness about water supply issues.

The WSDM Plan also declared that, should mandatory imported water allocations be necessary, those allocations would be calculated on the basis of need, as opposed to any type of historical purchases. The WSDM Plan contains the following considerations that would go into an allocation of imported water:

- Impact on retail consumers and regional economy;
- Investments in local resources, including recycling and conservation;
- Population growth;
- Changes and/or losses in local supplies;
- Participation in MWD's non-firm (interruptible) programs; and
- Investment in MWD's facilities.

The WSDM Plan also defines five surplus management stages and seven shortage management stages to guide resource management activities. These stages are not defined merely by shortfalls in imported water supply, but also by the water balances in MWD's storage programs. Thus, a 10 percent shortfall in imported supplies could be a stage 1 shortage if storage levels are high. If storage levels are already depleted, the same shortfall in imported supplies could potentially be defined as a more severe shortage. Each year, MWD evaluates the level of supplies available and existing levels of water in storage to determine the appropriate management stage for that year.

When MWD must make net withdrawals from storage to meet demands, it is considered to be in a shortage condition. Under most of these stages, it is still able to meet all end-use demands for water. The following summaries describe water management actions to be taken under each of the seven shortage stages.

- Shortage Stage 1 MWD may make withdrawals from Diamond Valley Lake.
- Shortage Stage 2 MWD will continue Shortage Stage 1 actions and may draw from Semi-tropic and Arvin-Edison groundwater storage.
- Shortage Stage 3 MWD will continue Shortage Stage 2 actions and may curtail or temporarily suspend deliveries to Long-Term Seasonal and Replenishment Programs in accordance with their discounted rates.

- Shortage Stage 4 MWD will continue Shortage Stage 3 actions and may draw water from conjunctive use groundwater storage (i.e. the North Las Posas program) and the SWP terminal reservoirs.
- Shortage Stage 5 MWD will continue Shortage Stage 4 actions. MWD's Board of Directors may call for extraordinary conservation or market open water procedures and curtail Interim Agricultural Water Program deliveries in accordance with their discounted rates. In the event of a call for extraordinary conservation, MWD's Drought Program Officer will coordinate public information activities with member agencies and monitor the effectiveness of ongoing conservation programs.
- Shortage Stage 6 MWD will continue shortage 5 actions and may exercise water supply option contracts and/or buy water on the market either for consumptive use or for delivery to regional storage facilities.
- Shortage Stage 7 MWD will continue delivering to regional storage facilities, maintain extraordinary conservation effort and develop a plan to allocate available supply fairly and efficiently to full-service customers. MWD will enforce these allocations using rate surcharges (\$175/AF exceeding a member agency's allotment). If it exceeds 102 percent, surcharge will be equal to three times MWD full service charge.

In sum, significant planning efforts are being made to minimize the impacts of drought conditions. If MWD resources fail to provide needed supplies, the City of Glendale will be requested to implement its Mandatory Conservation Plan, as discussed in the 2005 UWMP. Due to current drought, regulatory and judicial conditions, and limitations on Glendale water supply, the availability of water may be impacted in the future. MWD is currently preparing a shortage allocation plan, which is expected to be adopted by the MWD Board of Directors in November 2007. The shortage allocation plan is expected to reduce the quantity of water available to the City of Glendale. The possible range of the reduction is 5 to 30 percent. However, in an October 12, 2007, Member Agency meeting, MWD advised Glendale and other MWD agencies that they will be able to purchase additional MWD storage water, albeit at a much higher cost. MWD has also announced its intent to revise its Integrated Resource Plan (IRP).

The City is concurrently in the process of revising its water conservation ordinance (Chapter 13.36 of the Glendale Municipal Code). The revisions will be coordinated with the proposed MWD draft shortage allocation plan with the goal of reducing demand through stricter conservation requirements.

Glendale's water system is also interconnected with the City of Burbank and Crescenta Valley Water District for short-term/emergency water service (2005 UWMP, Figure 8). When the need arises, these connections can be opened to deliver water into the Glendale distribution system to supplement demands and vice-versa. These should be viewed as only short-term transfer of water.

For the long term, MWD is engaged in "out-of-area" dry transfer and exchanges to improve local water supply reliability. These are discussed in MWD's Regional UWMP and is summarized in Chapter 3,

Section B-3 Metropolitan Water District. The City of Glendale does not have the basic capability to implement these types of programs. It relies on MWD to perform these activities.

The interconnection with Crescenta Valley Water District was recently completed. The preliminary design for an interconnection with Los Angeles has begun. Construction is expected to be completed by 2009. This schedule is mainly based on the approval of FEMA funding.

ENVIRONMENTAL IMPACTS

Methodology

Existing and future water demand calculations were based on water use factors by land use provided by Glendale Water and Power. To demonstrate how water demand resulting from implementation of the Verdugo Gardens project would be accommodated, the evaluation was based on the conceptual development program described in **Section 3.0, Project Description**.

Thresholds of Significance

The following thresholds for determining the significance of impacts related to water resources are contained in the environmental checklist from contained in Appendix G of the most recent update of the California Environmental Quality Act *Guidelines*. Impacts related to water resources analyzed include whether the proposed project would:

- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or
- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Impact Analysis

Each applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts and the identification of mitigation measures that would lessen or avoid potential impacts. Finally, the significance of potential impacts after implementation of all identified mitigation measures is presented.

Threshold: *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

Impact Analysis:

Short-Term Construction Water Demand – Demolition, grading, and construction activities associated with the proposed 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 would be much less than water consumption during project operation. Therefore, construction activities are not considered to result in a significant impact on the existing water system or available water supplies.

Long-Term Water Demand – 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. As indicated in **Table 4.9.1-2**, 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. In addition, on-site landscaping would result in an additional demand of 3.6 acre-feet per year, resulting in total project increase in demand of 59.0 acre-feet per year.

**Table 4.9.1-2
Verdugo Gardens Water Demand**

Use	Quantity	Persons	Factor ¹	Daily Demand (gal./day)	Annual Demand (gal./yr.)	Annual Demand (acre-ft./yr.)
Condominium	287 d.u.	605	200 gal./unit/day	57,400	20,951,000	64.3
Retail	3,600 sq.ft.	--	100 gal./1,000 sq. ft./day	360	131,400	0.4
Total				57,760	22,265,00	64.7

Source: Impact Sciences, Inc., March 2006

¹ 125 percent sewage generation loading factor

gal. = gallons; yr. = year; ft = feet; d.u. = dwelling units; sq.ft. = square feet.

Normal Weather Conditions

The City of Glendale has identified an adequate supply of water to meet future City demands under normal conditions. As indicated in **Table 4.9.1-3**, a surplus exists that provides a reasonable buffer of approximately 3,000 to 4,000 afy 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 ~~59.0~~ ~~55.4~~ acre-feet per year of demand generated by the proposed project, there is ample supply to meet remaining City demand under normal weather conditions.

