

## 2.0 SUMMARY

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### **INTRODUCTION**

*This section summarizes the information and analysis presented in the main body of this Draft Environmental Impact Report (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 State CEQA Guidelines, this summary presents information on the Broadway Lofts project, the potential environmental effects of the 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 Broadway Lofts project site is located at 200 East Broadway in the downtown area of the City of Glendale approximately 10.5 miles north of the City of Los Angeles Civic Center and 7 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 0.8-acre project site boundaries are Broadway to the north, South Maryland Avenue to the west, a retail and condominium building that is currently under construction to the east, and the existing Glendale Marketplace parking garage to the south.

### **PROJECT CHARACTERISTICS**

This Draft EIR evaluates the proposed Broadway Lofts project (the proposed project). It was designed to implement the goals of City of Glendale (the City) and the Glendale Redevelopment Agency (the Agency) as outlined in the Downtown Specific Plan. The proposed project is a mixed-use development consisting of a 12,585-square-foot restaurant/entertainment use, a 14,057-square-foot restaurant, and a total of 248 studio and loft residential units. The residential units range in size from 372 square feet to 615 square feet. The proposed project would provide a total of 418 parking spaces of which 248 residential parking spaces would be provided on site in a three level subterranean parking garage and 170 parking spaces would be provided in the existing Glendale Marketplace parking garage located immediately to the south of the project site. The proposed five-story structure would be approximately 60 feet above adjacent grade along the northwest corner of the proposed building and step up to a height of approximately 87 feet above adjacent grade with the commercial uses on the ground floor and the residential uses on the second through fifth floors. Development of the proposed project would require the demolition and removal of

an existing vacant retail building. The construction period for the proposed project is anticipated to last approximately 22 months with construction scheduled to begin in late 2010. The project is anticipated to be ready for occupancy in the summer of 2012.

## OBJECTIVES OF THE PROJECT

The following are the Agency objectives for the Broadway Lofts 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 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;
- Focus development of high-density residential and retail-commercial uses on a site adjacent to compatible land uses;
- Provide employment opportunities;
- Provide new and expanded entertainment uses in Downtown Glendale; and
- Provide new and expanded restaurant uses in Downtown Glendale.

## SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

**Table 2.0-1, Summary Table of Project Impacts and Mitigation Measures**, presents a summary of the environmental impacts resulting from implementation of the proposed project. It has been organized to correspond with the environmental issues discussed in **Section 4.0, Environmental Impact Analysis**, and is arranged in four columns: the identified impact under each EIR issue area, the level of significance prior to mitigation, mitigation measures that would avoid or reduce the level of impacts, and the level of significance after implementation of mitigation measures, if applicable. Compliance with existing City of Glendale programs, practices, and procedures are assumed for purposes of determining the level of significance prior to mitigation. Where no mitigation is required, it is noted in the table.

**Table 2.0-1  
Summary Table of Project Impacts and Mitigation Measures**

<b>Project Impacts</b>	<b>Level of Significance Without Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance With Mitigation</b>
<b>AESTHETICS</b>			
<b>Project Impacts</b>			
Development of the proposed project would not worsen the availability of on-site views towards the Verdugo Mountains and San Rafael Hills.	Less than significant.	None are required.	Less than significant.
Development of the proposed project would not substantially degrade the existing visual character or quality of the project site and their surroundings.	Less than significant.	None are required.	Less than significant.
Development of the proposed project would introduce new sources of light and glare. However, measures, such as using low-reflective glass, would be taken to minimize adverse light and glare effects.	Less than significant.	None are required.	Less than significant.
Development of the proposed project would shade the adjacent mixed-use project (ASL project), currently under construction, located immediately east of the project site, from 12:00 PM until sunset during the summer solstice and from 3:00 PM until sunset during the winter solstice. This is considered a significant impact.	Significant and unavoidable.	No feasible mitigation exists.	Significant and unavoidable.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AESTHETICS (continued)</b>			
<b>Cumulative Impacts</b>			
Development of the proposed project and related projects would not have a substantial adverse effect on a scenic vista, and the contribution of the proposed project to this cumulative effect would not be cumulatively considerable	Less than significant.	None are required.	Less than significant.
