

## 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 (DEIR). Section 15123 of the California Environmental Quality Act (CEQA) Guidelines requires an EIR to include a brief summary of the 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 Hollywood Production Center and Residential 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 DEIR is also provided. In addition, this summary addresses areas of controversy associated with the 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 AND SITE CHARACTERISTICS

The Project site is located in the center of the southern 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 in downtown Glendale within the Central Glendale Redevelopment Project Area, which has been a focus for the Glendale Redevelopment Agency's revitalization efforts. The Project site is also located within the Glendale Downtown Specific Plan Area. The Downtown Specific Plan, adopted in November 2006, regulates land use and guides development and design within approximately 220 acres in the center of the City of Glendale. The Project site is 0.9 acre in size and bound by East Broadway to the south, North Louise Street to the east, the Mann Glendale Exchange 10 Theatres to the north, and low- to mid-rise commercial uses to the west.

The site contains an office building on the northwest corner of East Broadway and North Louise Street, an alley to the north of this building, an existing apartment building to the north of the alley and a surface parking lot to the north of the apartment building. The surface parking lot is a City-owned public parking lot. The site is surrounded by commercial uses on all sides. The current Glendale General Plan land use designation and zoning designation for the Project site is Downtown Specific Plan (DSP).

### PROJECT CHARACTERISTICS

The Project includes renovation of an existing office building and construction of a new residential condominium building. Exterior and interior improvements to the existing 3-story, 66,000-square-foot office building are proposed. A new building containing 63 residential condominium units is proposed on the other portion of the site. This building would be six stories containing 74,130 square feet above

two levels of subterranean parking is also proposed. One parking level would be provided at grade. The proposed residential building would include a lobby, an outdoor courtyard with water amenities, storage rooms, service, trash and recycling rooms. The Project would also include vacation of the existing alley immediately north of the existing office building to create a landscaped public open space pedestrian passageway between North Louise Street and North Brand Boulevard.

## **OBJECTIVES OF THE PROJECT**

The objectives of the Project are to:

- Support the objectives of the Redevelopment Plan to eliminate blight and revitalize the Central Glendale Redevelopment Project Area;
- Increase property tax base in the Central Glendale Redevelopment Project Area;
- Create a diversity of residential and urban uses to activate and strengthen the vitality of downtown Glendale;
- Provide housing opportunities, pursuant to the Glendale Redevelopment Agency's policy, in an urban setting in close proximity to employment opportunities, public transportation, public facilities, and goods and services;
- Utilize architectural design, lighting, and landscape materials within the residential component to give the Project site a distinctive and pleasing appearance that is visually compatible with the Hollywood Production Center building;
- Enhance the pedestrian environment in downtown Glendale by providing a landscaped public open space pedestrian passageway linking residential neighborhoods to the east of the Project site with the commercial district adjacent to the Project site to the west;
- Increase demand for local retail services;
- Enhance revenue at City-owned parking garages and utilize existing public parking resources in the City;
- Purchase the vacant office building from the Agency and renovate it for continued use as an office building in downtown Glendale consistent with the Agency's redevelopment plan; and
- Provide employment opportunities for City residents through the use of local contractors during Project construction and operation of the Hollywood Production Center.

## SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Aesthetics

#### *Project Impacts*

The existing views of scenic vistas adjacent to the Project site include partial long-range views of the Verdugo Mountains available to the north along North Louise Street and partial long-range views of the San Rafael Hills to the east along East Broadway. The development of the Project would not obstruct existing views of the Verdugo Mountains to the north or the San Rafael Hills to the east along adjacent roadways. Views north and south across the Project site are currently blocked and would remain blocked after Project implementation. Views of the Post Office and First United Methodist Church to the east would be blocked or partially blocked. However, existing views across the site do not include scenic vistas or other scenic resources. Therefore, impacts would be less than significant.