Table 4.9.1-3
City of Glendale
Current and Projected Water Supply and Demand
(acre-feet)

	2005	2010	2015	2020	2025
Supply					
San Fernando Wells	6,466	7,800 7,625	7,800 7,625	7,800 7,625	7,800 7,625
Verdugo Wells	2,208	3,856 2,300	3,856 2,300	3,856 2,300	3,856 2,300
MWD	22,666	20,158 21,889	21,405 23,136	23,115 24,846	24,894 26,625
Recycled Water	1,298	2,010 2,010	2,030	2,050	2,050
Total Supply	32,638	33,824	35,091	36,821	38,600
Demand	29,698	30,920	32,143	33,367	34,592
Difference (Surplus)	2,940	2,904	2,948	3,454	4,008

Source: Glendale Water & Power 2005 Urban Water Management Plan, adopted December 2005, as amended, Tables II-3 and II-4.

Dry Weather Conditions

Table 4.9.1-4 provides a three-year water supply that the City of Glendale has identified under average drought conditions, based upon the Glendale UWMP and the MWD Regional UWMP. Demand during the three-year drought is 32,850 acre-feet annually.¹¹ Based on the UWMP data, water supply during a three-year drought would exceed demand. Water supply would remain the same during all three years due to the stability of these sources. If there is a need for significant demand reduction efforts, various voluntary or mandatory conservation efforts could be implemented.

Water supplies from the San Fernando and Verdugo Basins and recycled water would remain unaffected by drought conditions. MWD is currently preparing a shortage allocation plan that will affect the availability of MWD water during extreme drought conditions. The possible reduction to the City of Glendale ranges from a 5 to 30 percent reduction. In terms of actual water supply, the reduction would mean the following reduced quantity for Glendale:

5 percent Reduction 1,329 acre-feet less

30 percent Reduction 7,548 acre-feet less

¹¹ Glendale Water & Power, 2005 Urban Water Management Plan, adopted December 2005, as amended, p. 38.

As noted, in the October 12, 2007 MWD Member Agency meeting, MWD represented to its member agencies, including Glendale, that it would make additional storage water available for purchase at a higher rate. Therefore, if conservation measures alone do not reduce demand, then the City can purchase additional water from MWD storage. As stated previously, the City is currently revising the water conservation ordinance. The changes to the water conservation ordinance have not yet been adopted and are in the planning stages.

If MWD's supply remains available, it is anticipated that during a three-year drought, the City would have sufficient water supply to meet demand. If the MWD allocation to Glendale is significantly reduced, then mandatory conservation may need to be implemented to reduce demand to match available supplies. In addition to implementing mandatory conservation measures, MWD has advised its Member Agencies that they will have the ability to purchase additional water from MWD at a higher water cost. With the mandatory conservation efforts, or by purchasing storage water from MWD, the demand of this project can be met even under the most stringent, 30% reduction in MWD supply.

It should also be noted that according to the 2005 UMWP, the City would use less MWD water supplies in the future compared to its current use. With the City's reduction of dependency on imported MWD supplies, there would be a higher level of water supply reliability to meet demand during drought conditions. If there is a shortage in water supply from MWD, the Glendale distribution system could be affected. However, MWD's completion of the Diamond Valley Reservoir near Hemet added to the reliability of MWD's supplies. This reservoir, plus other MWD storage/banking operations would be able to meet demands reliably. MWD is also proposing contracts with its member agencies to supply water, including supply during drought conditions. These contracts will define, by agreement, the MWD's obligation to provide "firm" water supply to the City.

It is anticipated that during any three-year drought, the City would have sufficient water supply to meet demand. According to the 2005 UMWP, the City would use less MWD water supplies in the future compared to its current use. With the City's reduction of dependency on imported MWD supplies, there would be a higher level of reliable of water supplies to meet demand during drought conditions.

As indicated in Table 4.9.1-4, even with implementation of the proposed project, and subject to continued availability of MWD supply, or if the MWD supply is reduced, with the implementation of mandatory conservation or through the purchase of additional MWD water at a premium, the City would continue to have adequate supply to meet citywide demand under drought conditions. Similar to normal weather conditions, even with the net increase in demand of addition of 59.0 55.4 acre-feet per year associated with of demand generated by the proposed project, there is sufficient supply to meet City demand under drought conditions.

As indicated above, even with implementation of the proposed project, the City would continue to have adequate supply to meet Citywide demand under normal and drought conditions. If MWD allocates significantly less water to Glendale in its shortage allocation plan, then mandatory conservation efforts may be required to meet demand. In addition, MWD has stated the City could purchase additional water from MWD storage, albeit at a higher water rate. As a result, long-term impacts to water supply during operation of the project under both normal and drought conditions would be less than significant.

**Table 4.9.1-4
City of Glendale
Three-Year Drought Conditions Water Supply (acre-feet)**

Source	Year 1	Year 2	Year 3
San Fernando Wells	8,056	8,056	8,056
Verdugo Wells	2,438	2,438	2,438
MWD	22,790	22,790	22,790
Total Supply	33,284	33,284	33,284

Source: Glendale Water & Power 2005 Urban Water Management Plan, December 2005, Table III-4.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Impact Analysis: As the amount of groundwater production relied upon in the supply-demand analysis to meet future demands may be obtained by using current water treatment facilities, no additional groundwater extraction facilities are required to meet water demands associated with the project

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The following cumulative analysis evaluates the impact of the proposed project and related projects on water services. Each applicable threshold is listed below in bold, and is followed by an analysis of the cumulative impact of the project and related projects and their potential significance.

Threshold: *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*

Impact Analysis: As indicated in **Table 4.9.1-5**, development of related projects will result in a demand of approximately ~~261.8~~ ~~306.7~~ million gallons of water per year, or about ~~803.8~~ ~~941.2~~ acre-feet per year. Combined with the net increase of ~~59.0~~ ~~55.4~~ acre-feet per year generated by the proposed project, the cumulative amount demanded by the Verdugo Gardens project and related projects will generate an overall future water demand of approximately ~~862.4~~ ~~996.6~~ acre-feet per year.

The City of Glendale has identified sufficient water supplies to meet additional demand associated with the proposed project and through General Plan buildout, which includes related projects. Ample water supplies exist to meet demand assuming that MWD supplies remain available, or through the implementation of conservation measures and/or by the purchasing of storage water from MWD. ~~The City has identified local supplies that could be accessed to make up for any deficiency in imported (MWD) water. In addition, MWD water has been, and continues to become, a more reliable source through the construction of new water storage facilities and agreements with member agencies.~~ Therefore, the cumulative impact of the proposed project and related projects to water supply is less than significant, and the project's contribution to this impact would not be cumulatively considerable.