Development of the proposed project and related projects would not substantially degrade the existing visual character or quality of the project site and their surroundings, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant.	None are required.	Less than significant.
Development of the proposed project and related projects would introduce new sources of light and glare to the City. However, measures would be taken to minimize adverse light and glare effects, and the contribution of the proposed project to this cumulative effect would not be cumulatively considerable.	Less than significant.	None are required.	Less than significant.
The proposed project would result in a significant and unavoidable shade and shadow impact. The proposed project would also contribute to a cumulative impact.	Significant and unavoidable.	No feasible mitigation exists.	Significant and unavoidable.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY</b>			
<b>Project Impacts</b>			
The project would not increase population figures over those that have been planned for the area, would be consistent with the AQMP forecasts for this area. Therefore, the project would be consistent with the air quality-related regional plans, and should not jeopardize attainment of state and federal ambient air quality standards in the SoCAB. In addition, existing transit service in the project area will adequately accommodate the estimated project generated transit trips. As a result, the project would be consistent with regional transportation goals and impacts would be less than significant.	Less than significant.	None are required.	Less than significant.
It is expected that the project's construction-related activities will either emit the other criteria pollutants (in nominal quantities, not at all, or will be accounted for by the pollutants actually estimated in this analysis. Based on the analysis, construction of the project would not exceed the SCAQMD thresholds of significance for construction.	Less than significant.	None are required.	Less than significant.
The project's area and mobile source emissions were estimated using URBEMIS2007. Based on the analysis, the project would not exceed the SCAQMD thresholds of significance for operations.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Project Impacts (continued)</b>			
<p>The proposed project would generate on-site emissions in excess of the site-specific localized significance thresholds for PM10 and PM2.5. The project would not locate sensitive land uses within 500 feet of freeways or heavily traveled roads.</p>	Potentially significant.	<p>4.2-1 The contractor shall use a dust control water misting system to capture airborne dust generated during active demolition of a building, which would reduce fugitive dust emissions by 45 percent.</p> <p>4.2-2 The contractor shall limit construction-related vehicle speeds to 15 miles per hour on the project site.</p> <p>4.2-3 The project Applicant shall require all on-site construction equipment to meet EPA Tier 2 or higher emissions standards according to the following: <u>April 2010 through December 31, 2011</u>: All off-road diesel-powered construction equipment greater than 50 horsepower (hp) shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p>	Significant and unavoidable.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p><u>January 1, 2012 through December 31, 2014</u>: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</p>	
<p>The proposed restaurant uses could have a potential to emit odors associated with the preparation and disposal of food products. Any unforeseen odors generated by the project will be controlled in accordance with SCAQMD Rule 402 (Nuisance). Therefore, impacts would be less than significant.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant.</p>
<p>The project would reduce its emissions by 40.6 percent compared to the BAU condition, after the AB 32 strategies are in place. Detailed calculations are provided in <b>Appendix 4.2</b>. Based on this assessment, the proposed project would reduce its emissions consistent with AB 32 and would not interfere with the state's ability to meet its GHG reduction mandate under AB 32.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts</b>			
<p>According to the SCAQMD CEQA Air Quality Handbook, projects that are within the emission thresholds identified above should be considered less than significant on a cumulative basis unless there is other pertinent information to the contrary. Project construction and operational emissions would not exceed the SCAQMD project-level thresholds of significance. Therefore, the project would be less than significant on a cumulative basis.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant.</p>
<p>The proposed Specific Plan would reduce GHG emissions by more than 29 percent compared to the BAU case, inclusive of AB 32 reductions. The project would also be designed to reduce energy and water consumption and would reduce vehicle trips and vehicles miles traveled due to the mixed-use and urban infill characteristics – all of which are features that are consistent with existing recommendations to reduce GHG emissions. Therefore, the project would result in a less than significant cumulative impact for GHG emissions.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>LAND USE AND PLANNING</b>			
<b>Project Impacts</b>			
Development of the proposed project would not physically divide an established community.	Less than significant.	None are required.	Less than significant.
Land uses associated with the proposed project would not conflict with DSP, General Plan, and zoning designations for the Project site. In addition, development of the Project would not conflict with the objectives of the Redevelopment Plan for the Central Glendale Redevelopment Project Area.	Less than significant.	None are required.	Less than significant.