The Project includes the renovation of the vacant on-site office building, a landscaped public open space pedestrian passageway, and construction of a new 63-unit condominium building. The residential building would have a maximum height of 74 feet. The height and the mass of the proposed structure would be similar to the height and mass of development in the immediate vicinity. Thus, buildings within the vicinity of the Project would be visually compatible with the proposed structures and the proposed structures would reinforce the pattern of existing buildings in the area.

Concerning the renovation of the vacant 3-story office building, exterior and interior modifications to the building are proposed to create the Hollywood Production Center; an office use designed specifically for entertainment industry related tenants. Additionally, new signage and street landscaping are proposed. Project development would not substantially degrade the existing visual character or quality of the site and its surroundings and no significant impact to the visual character of the site and the surrounding area would result.

Permanent sources of lighting would be established on the Project site that would increase the level of light on the site from its current condition. No existing uses surrounding the site are considered light sensitive; however, the proposed condominium building would be considered light sensitive. Signage in the form of two 15-foot by 24-foot LED screens is proposed on the existing east/west facing vertical plane or "fin" projecting up from the southern façade of the Hollywood Production Center building along East Broadway. The screens would be visible from both directions along East Broadway and would introduce a new light source along this portion of East Broadway. The content and brightness of the proposed signs would be controlled with a computer program operated by Hollywood Production Center staff. Depending on how the sign is operated in the evening and nighttime hours, there is some potential to impact residential units on the Project site and the approved residential building that will be constructed

across East Broadway from the site. The significance of this impact would depend on the level of brightness used during the evening and nighttime hours. If the level of brightness is adjusted to an appropriate level, no significant impact would occur. If the sign were operated at a bright level during the evening and nighttime periods, this impact could be significant. This impact, therefore, is potentially significant, and mitigation is proposed to ensure this potential light and glare impact is mitigated to a less than significant level.

Lighting associated with the Project would be limited to the amount required to safely light driveways, public space areas within the Project, and the sidewalks along North Louise Street and East Broadway. Landscape lighting would also 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. For all the reasons listed above, the new lighting established on the site would not result in a significant impact.

The proposed residential building would consist of a reinforced concrete walls and wood frame construction. The use of highly polished materials that could reflect light and create glare, or highly reflective glass, is not proposed. No substantial glare impacts from building materials that could affect day or nighttime uses in the area would result from the Project.

### ***Cumulative Impacts***

The Project and nearby related projects would add new buildings to the eastern portion of downtown Glendale. Views of the Verdugo Mountains to the north and San Rafael Hills to the east in this portion of the downtown area are only visible when looking directly down Broadway and Louise Streets. The Project and related projects would not alter these limited existing views of the Verdugo Mountains and San Rafael Hills. Therefore, cumulative impacts would be less than significant.

Redevelopment on the Project site and nearby related project sites would improve the visual character of East Broadway between Maryland Street and Jackson Street because new buildings that would have undergone the City design review process would be constructed and existing buildings would be renovated. Residential uses proposed along Broadway would be compatible with the residential condominium building proposed on the Project site. Therefore, the existing visual character in this portion of downtown Glendale would not be degraded by the Project and related projects and cumulative impacts would be less than significant.

As discussed above, signage in the form of two 15-foot by 24-foot LED screens is proposed on the existing east/west facing vertical plane or "fin" on the southern façade of the Hollywood Production Center building along East Broadway. Project and related project residents would be considered light sensitive.

However, as the proposed LED screens would be designed so as not to result in excessive and unnecessary light emission and would be adjusted to an appropriate brightness level, impacts would be less than significant.

The Project and nearby related projects would add lighting typical of residential and retail development along East Broadway and North Louise Street. This includes directed lighting for architectural accents, signage, and security focused onto surfaces to be lit, such as building details, landscape elements, signs, and pedestrian areas. As proposed lighting would be directed toward surfaces and away from surrounding land uses, impacts would be less than significant.