**Table 4.9.1-5
Water Demand of Related Projects**

Use	Area/Unit	Factor ¹	Daily Demand (gal./day)	Annual Demand (gal./year)	Annual Demand (acre-feet/year)
Residential	2,545 units	200 gal./unit/day	509,000	185,785,000	570.2
Retail	632,099 sq. ft.	100 gal/ 1000 sq. ft./day	63,210	23,071,614	70.8
Office	349,146 sq. ft.	187.5 gal/ 1,000 sq. ft./day	65,465	23,894,679	73.3
Hotel	1,022 rooms	162.5 gal/room/day	166,075	60,617,375	186.0
Banquet Hall	55,500 sq. ft.	100 gal/1,000 sq. ft./day	5,550	2,025,750	6.2
Cinema	70,000 sq. ft.	5 gal/seat/day	17,500	6,387,500	19.6
Medical	38,900 sq. ft.	312.5 gal/ 1,000 sq. ft./day	12,156	4,437,031	13.6
Industrial	5,308 sq. ft.	100 gal/ 1,000 sq. ft./day	531	193,742	0.6
Community Center	10,600 sq. ft.	75 gal/ 1,000 sq. ft./day	795	290,175	0.9
<u>Net Decrease Revised Cumulative List²:</u>			<u>(123,001)</u>	<u>(44,895,365)</u>	<u>(137.8)</u>
Total			717,281	261,807,501	803.4

Source: Impact Sciences, Inc., 2003.

¹ 125 percent sewage generation loading factor

² Refer to **Topical Response No. 1, Cumulative Projects in Final EIR for calculation.**

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Impact Analysis: As the amount of groundwater production relied upon in the supply-demand analysis to meet future demands may be obtained by using current water extraction and treatment facilities, no additional facilities would be required to meet the combined water needs of the proposed project and buildout of the City's General Plan.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

ENVIRONMENTAL SETTING

Existing Conditions

The City of Glendale Public Works Division provides sewer collection and treatment services in the City of Glendale. Sewage from the City of Glendale and other jurisdictions is treated by the City of Los Angeles Hyperion System, which includes the Los Angeles/Glendale Water Reclamation Plant, located outside the Glendale City limits in Los Angeles, and the Hyperion Treatment Plant, located in Playa del Rey.¹ The City of Glendale and the City of Los Angeles jointly own and share operating capacity of the Los Angeles/Glendale Water Reclamation Plant. The City of Glendale has entered into an amalgamated treatment and disposal agreement (amalgamated agreement) with the City of Los Angeles, which eliminates entitlements and reduces limitations on the amount of sewage discharged into the Hyperion system. Any Glendale sewage not treated at the Los Angeles/Glendale Water Reclamation Plant is treated at the Hyperion Treatment Plant.

The Los Angeles/Glendale Water Reclamation Plant has a design treatment capacity of 20 million gallons per day and is currently operating below its design capacity at 17 million gallons per day.² ~~The City of Glendale is currently entitled to utilize half this capacity.~~³ The Hyperion Treatment Plant has a dry-weather design capacity of 450 million gallons per day and is currently operating below its design capacity at ~~340~~ 360 million gallons per day.⁴ The City of Glendale has access to this excess capacity upon payment of Amalgamated Sewerage System Facilities Charges to the City of Los Angeles.

Approximately 360 miles of underground sewer mains ranging in size from 8 inches to 36 inches in diameter are located throughout the City of Glendale.⁵ The City owns and maintains the sewer lines within its public rights-of-way. These sewer mains collect sewage and convey it to trunk lines and into regional interceptor sewers for conveyance to the Los Angeles/Glendale Water Reclamation Plant or the Hyperion Treatment Plant for treatment. The sewer system uses the rolling topography in the City of Glendale to allow gravity to convey the majority of its sewage with minimum pumping costs. Pumping of sewage is only required in the southwestern section of the City, bounded by the Arroyo Verdugo Wash and the Los Angeles River.

¹ Glendale Water & Power, 2005 Urban Water Management Plan, adopted December 2005, p. 49.

² Personal conversation with Raja Takidin, Glendale Water and Power, September 2006.

³ Ibid.

⁴ City of Los Angeles, Bureau of Sanitation website, March 2006 <www.lacity.org/san>

~~⁵ Glendale Water & Power, 2005 Urban Water Management Plan, adopted December 2005, p. 49.~~

As illustrated in **Figure 4.9.2-1**, existing sewer lines within and adjacent to the project site include an 8-inch line in Central Avenue and a 15-inch line in Doran Street. Sewer laterals presently extend from these lines to the structures on the project site. Sewage in the area generally flows south-southwest.

To estimate the amount of sewage currently generated by existing uses on the project site, sewage generation factors were applied to existing uses by land use type. As indicated in **Table 4.9.2-1**, estimated current on-site sewage generation is 6,650 gallons per day.

Table 4.9.2-1
Estimated Existing and Future without Project Sewage Generation

Use	Area (sq. ft.)	Loading Factor ¹	Daily Annual Generation (gal./day)
Bldg 1 – Office	10,000	150 gal/ 1000 sq. ft./day	1,500
Bldg 2 – Restaurant ²	5,150	30 gal./seat/day	5,150
Total			6,650

Source: Impact Sciences, Inc.

¹ City of Los Angeles, Bureau of Sanitation Sewage Generation Factors.

² One seat per 30 square feet

gpd =gallons per day; ksf = kilo/thousand square feet

REGULATORY FRAMEWORK

Goals and policies that relate to the City's sewage collection and treatment system are set forth by the City of Glendale in the General Plan Community Facilities Element. A description of applicable goals and policies is provided in **Section 4.1, Land Use and Planning**. As discussed in **Section 4.1**, the project does not conflict with applicable General Plan goals and policies relating to the City's sewage collection and treatment system.

ENVIRONMENTAL IMPACTS

Methodology

The impact of the proposed Verdugo Gardens project on the existing sewage collection and treatment system was determined by evaluating existing sewage treatment and sewage conveyance capacity. To perform this evaluation, estimates of both existing and future sewage amounts were calculated. The projected net increase in sewage from the project site was then compared against existing system capacity to determine if sufficient capacity would be available to serve the project.

Thresholds of Significance

The following thresholds for determining the significance of impacts related to sewage are contained in the environmental checklist form contained in Appendix G of the most recent update of the California Environmental Quality Act Guidelines. The impact analysis addresses whether the proposed project would:

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Impact Analysis

Each applicable threshold of significance is listed below followed by analysis of the significance of any potential impacts and the identification of mitigation measures that would lessen or avoid potential impacts. Finally, the significance of potential impacts after implementation of all identified mitigation measures is presented.

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

Impact Analysis: As shown in **Table 4.9.3-2**, the Verdugo Gardens project would, on average, generate 46,208 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.

Table 4.9.2-2 3-2
Projected Project Sewage Generation

Use	Units	Area (sq. ft.)	Loading Factor ¹	Daily Annual Generation (gal./day)
Condominium	287	--	160 gal./unit/day	45,920
Retail	--	3,600	80 gal/ 1000 sq. ft./day	288
				46,208

Source: Impact Sciences, Inc.

¹ City of Los Angeles, Bureau of Sanitation Sewage Generation Factors.