<b>Cumulative Impacts</b>			
Development of the propose project and related projects would not physically divide an established community, and the contribution of the propose project to this cumulative effect would not be cumulatively considerable.	Less than significant.	None are required.	Less than significant.
Land uses associated with the proposed project and related projects would not conflict with applicable DSP, General Plan and zoning designations for the project site and related project sites, and the contribution of the proposed project to this cumulative effect would not be cumulatively considerable.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE</b>			
<b>Project Impacts</b>			
Changes in CNEL levels along studied roadways resulting from the proposed project would range from 0.0 dB(A) to 0.7 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 proposed 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. In addition, the noise level on all streets analyzed would be 64.0 dB(A) CNEL or less, which is below the City of Glendale Municipal Code exterior noise threshold of 65 dB(A) for residential uses. Potential impacts are therefore, considered to be less than significant.	Less than significant.	None are required.	Less than significant.
Parking structures can be a source of annoyance due to automobile engine start-ups and acceleration, and the activation of car alarms. 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. However, with typical construction techniques, interior noise levels in the building along these roadways would be below the interior threshold of 55 dB(A) during the daytime and 45 dB(A) during the nighttime. As a result, impacts with regard to interior noise levels would be less than significant.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
<p>Future residents within the project site and nearby sensitive receptors may experience noise due to human activity within the area from patrons using restaurant 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.</p>	Less than significant.	None are required.	Less than significant.
<p>The pathway of noise between the roof of the proposed structure and the adjacent structure would be broken. In addition, there would be intervening objects of the roof that would muffle noise from roof top activities. Activities on the roof would be required to adhere to the City of Glendale Noise Ordinance of 65 dB(A) for uses in the Central Business District and in commercial areas. As a result, the impact of noise generated by use of the roof top deck would be less than significant.</p>	Less than significant.	None are required.	Less than significant.
<p>Future residents located on the project site, as well as off-site uses, including nearby sensitive receptors, may experience noise due to an increase in human activity within the area. Noise levels for residential areas are typically between 48 to 52 dB(A) CNEL. Overall, the noise generated by the proposed project's residential land uses would not exceed the City of Glendale's compatibility thresholds and is considered to be less than significant.</p>	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
Groundborne vibration generated from the construction of the proposed project at nearby receptor locations would be significant.	Potentially significant.	<p>4.4-1 Provide notification to the recording studio and hotels, at least 10 days in advance, of construction activities that are anticipated to result in vibration levels above the thresholds.</p> <p>4.4-2 Demolition, earthmoving, and ground-impacting operations shall be conducted so as not to occur in the same period.</p> <p>4.4-3 Select demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers).</p> <p>4.4-4 Operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible.</p> <p>4.4-5 The applicant shall provide sound attenuation barriers and/or trenching around the sensitive receptor areas.</p>	Significant and unavoidable.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
<p>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. 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.</p>	<p>Potentially significant.</p>	<p>4.4-6 All construction activity within the City of Glendale shall be conducted in accordance with Section 8.36.080 of the City of Glendale Municipal Code.</p> <p>4.4-7 The project applicant shall require through contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• Ensure that construction equipment is properly muffled according to industry standards and be in good working condition;</li> </ul>	<p>Significant and unavoidable.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
		<ul style="list-style-type: none"> <li>• Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible;</li> <li>• Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses;</li> <li>• 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;</li> <li>• Use electric air compressors and similar power tools rather than diesel equipment, where feasible;</li> <li>• 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</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
		<ul style="list-style-type: none"> <li>• 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 of Glendale 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 of Glendale prior to issuance of a grading permit.</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.4-8 The project applicant shall require through contract specifications that construction staging areas along with the operation of earthmoving equipment within the project area 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 of Glendale prior to issuance of a grading permit.</p> <p>4.4-9 The project applicant shall require through contract specifications that heavily loaded trucks used during construction 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 of Glendale prior to issuance of a grading permit.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Cumulative Impacts</b>			
<p>Related development in the downtown area will introduce additional sources of noise such as rooftop equipment, loading docks, and parking structures. Since these related projects would be required to adhere to City of Glendale noise standards, all the stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple related projects would interact to create a significant combined noise impact. Therefore, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur and, therefore, the impact would be less than significant.</p>	Less than significant.	None are required.	Less than significant.