The Project would not include any reflective building materials or reflective glass. Nearby related projects would be required to undergo the City design review process and would not be permitted to include materials that would result in substantial light and glare. Therefore, cumulative glare impacts would be less than significant.

## **Air Quality**

### ***Project Impacts***

The Project would not conflict with the 2007 Air Quality Management Plan (AQMP) because it would not induce population growth over the projections that were used for future emission estimates. Additionally, the development is consistent with the goals of the AQMP for reducing motor vehicle emissions. Impacts would be less than significant.

Construction emissions were calculated according to construction emission factors contained in the URBEMIS2007 Air Quality computer model. Air pollutant emissions would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District (SCAQMD) during building construction activities. Impacts would be less than significant.

Localized oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and fine particulate matter (PM<sub>10</sub>) impacts to sensitive receptors in the immediate vicinity of the Project site during construction activities were estimated using the SCAQMD Localized Significance Threshold Methodology. Construction activities would not generate emissions in excess of site-specific localized significance thresholds and impacts would be less than significant.

Project construction would involve interior demolition of the existing office building and the demolition and removal of the existing apartment building located on the Project site. Because these structures could have been constructed during a period when asbestos-containing building materials were not regulated,

these structures have the potential to contain building materials containing such as hazardous materials. All structures must be stabilized and demolished in accordance with applicable regulations including SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Ren SCAQMD Rule 1403). Project compliance with Rule 1403 would 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 a less-than significant.

Operational emissions would be generated by both mobile and area sources because of normal day-to-day activity on the Project site after occupancy. The net emission increase associated with the Project would not exceed the SCAQMD-recommended operational emission thresholds of significance for any air pollutant. As a result, the operational impacts associated with the Project are considered less than significant.

CO is produced in greatest quantities from vehicle combustion, and is usually concentrated at or near ground level because it does not readily disperse into the atmosphere. Intersections that operate at a LOS D or above are not anticipated to cause a CO hotspot. The analyzed intersection of Maryland Avenue and East Broadway would operate at level of service (LOS) B after Project buildout. Therefore, the Project would not be expected to create a CO hotspot, and impacts would be less than significant.

The Project would redevelop the Project site with uses similar to those already existing on and around the Project site. Operation of the Project would involve the disposal of refuse, including domestic refuse from residential and commercial office uses. 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 regulations for the collection of solid waste. As a result, impacts from odors would be less than significant.

### ***Cumulative Impacts***

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of, the AQMP. Growth in the Basin is within the projections for growth identified in the AQMP, and the plan would not be obstructed by such growth. Cumulative impacts would be less than significant.

Because the Basin is currently in nonattainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. Construction of the project would not result in a net increase in daily construction-related emissions that would exceed any of the LSTs recommended by the SCAQMD during construction activities. In addition, the project would not contribute to or cause a CO hotspot as a result of its incremental contribution to

traffic in the region. Therefore, the Project contribution to and existing or projected air quality violation would not be cumulatively considerable. Therefore, the project would not cumulatively cause a violation of any air quality standard or contribute substantially to the existing ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> violation.

With regard to daily construction emissions and cumulative net increases of any criteria pollutant for which the region is in nonattainment, there is the potential for a significant impact due to the nonattainment status of the Basin for the PM<sub>10</sub> and PM<sub>2.5</sub> standards. Under the SCAQMD methodology, because the project's construction emissions would be less than the project-level thresholds of significance and LSTs, the project would not be considered to contribute to a cumulatively considerable net increase of any criteria pollutant. This is considered a less-than-significant impact.

Cumulative development (i.e., related projects) is not expected to expose sensitive receptors to substantial pollutant concentrations. Traffic levels associated with future development, as well as those associated with the project would not result in localized CO levels that exceed the national or state standards. Because CO levels are projected to be lower in the future due to improvements in vehicle emission rates predicted by the California Air Resources Board (CARB). Therefore, this is considered a less than significant impact.