Gpd = gallons per day

ksf = kilo/thousand square feet

Sewage generated on the project site will be conveyed to either the Los Angeles/Glendale Water Reclamation Plant or the Hyperion Treatment Plant for treatment, as discussed above. 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 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 will not result in the Los Angeles/Glendale Water Reclamation Plant ~~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 will 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 City's methodology for assessing the fee began with dividing Glendale's sewer system into seven drainage basins, and then determining the capital budget required to expand the capacity of each basin over the next 20 years, and the corresponding future peak flow for each basin. The Verdugo Gardens project would increase flows within the Salem/San Fernando Flume, which has a capital improvement budget of \$2,824,100, and projected future flows of 2.89 million gallons per day. As stated above, the project is expected to create a net increase to the sewer system of 39,558 gallons per day. This amount is multiplied by a 2.5 peak-flow factor, which determines the percentage of the total future flow for which the project will be required to mitigate. Based on the City's methodology, the project will be responsible for approximately 3.42 percent of the total capital budget for the Salem/San Fernando Flume, which results in a \$96,498 capital mitigation fee assessed to the project.

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.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: The following mitigation measure would reduce project-related sewer impacts to less than significant:

4.9-1 The project applicant shall pay a sewer impact fee for improvements and upgrades to the Salem/San Fernando Flume area to alleviate sewer impacts. The fee as estimated under the City's methodology would be \$96,498. These collected fees will be deposited by the City of Glendale into a specially created account to be used to fund capacity improvements to the Salem/San Fernando Flume drainage basin.

Level of Significance After Mitigation: Less than significant.

Threshold: *Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Impact Analysis: As discussed above, when the Los Angeles/Glendale Water Reclamation facility reaches capacity, the Hyperion Treatment Plant will treat any excess waste generated by the proposed project, which the City of Glendale has access to through the amalgamated agreement. With the Hyperion Treatment Plant currently operating 110 ~~90~~ million gallons per day below capacity, adequate capacity exists to treat project-generated effluent. Therefore, the proposed project would ~~will~~ not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects. No significant impact would result with regard to impacts to the available sewage treatment capacity.

As for the sewage collection system, replacement of existing lines in the immediate vicinity of the project site is required. The replacement of these lines could result in short-term service interruptions to service area users. However, temporary replacement lines will be built and operational before abandonment of existing lines begins to ensure service to existing uses is not interrupted. The short-term impacts

associated with the replacement of these lines are addressed in **Sections 4.4, Traffic, Circulation and Parking, 4.5, Air Quality, and 4.6, Noise**. Therefore, the impact associated with the replacement of existing lines in the immediate vicinity of the project is less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*

Impact Analysis: The Los Angeles/Glendale Water Reclamation Plant and the Hyperion Treatment Plant are both subject to permits issued by the Regional Water Quality Control Board. The Los Angeles/Glendale Water Reclamation Plant is subject to two permits, a National Pollution Discharge Elimination System (NPDES) Permit (Order No. 98-047), regulating the discharge of treated sewage from the Plant to the Los Angeles River, and a Reclamation Permit (Order 97-07211), regulating the distribution of reclaimed water for irrigation and industrial uses in the Cities of Los Angeles and Glendale. In addition, the Hyperion Treatment Plant is also subject to a NPDES Permit (Order No. R4-2005-0020), regulating the discharge of treated sewage into the Santa Monica Bay.⁶

The permits that regulate the Los Angeles/Glendale Water Reclamation Plant and the Hyperion Treatment Plant set limitations on the amount of pollutants that the plants can discharge into receiving waters or the amount of pollutants allowable to remain in reclaimed water for municipal use. An increase in the amount of sewage treated at these plants could result in the plants being unable to meet pollutant standards outlined in their respective permits.

As discussed above, sewage generated by development in the City of Glendale will be treated at ~~both the Los Angeles/Glendale Water Reclamation Plant, and the Hyperion Treatment Plant~~. When capacity is reached at the Los Angeles/Glendale Water Reclamation Plant, sewage ~~would~~ will be diverted toward the Hyperion facility, which the City has access to through the amalgamated agreement. Given that the Hyperion Treatment Plant is currently operating ~~110~~ 90 million gallons per day below capacity, additional sewage generated by the proposed project will not result in the plant exceeding sewage treatment requirements. Consequently, each plant will operate within the limitations contained in their respective permits. Therefore, the impact of the proposed project on sewage treatment requirements is less than significant.

⁶ Los Angeles Regional Water Quality Control Board website, August 2007 , <www.swrcb.ca.gov/rwqcb4>

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The following cumulative analysis evaluates the impact of the proposed project and related projects on sewage in the City of Glendale. Each applicable threshold is listed below in bold, and it is followed by an analysis of the cumulative impact of the project and related projects and their potential significance.

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

Impact Analysis: As shown in Table 4.9.2-3, development of related projects will add ~~573,825~~ ~~672,226~~ gallons per day to the Hyperion Treatment Plant and the City's sewage conveyance system. Combined with the net increase of 39,558 gallons per day generated by the proposed project, the cumulative amount demanded by the Verdugo Gardens project and related projects will generate an overall sewage demand of ~~613,383~~ ~~711,784~~ gallons per day.

**Table 4.9.2-3
Generation of Sewage by Related Projects**

Use	Units	Area (sq. ft.)	Loading Factor ¹	Daily Generation (gal./day)
Residential	2,545	--	160 gal./unit/day	407,200
Retail	--	632,099	80 gal/ 1000 sq. ft./day	50,568
Office	--	349,146	150 gal/ 1000 sq. ft./day	52,372
Hotel	1,022	--	130 gal./room/day	132,860
Banquet Hall	--	55,500	80 gal/ 1000 sq. ft./day	4,440
Cinema	--	3,500	4 gal/seat/day	14,000
Medical	--	38,900	250 gal/ 1000 sq. ft./day	9,725
Industrial	--	5,308	80 gal/ 1000 sq. ft./day	425
Community Center	--	10,600	60 gal/ 1000 sq. ft./day.	636
Net Decrease Revised Cumulative List ²				(98,401)
Total				<u>573,825</u>

Source: Impact Sciences, Inc.

¹ City of Los Angeles, Bureau of Sanitation Sewage Generation Factors.

² Refer to **Topical Response No.1, Cumulative Projects** in Final EIR for calculation.

As discussed above, when the Los Angeles/Glendale Reclamation Plant reaches capacity, the Hyperion Treatment Plant will treat a majority of the waste generated by the proposed project and related projects. With the Los Angeles/Glendale Reclamation Hyperion Treatment Plant currently operating 3.090 million gallons per day below capacity, the additional 613,383 711,784 gallons of sewage per day generated by cumulative development will not result in exceeding the plant's capacity. In addition, wWith excess capacity available to the City of Glendale upon payment of fees to the City of Los Angeles, adequate capacity exists to treat sewage generated by the project and related projects. Therefore, the cumulative impact of the proposed project and related projects on available sewage treatment capacity is less than significant.

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. 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 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.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: The following mitigation measure would reduce potential cumulative sewer impact to less than significant:

4.9-2 Each project shall contribute sewer impact fees for improvements and upgrades to alleviate sewer impacts within the specific drainage basin where the particular cumulative project is located. Fees would be determined based on the City's sewer impact fee methodology. These

collected fees would be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin.