<p>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. The cumulative impact of the proposed project and related projects would be less than significant, and the proposed project's contribution to the impact would not be cumulatively considerable. Therefore, the cumulative impact of the proposed project would be less than significant.</p>	Less than significant.	None are required.	Less than significant.
<p>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 cumulative impact of the proposed project and related projects would be less than significant, and the proposed project's contribution to the impact would not be cumulatively considerable. Therefore, the cumulative impact of the proposed project would be less than significant.</p>	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>Population, Housing, and Employment</b>			
<b>Project Impacts</b>			
The proposed project's population, housing, and employment increases are within regional projections for the Arroyo Verdugo Subregion and the City of Glendale. Therefore, impacts would be less than significant.	Less than significant.	None are required.	Less than significant.
<b>Cumulative Impacts</b>			
The proposed project's and related projects' population, housing, and employment increases are within regional projections for the Arroyo Verdugo Subregion and the City of Glendale. Therefore, impacts would be less than significant.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES</b>			
<b>Project Impacts</b>			
<p>Development of the proposed project would increase demand for fire protection and emergency medical services. Funding from the general fund and implementation of proposed mitigation would reduce any adverse effects to these services.</p>	<p>Significant</p>	<p><b>4.6-1</b> Building design shall consider the use of naturally ventilated smoke-proof enclosures.</p> <p><b>4.6-2</b> The project applicant shall remit payment for fire flow testing as determined by the Glendale Fire Department to ascertain available fire flow in the area.</p> <p><b>4.6-3</b> All areas of the building shall be accessible by an approved gurney access path from all points of Fire Department access, to the satisfaction of the Glendale Fire Department.</p> <p><b>4.6-4</b> A package of signage and graphics shall be provided for the following. Package shall be submitted within 180 days of tower building permit issuance, and be approved and installed prior to any occupancy of the building:</p> <ul style="list-style-type: none"> <li>• Provisions for additional performance-based facilities to aid occupant egress, including: <ul style="list-style-type: none"> <li>– Painting of all stairwells with building standard paint or a warm/friendly color (not industrial type color);</li> </ul> </li> </ul>	<p>Less than significant.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<ul style="list-style-type: none"> <li>- Shoulder-height graphics in stairwells;</li> <li>- Graphic “safety quips” at every third floor intermediate stairwell landing;</li> <li>- In each stairwell, at all transitions, and from the third floor, provide a graphic indicator so occupants will know what to expect at each change in direction and at the stairway terminators.</li> <li>- Other performance-based measures to enhance occupants’ cognitive recognition of egress facilities.</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<ul style="list-style-type: none"> <li>• Custom made signage for all fire sprinkler control valves, all fire alarm control panels, junction boxes, terminal cabinets, smoke control panel, all other panels in the fire control room, on the FDCs, fuel control valves for the emergency generator, all motor control centers, fans, switches, panels, motors, etc. serving the smoke management system, fire pumps, pump controllers, water tank, etc.</li> <li>• All service and ancillary rooms in the building shall have signage identifying the room.</li> <li>• In the parking garage, supplementary “STAIR” signs shall be provided so as to be visible from drive aisles from 300 feet.</li> <li>• In the parking garage, signage to identify locations of fire hose valves and fire extinguishers shall be provided so to be visible from drive aisles.</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<ul style="list-style-type: none"> <li>• Custom made signage specifically for responding firefighters containing operating instructions for the fire alarm system, fire sprinkler/standpipe system, smoke control system, other equipment in the fire control room, fire pump room, etc.</li> <li>• All code-required signage, including but not limited to: stairwell identification signage; Title 19 evacuation signs.</li> <li>• Signage on exterior doors to identify where they lead.</li> <li>• Address numbers on the building, directory(ies) in lobby(ies), and each unit’s identification.</li> </ul> <p><b>4.6-5</b> All fire stopping for the proposed project shall be consolidated under the responsibility of a single fire-stopping-specialty contractor.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.6-5 All fire stopping for the proposed project shall be consolidated under the responsibility of a single fire-stopping-specialty contractor.</p> <p>4.6-6 Utilities in the building, such as electrical, telephone, data, cable, etc., shall be designed and installed in such a way as to minimize deterioration of the fire stopping over the life of the building, and establish a standardized fire-stopping systems that allow for tenant improvement and future utility improvements.</p> <p>4.6-7 The project applicant shall be responsible for coordinating the compilation of the test and maintenance book for all building fire and life safety systems to accommodate future and routine maintenance and testing. The book shall include the design intent and all codes (with the editions stipulated) and required test results to maintain compliance with the design intent and codes in effect at the time. The book shall be completed prior to occupancy of the buildings.