

APPENDIX 1.0

Notice of Preparation and Comments

NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT

To: Interested Parties
From: City of Glendale
Community Redevelopment and
Housing
633 East Broadway, Suite 201
Glendale, California 91206

Subject: Notice of Preparation of a Draft Environmental Impact Report (EIR)

The City of Glendale will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the proposed project.

The project description, location, and potential environmental effects are contained in the attached materials. After an initial review of the proposed project, the City of Glendale has determined that an environmental impact report (EIR) shall be prepared to assess the potential effects of the proposed project on the environment.

The NOP for the Draft EIR is available for review at the following location: City of Glendale Community Redevelopment and Housing, 633 East Broadway, Suite 201, Glendale, California 91206; and the Community Redevelopment and Housing website at <http://www.ci.glendale.ca.us/dev-svcs/default.asp>.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Annette Vartanian, Administrative Analyst. Please also provide the name and phone number for a contact person.

Project Title: Broadway Lofts – 200 East Broadway, Glendale

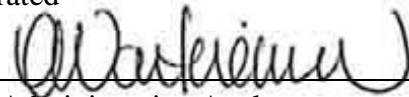
Project Applicant: American Multifamily, Incorporated

Date: May 28, 2010

Signature: _____

Title: Administrative Analyst

Telephone: (818) 548-2005



LEAD AGENCY

City of Glendale
Community Redevelopment and Housing
633 East Broadway, Suite 201
Glendale, California 91206

PROJECT LOCATION

The project site is located at 200 East Broadway in the downtown area of the City of Glendale. The regional location of the project site is illustrated in **Figure 1: Project Location Map**. The project site boundaries are at Broadway to the north, South Maryland Avenue to the west, a currently vacant lot to the east, and an existing parking garage to the south.

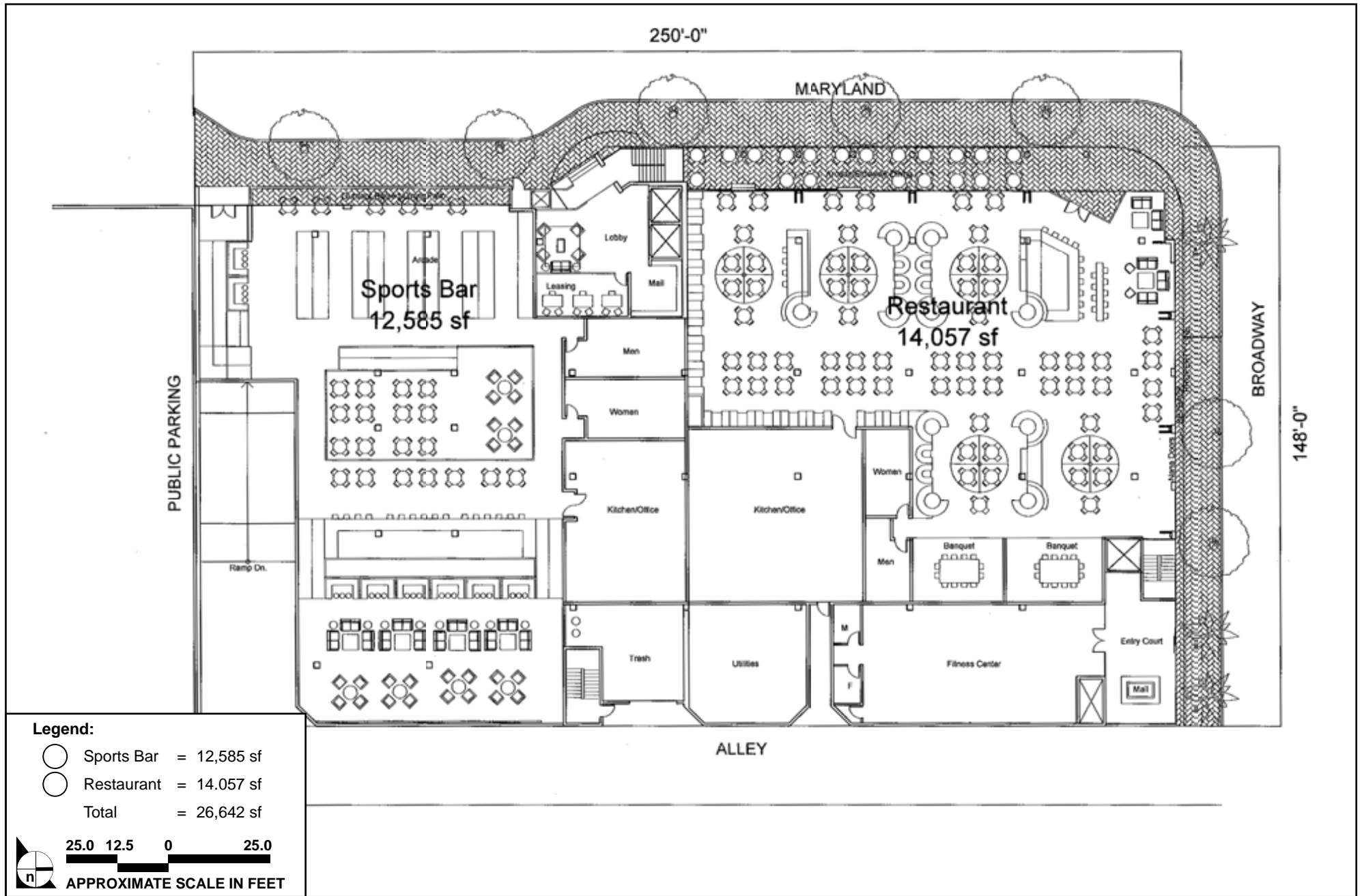
PROJECT DESCRIPTION

The proposed project includes the demolition of an existing vacant retail building and construction of a mixed use project. The project site is located at 200 East Broadway Glendale 91205. The existing building on the project site was previously occupied by a Circuit City retail store.