Level of Significance After Mitigation: Less than significant.

Threshold: *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Impact Analysis: As discussed above, when the Los Angeles/Glendale Water Reclamation Plant reaches capacity, the Hyperion Treatment Plant, which the City of Glendale has access to through the amalgamated agreement, will treat a majority of the waste generated by the proposed project and Related projects. With the Hyperion Treatment Plant currently operating ~~110~~ 90 million gallons a day below capacity, adequate capacity exists to treat effluent generated by cumulative development. Therefore, the proposed project and related projects will not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects. The cumulative impact of the proposed project and related projects is less than significant.

Development of the related projects may also require relocation of existing sewer lines. These relocations could result in short-term service interruptions for service area users, representing a significant impact as well. However, the City will require capacity upgrades to the sewer conveyance system prior to occupancy to avoid overloading the system on a project-by-project basis. Similarly, the City will also require that temporary sewer lines be installed and operational prior to construction to avoid service interruptions on a project-by-project basis. The inclusion of these requirements would reduce the related project impact to less than significant. As the proposed project will require the provision of temporary replacement sewer lines, the project's contribution would be less than cumulatively considerable and, therefore, is less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Threshold: *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*

Impact Analysis: As discussed previously, both the Los Angeles/Glendale Water Reclamation Plant and the Hyperion Treatment Plant are subject to permits issued by the Regional Water Quality Control Board. Sewage generated by development in City of Glendale will be treated at both the Los Angeles/Glendale

Use Permits, Waste Discharge Requirements Permits, Solid Waste Facilities Permits, and air quality permits); (2) restrictions to accepting waste generated only within a landfill's particular jurisdiction and/or watershed boundary; and (3) operational constraints.

The capacities of Unclassified (Inert) landfills are affected by the same factors, but they are not affected to the same extent. The total estimated remaining capacity of Unclassified landfills at the end of 2003 in Los Angeles County was approximately 69.9 million tons.³ Based on a 2003 average disposal rate of 3,721 tons of inert waste per day (6 days per week), there is remaining capacity for approximately 58 years.

Local Facilities

In 1989, residential and non-residential uses in Glendale disposed of approximately 345,000 tons of solid waste.⁴ By 2005, residents and businesses reduced the amount of disposed solid waste by approximately 49 percent to about 176,000 tons per year.⁵ Similar to the disposal patterns Countywide, the decline can be attributed primarily to waste diversion programs, including waste reduction, recycling, and composting. .

As shown in **Table 4.9.3-1** residential and non-residential uses generated approximately 45 percent and 55 percent of disposed solid waste generated in the City of Glendale, respectively.⁶ Private companies hauled a majority of the waste; the rest was hauled by the City of Glendale Public Works Division and numerous self-haulers.

**Table 4.9.3-1
Waste Disposal Tonnage by Hauler and Source**

	Residential	Non-Residential	Total Tons (%)
Glendale Public Works	35,347	43,201	78,548 (35.3%)
Private Haulers	37,104	45,350	82,454 (37.0%)
Self-Haul Vehicles	27,779	33,953 27,779	61,732 (27.7%)
Total	100,230	122,504	222,734
Percent of Total	45.0%	55.0%	100.0%

Source: City of Glendale Public Works Division, Integrated Waste Management Section, February 2007.

³ Ibid.

⁴ City of Glendale, Source Reduction and Recycling Element, June 1991, ES-2.

⁵ Written correspondence from Mario Nunez, Integrated Waste Administrator, Glendale Public Works Division, Integrated Waste Management Section, February 2007.

⁶ Ibid.

**Table 4.9.3-4
Existing Solid Waste Generation (Annual Tons)**

Land Use	Generation Rate (lb/sq ft/day)	Waste Generated (lb/day)	Waste Generated (ton/year)	Waste Material Diverted (ton/year)	Waste Disposed of in Landfill (ton/year)
Bldg 1 – Office 10,000	0.006	60	11	6	5
Bldg 2 – Restaurant 5,150	0.005	26	5	2	3
Total:		86	16	8	8

Source Impact Sciences, Inc.

¹ Factors obtained from California Integrated Waste Management Board Estimated Solid Waste Generation Rates for Commercial Establishments.

REGULATORY FRAMEWORK

California Integrated Waste Management Act

As many of the landfills in the state are approaching capacity and the siting of new landfills becomes increasingly difficult, the need for source reduction, recycling, and composting has become readily apparent. In response to this increasing solid waste problem, in September 1989 the State Assembly passed Assembly Bill ~~939~~ 989, known as the California Integrated Waste Management Act. This statute emphasizes conservation of natural resources through the reduction, recycling and reuse of solid waste. Assembly Bill ~~939~~ 989 required cities and counties in the state to divert 25 percent of their solid waste stream from landfills by 1995 and 50 percent by year 2000, or face potential fines of millions of dollars per year.

The California Integrated Waste Management Act also requires that all cities conduct a Solid Waste Generation Study and prepare a Source Reduction Recycling Element. The City of Glendale prepared a Solid Waste Generation Study in 1990 that established 1989 as the baseline for use in measuring diversion required under Assembly Bill 939. The study measured current and projected quantities of waste that will be generated, disposed, and diverted from disposal in the City of Glendale. In addition, the City also prepared a Source Reduction Recycling Element in 1991 to describe how it has attained the diversion goals established by Assembly Bill 939 through source reduction, recycling, and composting. The following describes each of the Source Reduction Recycling Element's components.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The following cumulative analysis evaluates the impact of the proposed project and related projects as defined in **Section 4.0, Environmental Impact Analysis**, on solid waste in the City of Glendale. Each applicable threshold is listed below in bold, and is followed by an analysis of the cumulative impact of the proposed project and related projects and their potential significance.

Threshold: *Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.*

Impact Analysis: As shown in **Table 4.9.3-6**, development of related projects would dispose of a projected ~~3,647~~ ~~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 ~~3,763~~ ~~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.

Table 4.9.3-6
Projected Solid Waste Generation of Related Projects
(annual tons)

Land Use	Generation Rate (lb/sq ft/day)	Waste Generated (lb/day)	Waste Generated (ton/year)	Waste Material Diverted (ton/year)	Waste Disposed of in Landfill (ton/year)
Residential 2,545	4	10,180	1,858	966	892
Retail 632,099	0.046	29,077	5,306	2,759	2,547
Office 349,146	0.006	2,095	382	199	184
Hotel 1,022	2	2,044	373	194	179
Banquet 55,500	0.005	278	51	26	24
Cinema 70,000	0.046	3,220	588	306	282
Medical 38,900	0.006	233	43	22	20
Industrial 5,308	0.006	32	6	3	3
Community Center 10,600	0.007	74	14	7	6
Net Decrease Revised Cumulative List ²		<u>(5,621)</u>	<u>(1,026)</u>	<u>(536)</u>	<u>(490)</u>
Total:		<u>47,233</u>	<u>8,621</u>	<u>4,482</u>	<u>4,137</u>
		<u>41,612</u>	<u>7,595</u>	<u>3,946</u>	<u>3,649</u>

Source Impact Sciences, Inc.