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.6-8 The streets fronting the property shall be identified as fire lanes. Stopping shall be prohibited, and the streets and curbs along Broadway and Maryland Avenue, shall be provided with City of Glendale standard signage and red-curbing with markings.</p> <p>4.6-9 To assist in the timely and efficient response by emergency response vehicles, applicant shall remit payment to the City of Glendale to implement traffic preemption systems prior to approval of first building permit. Amount to be determined.</p> <p>4.6-10 Fire-rated assemblies, such as corridor walls, occupancy separation walls, and others, shall not be utilized for utility services. Utilities may be installed in a furred-out wall or partition constructed over a fire-rated wall or partition in order to ensure the integrity of the fire rated assembly over the life of the building.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Cumulative Impacts</b>			
Development of the proposed project and related projects would increase demand for fire protection and emergency medical services. However, implementation of proposed mitigation would reduce any adverse cumulative effects to these services. With the implementation of proposed project mitigation, the contribution of the proposed project to this cumulative effect would not be cumulatively considerable.	Significant	<b>4.6-11</b> The City of Glendale shall monitor the number of calls for emergency medical service responded to by the City of Glendale’s rescue ambulance for increases in demand, and based on a request by the Glendale Fire Department, subject to any required authorization, add an additional rescue ambulance and personnel.	Less than significant.
<b>PUBLIC SERVICES – POLICE PROTECTION SERVICES</b>			
<b>Project Impacts</b>			
Development of the proposed project would increase demand for police protection services. However, this demand would not substantially affect the City’s Officer-to-Population Ratio or substantially increase calls for service or response times. Funding from the general fund and the payment of Development Impact Fee would also be provided to reduce any adverse effects to police protection services.	Significant	<b>4.6.2-1</b> In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5575 and Resolution No. 07-164), the project applicant shall pay the Development Impact Fee to the City of Glendale. The current fee schedule is \$3,500 per unit for residential uses and \$1.34 per square foot of commercial uses.	Less than significant.
<b>Cumulative Impacts</b>			
Development of the proposed project and related projects would increase demand for police protection services. However, implementation of proposed mitigation would reduce any adverse cumulative effects to police protection services, and the contribution of the proposed project to this cumulative effect would not be cumulatively considerable.	Less than significant.		Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – LIBRARY SERVICES</b>			
<b>Project Impacts</b>			
Development of the proposed project would increase demand for library services. However, this demand would not substantially affect the City’s volume-to-population ratio. Funding from the general fund and the payment of Development Impact Fee would also be provided to reduce any adverse effects to police protection services.	Significant	<b>4.6.3-1</b> In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5575 and Resolution No. 07-164), the project applicant shall pay the Development Impact Fee to the City of Glendale. The current fee schedule is \$3,500 per unit for residential uses and \$1.34 per square foot of commercial uses.	Less than significant.
<b>Cumulative Impacts</b>			
Development of the proposed project and related projects would increase demand for library services. However, implementation of proposed mitigation would reduce any adverse cumulative effects to library services, and the contribution of the proposed project to this cumulative effect would not be cumulatively considerable.	Less than significant.		Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>RECREATION</b>			
<b>Project Impacts</b>			
<p>Existing park facilities are heavily used due to the deficit in parkland in the City. The increase in use of neighborhood and community parks in the City that would result from the increase residents (indirectly) and employees associated with the proposed project is considered significant.</p>	<p>Significant</p>	<p><b>4.7-1</b> In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5575 and Resolution No. 07-164), the project applicant shall pay the Development Impact Fee to the City. The current fee schedule is \$3,500 per unit for residential uses and \$1.34 per square foot of commercial uses.</p>	<p>The combination of Development Impact fees and tax increment set aside over time is considered a reasonable means to mitigate proposed 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, this funding may not be fully provided, and the proposed project would have a significant and unavoidable impact on park and recreation land and facilities.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>RECREATION (continued)</b>			
<b>Project Impacts (continued)</b>			
Short-term impacts associated with the construction of the proposed project are addressed in <b>Sections 4.2, Air Quality; 4.5, Noise; and 4.8, Traffic, Circulation, and Parking</b> , of this Draft EIR. Construction of proposed project would not result in significant impacts, but would contribute to the overall construction impacts.	Less than significant.	None are required.	Less than significant.