The proposed mixed use project would contain residential uses on the second through fifth floors and commercial uses on the ground floor. The planned commercial uses would include a 12,585-square-foot restaurant/entertainment use and a 14,057-square-foot restaurant. A total of 248 studio and loft residential units are included in the design of the proposed project. The second and third floors of the proposed project would include 62 studio units at 372 square feet on each floor. The fourth floor of the proposed project would include 62 loft units at 472 units each. The fifth and top floor of the proposed project would include 60 loft units at 499 square feet and 2 studio units at 372 square feet.

A total of 170 parking spaces will be provided for the proposed commercial uses of the project. These 170 parking spaces will be provided in the existing Glendale Marketplace parking garage to accommodate parking demand from the proposed project. The proposed 248 residential parking spaces will be provided on site in a subterranean parking garage.

Please see **Figure 2: Proposed Project Site Plan**, for more information.



SOURCE: American Constructors California, Inc. – May 2020

FIGURE 2

Proposed Project Site Plan

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The City has determined that an EIR is necessary for the Broadway Lofts Project, as the proposed project may result in a significant impact to the following environmental resources: aesthetics/visual resources, air quality, land use/planning, noise, population/housing, public services, traffic/parking, recreation, and public utilities. The City will analyze these environmental issues in the EIR prepared for the proposed project.

DISCRETIONARY ACTIONS/ENTITLEMENTS

Approvals by the City of Glendale would be necessary for implementation of the proposed project. Discretionary approvals may include, but are not limited to the following:

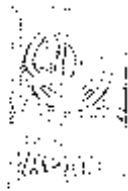
- Stage II Design Approval;
- Conditional Use Permit (CUP) for alcohol service at potential sports bar, restaurant, or tavern, and for three or more billiard tables at proposed entertainment uses;
- Variance for entertainment center uses on the ground floor of proposed project;
- Parking Exception;
- Affordable Housing Plan;
- Amendment of Agreement Containing Covenants to allow use of 170 parking spaces at the existing Glendale Marketplace public parking garage to accommodate parking demand from the proposed project's commercial uses; and
- Instrument Imposing Covenants as required by Downtown Specific Plan (DSP) Incentive for LEED and to maintain affordable housing for 30 years.

The City of Glendale will consider the comments received in response to the Notice of Preparation in determining the content of the EIR for this project. Any comments provided should identify specific environmental concerns related to the proposed project.

Please provide comments in writing to:

City of Glendale
Community Redevelopment and Housing
633 East Broadway, Suite 201
Glendale, California 91206
Attention: Annette Vartanian, Administrative Analyst
or at avartanian@ci.glendale.ca.us

Thank you for your participation in the environmental review of this project.



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

June 4, 2010

Ms. Annette Vartanian, Administrative Analyst
City of Glendale
Community Redevelopment and Housing
633 East Broadway, Suite 201
Glendale, CA 91206

Dear Ms. Vartanian:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Broadway Lofts Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBE/MIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.htm. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

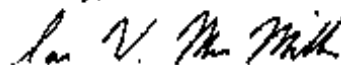
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.htm. Additionally, SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

DEPARTMENT OF TRANSPORTATION
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*Flex your power!
Be energy efficient!*

Ms. Annette Vartanian
City of Glendale, Community Redevelopment
633 E. Broadway, Suite 201
Glendale, CA. 91206

IGR/CEQA# 100602/NY
NOP/Broadway Lofts, Mixed Use Project
SCH#2010051083

LA/134/7.13

June 8, 2010

Dear Ms. Vartanian:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Broadway Lofts proposed development which consists of 26,915 SF of restaurant/entertainment and 248 studio and loft residential units in Glendale.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 134.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - description of transportation infrastructure improvements
 - financial costs, funding sources and financing
 - sequence and scheduling considerations
 - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superseding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.



Metro

June 10, 2010

Ms. Annette Vartanian
Administrative Analyst
City of Glendale
Community Redevelopment and Housing
633 East Broadway, Suite 201
Glendale, CA 91206

Dear Ms. Vartanian:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Broadway Lofts project located at 200 East Broadway in Glendale. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix B. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;
7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

RECEIVED
2010 JUN 14 A 1:51
DEVELOPMENT SERVICES

Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-2836 or by email at hartwells@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Scott Hartwell

Sincerely,



Scott Hartwell
CEQA Review Coordinator, Long Range Planning

DEVELOPMENT SERVICES
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