¹ Refer to **Topical Response No. 1, Cumulative Projects in Final EIR** for calculation.

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 is 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 CSDLAC is in the process of increasing the 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.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: None are available. ~~required~~.

Level of Significance After Mitigation: Significant and unavoidable.

Threshold: *Comply with federal, state, and local statutes and regulations related to solid waste.*

Impact Analysis: As with the proposed project, related projects will be required to implement waste diversion programs in an effort to help the City meet its goal of reducing the amount of solid waste generated by 50 percent. In addition, related projects are also required to comply with applicable municipal codes. As a result, the cumulative impact of the proposed project and related projects regarding compliance with applicable state and local solid waste statutes and regulations is less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

In addition to City recreation facilities, trailhead access to regional trail systems outside the City, including trail systems in the Verdugo Mountains, San Rafael Hills, Santa Monica Mountains, and Angeles National Forest (San Gabriel Mountains), is provided from the City's community parks.

For purposes of planning its recreation facilities, the City has established 11 "Recreation Planning Areas" in accordance with patterns of community boundaries and park facility accessibility, as defined by mountains, freeways, and other barriers to use. The Verdugo Gardens project site is located in Recreation Planning Area No. 10, which is characterized by groups of distinct residential neighborhoods, and is listed by the Recreation Element as having a 0.03-acre-per-1000-person neighborhood ratio. ~~6, which encompasses a 768-acre area characterized by residential, commercial, and industrial uses.~~⁵

Several City park and recreation facilities are located within an approximately 1-mile radius of the Verdugo Gardens project site. The locations of these facilities are shown in **Figure 4.10-1, City of Glendale Parks and Recreation Facilities Within One Mile of the Project Site**, and the characteristics of each are summarized below in **Table 4.10-2, City of Glendale Parks and Recreation Facilities Within 1 Mile Radius of the Project Site**. Currently, the closest facilities to the proposed project are Milford Mini Park, located approximately three to four blocks southwest of the project site, and Fremont Park, located about 5 blocks northwest of the project site. Amenities at Milford Mini Park include a children's play area and picnic facilities while amenities at Fremont Park include a basketball court, children's play area, four horseshoe courts, picnic areas, eight tennis courts, volleyball, and a wading pool.

Planned Park Acquisition, Development, and Construction

The City of Glendale is currently devoting additional resources for the acquisition, development, and construction of parks within residential areas throughout the City. Future acquisition of land for recreational use will provide a wide array of activities and facilities. The following is a list of tasks currently being undertaken by the City related to acquiring land for park recreation purposes.⁶ It should be noted that the tasks listed below are in different stages of acquisition, development, and/or construction.

Mini Park Development

- Construction of Adams Square Mini Park (0.33 acre); and
- Development of Maryland Mini Park (0.5 acre).

⁵ City of Glendale, Recreation Element, 1996, p. 5-9.

⁶ Personal correspondence with George Balteria, CIP Project Development Coordinator, Glendale Parks, Recreation & Community Services Department, June 5, 2006.

**Table 4.10-2
City of Glendale Parks and Recreation Facilities Within 1 Mile of the Project Site**

Facilities	Acres	Features
1) Piedmont Park	0.25	Mini Park: No Facilities.
2) Wilson Mini Park	0.3	Mini Park: Children's play area and picnic facilities.
3) Maple Park	3.8	Neighborhood Park: Children's Play Area, Community Building, Gymnasium, Picnic Areas, Special Facilities, and Tennis Court.
4) Glendale Central Park /Adult Recreation Center	3.2	Special Facility/Neighborhood Park: Senior citizen center and tennis courts.
5) Americana at Brand Park	3.0	Open Space Neighborhood Park: No Facilities. ¹
6) Harvard Mini Park	0.33	Mini Park: Children's play area and picnic facilities.
7) Edison/Pacific Park	5.9	Community Center/Neighborhood Park: The Community Center includes a multi-purpose gymnasium, computer lab, arts and science room, game room, conference room, and a variety of meeting rooms. Park facilities include a little league ball field, group picnic area, multi-purpose field, multi-purpose court, children's playground, water-play area, and outdoor theatre.
8) Milford Mini Park	0.3	Mini Park: Children's play area and picnic facilities.
9) Fremont Park	7.9	Neighborhood Park: Basketball Court, Children's Play Area, 4 Horseshoe Courts, Picnic Areas, 8 Tennis Courts, Volleyball, and Wading Pool.

Source: City of Glendale Parks, Recreation & Community Services Website, [Online] November 13, 2006. <http://www.ci.glendale.ca.us/parks/>

¹ City of Glendale, Glendale Town Center EIR, certified April 2004.

Joint City/School Parks Development

- Construction of approximately 1 acre of property adjacent to Cerritos Elementary School.

In addition to the above, the City's Parks, Recreation, and Community Services Division is actively looking for opportunities to acquire and develop new park facilities. Some of the possibilities include the development of subterranean parking facilities with rooftop recreational use, as well as rooftop use of existing aboveground parking structures.

Threshold: *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.*

Impact Analysis: As described in **Section 4.2, Population and Housing**, 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. Impacts would be most pronounced at Fremont Park and Milford Mini-Park, which are the closest facilities to the project site.¹⁰ As discussed above, 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 ~~8,627~~ ~~34,682~~ square feet of public open space, including a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden and a ~~997~~ ~~943~~-square-foot ground-floor community garden; and ~~37,595~~ ~~30,770~~ square feet of common open space reserved for project residents, which consists of an ~~24,114~~ ~~18,869~~-square-foot amenity deck on the 7th floor, a ~~8,880~~ ~~7,233~~-square-foot pool deck on the ~~21st~~ ~~22nd~~ floor, and five sky gardens totaling ~~4,601~~ ~~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.

Level of Significance Before Mitigation: Significant.

¹⁰ Written communication between David Ahern, Deputy Director of Developmental Services, and George Chapjian, Director of Parks and Recreation, March 5, 2007.

Project Design Features: The following are project design features that will lessen the impacts associated with the project's impact on existing park and recreation facilities.

PDF 4.10-1(a) The project will include a ~~7,630~~ ~~7,637~~-square-foot ground-floor public sculpture garden.

PDF 4.10-1(b) The project will include a ~~997~~ ~~943~~-square-foot ground-floor community garden.

PDF 4.10-1(c) The project will include an ~~24,114~~ ~~18,869~~-square-foot amenity deck on the 7th floor.

PDF 4.10-1(d) The project will include a ~~8,880~~ ~~7,233~~-square-foot pool deck on the ~~22nd~~ ~~21st~~ floor.

PDF 4.10-1(e) The project will include five sky gardens totaling ~~4,601~~ ~~4,668~~ square feet.