<b>Cumulative Impacts</b>			
Development of the proposed project and related projects would incrementally increase the use of existing neighborhood and community parks in the City. The contribution of the proposed project to this cumulative effect would be cumulatively considerable.	Significant	The combination of Development Impact fees and tax increment set aside over time is considered a reasonable means to mitigate proposed 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 proposed project and related projects could result in significant and unavoidable impacts on park and recreation land and facilities.	Significant and unavoidable.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>RECREATION (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
In order to accommodate the proposed project and 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. The construction of these facilities could have an adverse physical effect on the environment. As the proposed day spa would be constructed concurrently with the proposed project, the contribution of the proposed project to this cumulative effect would not be cumulatively considerable.	Less than significant.	None are required.	Less than significant.
<b>TRANSPORTATION, CIRCULATION, AND PARKING</b>			
<b>Project Impacts</b>			
In order to minimize potential conflicts between construction activity and through traffic, a Construction Traffic Control Plan will be developed for use during project construction. In addition, the City of Glendale Department of Public Works will review and be responsible for approval of the proposed Truck Haul Route program. Because of these requirements, and since construction-related trips would be relatively limited during the AM and PM peak hours, construction-related transportation impacts due to the construction of the project would be less than significant.	Less than significant.	None are required.	Less than significant.
Under all traffic scenarios (existing, existing with project, year 2012, and year 2012 with project) the six study intersections would operate a LOS D or better. Therefore, as addition of project related traffic would not exceed the City of Glendale's threshold of significance, impacts would be less than significant.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Project Impacts (continued)</b>			
<p>There are no CMP intersection monitoring locations in the project vicinity. 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. Based on the calculated AM and PM peak hour transit trips, there would be an average less than one new transit rider per bus due to the proposed project. Thus, given the low number of generated transit trips per bus, no impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project. The results of the weekday freeway impact analysis associated with the AM and PM peak hours associated with the project concluded that the addition of project traffic would not exceed the thresholds set forth in the CMP and impacts would be less than significant.</p>	Less than significant.	None are required.	Less than significant.
<p>The project would provide adequate emergency access and would not include dangerous design features. Therefore, impacts would be less than significant.</p>	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Project Impacts (continued)</b>			
<p>Based on the sum of the peak parking demand requirements for the entire Marketplace parking structure, the weekday peak parking demand is forecast to occur at 7:00 PM in which the off-site parking demand for the Broadway Lofts project totals 191 spaces (154 commercial spaces and 37 residential guest spaces). The weekend peak parking demand for the Marketplace parking structure is forecast to occur at 2:00 PM in which the off-site parking demand for the proposed project is 104 spaces (97 commercial spaces and 7 residential guest spaces). Although the proposed project parking demand is over the parking agreement supply of 170 spaces within the Marketplace parking structure when residential guest parking needs are added to the commercial needs, the available parking supply in the Marketplace parking structure is more than sufficient to meet this forecast demand. Therefore, no significant impacts with respect to parking are anticipated.</p>	Less than significant.	None are required.	Less than significant.
<b>Cumulative Impacts</b>			
<p>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. 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 a construction traffic control plan, and the commute of workers 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.</p>	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
The Project's cumulative impact was determined by adding project traffic with 2012 traffic conditions. To determine 2012 traffic conditions, existing traffic was combined with related-project and areawide growth. No significant impacts would occur in the future project scenarios with addition of traffic from the related projects and ambient growth. Therefore, cumulative impacts would be less than significant.	Less than significant.	None are required.	Less than significant.
<b>UTILITIES AND SERVICE SYSTEMS – WATER SERVICE</b>			
<b>Project Impacts</b>			
With implementation of the proposed project, the City would continue to have adequate supply to meet Citywide demand under normal and drought conditions. As a result, impacts to water supply under both normal and drought conditions would be less than significant.	Less than significant.	None are required.	Less than significant.