Mitigation Measures: Please refer to Topical Response No.2, Park and Recreation. As summarized, the combination of Development Impact fees and tax increment set aside over time is considered a reasonable means to mitigate project impacts on park and recreation land and facilities to less than significant levels; however, based on a conservative analysis, which takes into account both the prospect that the City/Agency could elect to reduce or suspend the tax increment set aside in order to focus on other redevelopment priorities, and timing issues, the conclusion that this project would create significant and unavoidable impacts on park and recreation land and facilities remains unchanged.

~~No feasible mitigation measures are available. The City of Glendale is currently in the process of establishing a Citywide developer fee for parks and recreation facilities and the ordinance implementing the fee is planned for adoption. Although the General Plan and Municipal Code provisions allow payment of park fees in connection with all multi family residential development (see Municipal Code Sections 30.36.150, 30.40.150, 30.44.150, 30.48.150, 30.50.140, 30.51.140 30.50.140), such a fee has not yet been imposed. The City Council has not established a park fee to be used by the City for the purpose of mitigating park/recreation impacts. If the City were to create a park fee program to apply to the entire City, it would need to devise an administrative mechanism for the collection of the fee and the acquisition of parkland. Additionally, a nexus study would need to be conducted to determine the appropriate amount of park fees to be charged for different types of development. These studies are important prerequisites to the successful implementation of such a program. Until the nexus study is completed and the ordinance is adopted, however, the City has no method to impose a condition on the project to provide for parks and recreation space.~~

Level of Significance After Mitigation: Significant and unavoidable.

Threshold: *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.*

Impact Analysis: As discussed above, the proposed project will provide residents with several amenities, including public and private open space, a fitness center, outdoor pool/spa, and barbecue area. These recreation facilities are incorporated into the design of the project and will be constructed concurrently with the project. The short-term impacts associated with the construction of these facilities are addressed in **Sections 4.4, Traffic, Circulation and Parking; 4.5, Air Quality; and 4.6, Noise**. Construction of these recreational facilities will not result in significant impacts, but it will contribute to the overall construction impacts.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Cumulative Impacts

The following cumulative analysis evaluates the impact of the proposed project and related projects on Parks and recreation in the City. Each applicable threshold is listed below in bold followed by an analysis of the cumulative impact of the project and related projects and their potential significance.

Threshold: *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.*

Impact Analysis: Implementation of the proposed project and related projects will increase the use of existing recreational facilities in the City. As discussed in **Section 4.2, Population and Housing**, direct and indirect population growth associated with the proposed project and related projects could result in the addition of 9,304 ~~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 9,304 ~~10,855~~ 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. Even with the provision of project amenities mentioned above, the contribution of the proposed project to this impact is considered to be cumulatively considerable and, therefore, is considered significant and unavoidable.

Level of Significance Before Mitigation: Significant.

Mitigation Measures: Please refer to **Topical Response No.2, Park and Recreation**. As summarized, the combination of Development Impact fees and/or tax increment set aside over time is considered a reasonable means to mitigate project and cumulative impacts on park and recreation land and facilities to less than significant levels; however, based on a conservative analysis, which takes into account both the prospect that the City/Agency could elect to reduce or suspend the tax increment set aside in order to focus on other redevelopment priorities, and timing issues, the conclusion that this project and cumulative development would create significant and unavoidable impacts on park and recreation land and facilities remains unchanged. No feasible mitigation measures are available. The City of Glendale is currently in the process of establishing a citywide developer fee for parks and recreation facilities and the ordinance implementing the fee is planned for adoption. As stated above, until the ordinance is adopted, however, the City has no method to impose a condition on the project to provide for parks and recreation space.

Level of Significance After Mitigation: Significant and unavoidable.

Threshold: *Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.*

Impact Analysis: In order to accommodate future related projects, as well as the existing deficiency of parkland within Glendale, the City is devoting additional resources to the acquisition and development of parks within residential areas throughout the City. It is reasonable to expect that all of these facilities will undergo CEQA review and that project-specific impacts associated with the development of each will be mitigated to the extent feasible. As a result, cumulative impacts associated with construction of future parks are expected to be less than significant.

As discussed above, the proposed project includes ~~8,627~~ 34,682 square feet of public open space, ~~37,595~~ 30,770 square feet of common space and ~~12,117~~ 14,322 square feet of private space. This space will be incorporated into the design of the project and will be constructed concurrently with the project. While the proposed project as a whole is expected to result in a number of significant and unavoidable impacts associated with the construction on-site recreational amenities, which is attributed to construction activities, this construction activity is not anticipated to result in a significant impact when considered in conjunction with the construction of future park and recreational facilities elsewhere in the City of Glendale. Consequently, the incremental effect of the project would not be cumulatively considerable and cumulative impacts associated with the project would be less than significant.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: None are required.

Level of Significance After Mitigation: Less than significant.

Alternative 2 would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939 (AB 939) as would the proposed project. In addition, Alternative 2, like the proposed project, would comply with the Municipal Code by enclosing trash collection areas. Impacts under both Alternative 2 and proposed project would be less than significant. However, Alternative 2 would be environmentally superior to the proposed project, as it would generate less solid waste.

Recreation

Alternative 2, like the proposed project, would result in an increase in use of existing neighborhood and community parks. 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. Existing park facilities are currently heavily used due to the deficiency in parkland in the City. Alternative 2 would result in the direct and indirect generation of approximately 457 persons, which would utilize City parks, while the proposed project would result in direct and indirect generation of approximately 613 persons utilizing City parks. Both the project and the alternative would result in a significant impact. As no feasible mitigation exists to reduce this impact to a less than significant level, operation of the project under both scenarios would result in a long-term significant and unavoidable impact to recreational facilities. However, Alternative 2 would be environmentally superior, as fewer residents generated under the alternative would reduce this impact.

In addition, direct and indirect population growth under Alternative 2 and related projects would also result in a significant cumulative impact to recreation facilities. However, Alternative 2 would again be environmentally superior, as fewer residents generated under the alternative would reduce the impact.

Relationship of Alternative to Project Objectives

~~This alternative would directly result in all project objectives being attained.~~

This alternative would directly result in the following objectives for the Project not being attained or only partially met:

- 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 close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Provide a high-quality and functionally integrated housing and retail-commercial development that is distinctive and contributes to the creation of a downtown Glendale residential base;
- Utilize architectural design, lighting, and landscape materials to give the project site a distinctive and pleasing appearance;
- 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.

Alternative 3 – 75 Percent Reduced Density

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,

Alternative 3 would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939 (AB 939) as would the proposed project. In addition, Alternative 3, like the proposed project, would comply with the Municipal Code by enclosing trash collection areas. Impacts under both Alternative 3 and proposed project would be less than significant. Alternative 3 would be environmentally superior due to the proposed project, as it would generate less solid waste than the proposed project.