<b>Cumulative Impacts</b>			
The City of Glendale has identified sufficient water supplies to meet additional demand associated with the General Plan buildout, which includes related projects, in the Glendale Water and Power's Urban Water Management Plan. Additionally, with implementation of the proposed project, the City would continue to have adequate supply to meet Citywide demand under normal and drought conditions. Therefore, the cumulative impact of the proposed project and related projects to water supply is less than significant, and the proposed project's contribution to this impact would not be cumulatively considerable.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – SEWER</b>			
<b>Project Impacts</b>			
<p>With the Hyperion Treatment Plant currently operating 130 million gallons per day below capacity, adequate capacity exists to treat proposed project-generated effluent of 42,858 gallons per day. Therefore, the proposed project would not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant.</p>
<p>The proposed project would be responsible for approximately 0.9 percent of the total capital budget for the Colorado Flume, which results in an \$112,522 capital mitigation fee assessed to the proposed project. The collected fees, which would be charged for each proposed development, would be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin. Since the payment of this fee is available to reduce the severity of the impact of the proposed project on sewer capacity, the impact of the proposed project on the existing sewage conveyance system would be reduced to less than significant.</p>	<p>Potentially significant.</p>	<p><b>4.9.2-1</b> The project applicant shall pay a sewer impact fee for improvements and upgrades to the Colorado Flume area to alleviate sewer impacts. The fee as estimated under the City’s methodology would be \$112,522. 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 Colorado Flume drainage basin.</p>	<p>Less than significant.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – SEWER (continued)</b>			
<b>Cumulative Impacts</b>			
<p>The proposed project and related projects would 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.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant</p>
<p>The Hyperion Treatment Plant is currently operating 130 million gallons per day below capacity, the additional 398,275 gallons of sewage per day generated by cumulative development would not exceed the plant's capacity. With 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 proposed project and related projects. Therefore, the cumulative impact of the proposed project and related projects on available sewage treatment capacity is less than significant. The payment of the sewer capacity increase fee is available to reduce the severity of the impact of the proposed project and related projects' on sewer capacity, the impact of proposed project and related projects' on the existing sewage conveyance system would be reduced to less than significant.</p>	<p>Potentially significant.</p>	<p><b>4.9.2-2</b> Each project shall contribute sewer capacity increase fees for improvements and upgrades to alleviate sewer impacts within the specific drainage basin where the particular project is located. Fees would be determined based on the City's sewer capacity increase 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.</p>	<p>Less than significant.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – SOLID WASTE</b>			
<b>Project Impacts</b>			
The permitted annual capacities at the six certified mixed-debris recycling facilities can accept a range of annual permitted capacity from 4,680 to 300,000 tons. The one-time disposal of 20,007 cubic yards of demolition debris generated by the proposed project would be served by the certified facilities; therefore, the impact of the proposed project on the certified facilities would be less than significant.	Less than significant.	None are required.	Less than significant.
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 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 proposed project on permitted landfill capacity is less than significant.	Less than significant.	None are required.	Less than significant.
As part of the proposed project, the project applicant would implement a waste diversion program in an effort help the City meet its waste diversion goal of 50 percent until 2015, when the proposed project would increase diversion to 60 percent as mandated by Assembly Bill 939. In addition, the proposed project would enclose trash collection areas on the ground level. No federal statutes apply to the proposed project. Therefore, the impact of the proposed project on compliance with federal, state, and local statutes and regulations is less than significant.	Less than significant.	None are required.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – SOLID WASTE (continued)</b>			
<b>Cumulative Impacts</b>			
<p>The proposed project, in combination with other development, could contribute to insufficient permitted disposal capacity by contributing additional solid waste to regional landfills. Development under the proposed project would also contribute construction debris to regional landfills, increasing the cumulative effect. Therefore, the proposed project's contribution to the cumulative impact would be considered cumulatively considerable, and would be a significant and unavoidable impact.</p>	<p>Potentially significant.</p>	<p>None feasible</p>	<p>Significant and unavoidable.</p>
<p>As with the proposed project, related projects would 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.</p>	<p>Less than significant.</p>	<p>None are required.</p>	<p>Less than significant.</p>