Recreation

Alternative 3, like the proposed project, would result in an increase in use of existing neighborhood and community parks. 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. Existing park facilities are currently heavily used due to the deficiency in parkland in the City. Alternative 3 would result in the direct and indirect generation of approximately 153 persons, which would utilize City parks, while the proposed project would result in direct and indirect generation of approximately 613 persons utilizing City parks. Both the project and the alternative would result in a significant impact. As no feasible mitigation exists to reduce this impact to a less than significant level, operation of the project under both scenarios would result in a long-term significant and unavoidable impact to recreational facilities. However, Alternative 3 would be environmentally superior, as fewer residents generated under the alternative would reduce this impact.

Direct and indirect population growth under Alternative 3 and related projects would also result in a significant cumulative impact to recreation facilities. However, Alternative 3 would again be environmentally superior, as fewer residents generated under the alternative would reduce the impact.

Relationship of Alternative to Project Objectives

This alternative would directly result in the following objectives for the Project not being attained or only partially met:

- 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 close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Provide a high-quality and functionally integrated housing and retail-commercial development that is distinctive and contributes to the creation of a downtown Glendale residential base;
- Utilize architectural design, lighting, and landscape materials to give the project site a distinctive and pleasing appearance;

- 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.

This alternative would directly result in the following project objectives not being attained:

- ~~Provide a distinctive landmark project and, at the same time, create a contemporary urban context that responds to the special character of downtown Glendale.~~
- ~~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.~~
- ~~Boost and expand the viewscape of downtown Glendale through unique architectural features.~~

Environmentally Superior Alternative

Section 15126.6(e)(2) of the *CEQA Guidelines* requires an EIR to identify an environmentally superior alternative. Of the alternatives considered in this section, the No Project/No Development Alternative is environmentally superior to the other alternatives and the project as proposed, because the significant and unavoidable short-term noise impacts during construction and similar long-term population, noise, sewer, solid waste and recreation impacts during project operation would be avoided. 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.”

Alternative 3 is considered environmentally superior, as it would result in an incremental reduction of the overall level of impact when compared to the proposed project due to the reduction of residential units and retail-commercial space. While the overall impacts of the proposed project could be incrementally reduced by the selection of Alternative 3, the significant and unavoidable short-term noise impacts during project construction and cumulative population, solid waste and long-term noise and recreation impacts during project operation would not be eliminated by this alternative. In addition, However, under Alternative 3, many some of the project objectives would not be met or only partially met.

~~With regards to Alternative 2, none of the other identified significant impacts would be substantially reduced or avoided to the same degree as Alternative 3. Alternative 2, however, would meet all the objectives of the proposed project.~~

Alternative 2 would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939 (AB 939) as would the proposed project. In addition, Alternative 2, like the proposed project, would comply with the Municipal Code by enclosing trash collection areas. Impacts under both Alternative 2 and proposed project would be less than significant. However, Alternative 2 would be environmentally superior to the proposed project, as it would generate less solid waste.

Recreation

Alternative 2, like the proposed project, would result in an increase in use of existing neighborhood and community parks. 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. Existing park facilities are currently heavily used due to the deficiency in parkland in the City. Alternative 2 would result in the direct and indirect generation of approximately 457 persons, which would utilize City parks, while the proposed project would result in direct and indirect generation of approximately 613 persons utilizing City parks. Both the project and the alternative would result in a significant impact. As no feasible mitigation exists to reduce this impact to a less than significant level, operation of the project under both scenarios would result in a long-term significant and unavoidable impact to recreational facilities. However, Alternative 2 would be environmentally superior, as fewer residents generated under the alternative would reduce this impact.

In addition, direct and indirect population growth under Alternative 2 and related projects would also result in a significant cumulative impact to recreation facilities. However, Alternative 2 would again be environmentally superior, as fewer residents generated under the alternative would reduce the impact.

Relationship of Alternative to Project Objectives

~~This alternative would directly result in all project objectives being attained.~~

This alternative would directly result in the following objectives for the Project not being attained or only partially met:

- 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 close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Provide a high-quality and functionally integrated housing and retail-commercial development that is distinctive and contributes to the creation of a downtown Glendale residential base;
- Utilize architectural design, lighting, and landscape materials to give the project site a distinctive and pleasing appearance;
- 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.

Alternative 3 – 75 Percent Reduced Density

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,

Alternative 3 would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939 (AB 939) as would the proposed project. In addition, Alternative 3, like the proposed project, would comply with the Municipal Code by enclosing trash collection areas. Impacts under both Alternative 3 and proposed project would be less than significant. Alternative 3 would be environmentally superior due to the proposed project, as it would generate less solid waste than the proposed project.

Recreation

Alternative 3, like the proposed project, would result in an increase in use of existing neighborhood and community parks. 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. Existing park facilities are currently heavily used due to the deficiency in parkland in the City. Alternative 3 would result in the direct and indirect generation of approximately 153 persons, which would utilize City parks, while the proposed project would result in direct and indirect generation of approximately 613 persons utilizing City parks. Both the project and the alternative would result in a significant impact. As no feasible mitigation exists to reduce this impact to a less than significant level, operation of the project under both scenarios would result in a long-term significant and unavoidable impact to recreational facilities. However, Alternative 3 would be environmentally superior, as fewer residents generated under the alternative would reduce this impact.

Direct and indirect population growth under Alternative 3 and related projects would also result in a significant cumulative impact to recreation facilities. However, Alternative 3 would again be environmentally superior, as fewer residents generated under the alternative would reduce the impact.

Relationship of Alternative to Project Objectives

This alternative would directly result in the following objectives for the Project not being attained or only partially met:

- 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 close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Provide a high-quality and functionally integrated housing and retail-commercial development that is distinctive and contributes to the creation of a downtown Glendale residential base;
- Utilize architectural design, lighting, and landscape materials to give the project site a distinctive and pleasing appearance;

- 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.

This alternative would directly result in the following project objectives not being attained:

- ~~Provide a distinctive landmark project and, at the same time, create a contemporary urban context that responds to the special character of downtown Glendale.~~
- ~~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.~~
- ~~Boost and expand the viewscape of downtown Glendale through unique architectural features.~~

Environmentally Superior Alternative

Section 15126.6(e)(2) of the *CEQA Guidelines* requires an EIR to identify an environmentally superior alternative. Of the alternatives considered in this section, the No Project/No Development Alternative is environmentally superior to the other alternatives and the project as proposed, because the significant and unavoidable short-term noise impacts during construction and similar long-term population, noise, ~~sewer~~, solid waste and recreation impacts during project operation would be avoided. 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.”

Alternative 3 is considered environmentally superior, as it would result in an incremental reduction of the overall level of impact when compared to the proposed project due to the reduction of residential units and retail-commercial space. While the overall impacts of the proposed project could be incrementally reduced by the selection of Alternative 3, the significant and unavoidable short-term noise impacts during project construction and cumulative population, solid waste and long-term noise and recreation impacts during project operation would not be eliminated by this alternative. In addition, However, under Alternative 3, ~~many~~ some of the project objectives would not be met or only partially met.

~~With regards to Alternative 2, none of the other identified significant impacts would be substantially reduced or avoided to the same degree as Alternative 3. Alternative 2, however, would meet all the objectives of the proposed project.~~