Cumulative development would not have a significant impact in terms of the creation of objectionable odors affecting a substantial number of people due to the nature of land uses proposed. Cumulative odor impacts would thus be less than significant.

## **Cultural Resources**

### ***Project Impacts***

The Historic Resources Survey conducted as part of preparation of the Downtown Specific Plan notes that the building at 111 North Louise Street is not eligible for the National or California Register or eligible for the Glendale Register. The Historic Resource Evaluation prepared for the Project reached the same conclusion as all character-defining features have been removed. Therefore, the building at 111 North Louise Street is not historical resources as defined in Section 15064.5 of the *CEQA Guidelines* and impacts would be less than significant.

The Glendale Register of Historic Resources requires that proposed historic resources meet at least one of seven criteria. The existing on-site building at 215-225 East Broadway does not meet any of the criteria for inclusion on the Glendale Register. As the buildings on site are not historic resources as defined in Section 15064.5 of the *CEQA Guidelines*, impacts would be 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. In the event that archaeological resources are unearthed during Project subsurface activities, appropriate mitigation would be required before work in the area could proceed, in order to reduce any potential impacts to a level that is less than significant.

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.<sup>1</sup> In addition, the Project site has already been subject to disruption and is developed. In the event that paleontological resources are unearthed during subsurface activities associated with Project construction, appropriate mitigation would be required before work in the area could proceed, in order to reduce any potential impacts to a level that is less than significant.

The Project site and surrounding area are characterized by features typical of the urban landscape and include commercial-retail 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.

### ***Cumulative Impacts***

Three related projects are located within the immediate vicinity of the Project site: the mixed-use condominium and retail project at 214-220 East Broadway, the Armenian Society of Los Angeles (ASLA) Cultural Center located at 117 South Louise Street and the Broadway Mixed-Use Project at 416 East Broadway. The site at 214-220 East Broadway is currently vacant and the Broadway Mixed-Use Project site does not contain historic resources. In addition, none of the other related projects would involve impacts to identified historic resources. Therefore, no cumulative impacts to historic resources would result.

Development of the related projects in the City would also require grading and excavation that could potentially affect archaeological or paleontological or human remains. The cumulative effect of these projects would contribute to the loss of subsurface cultural resources, if these resources were not

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<sup>1</sup> Ibid.

protected upon discovery. CEQA requirements for protecting archaeological and paleontological resources or human remains are applicable to development in the City of Glendale, as are local cultural resource protection ordinances. Because subsurface cultural resources are protected upon discovery as required by law, impacts to those resources would be less than significant.

## **Geology and Soils**

### ***Project Impacts***

Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not located directly beneath or projecting toward the Project site. Additionally, the Project site is not located in a currently established Alquist-Priolo Special Studies Zone. Therefore, the potential to expose people or structures to substantial adverse effects resulting from rupture of a known earthquake fault is less than significant.

The Project site could be subject to strong ground shaking in the event of an earthquake originating along one of the faults listed as active or potentially active in the Southern California area. Proposed structure design would be required to comply with the California Building Code (CBC) and applicable City codes to ensure safety in the event of an earthquake. Therefore, impacts are considered less than significant.

Generally, liquefaction potential is greatest where the ground water level is shallow, and submerged loose, fine sands occur within a depth of about 50 feet or less below the ground surface. The depth to historical high groundwater as reported in the Seismic Hazard Evaluation Report for the Burbank Quadrangle is on the order of 80 feet below the ground surface. Excavation during Project construction would not exceed a depth of 30 feet and, therefore, would not reach the existing groundwater level below the site. Based on the above, the potential for liquefaction on the Project site is less than significant.

The Project site is located on relatively flat terrain, underlying alluvial sediments are relatively flat lying and no landslides have been mapped in the site vicinity. Therefore, impacts related to landslides would be less than significant.

Construction activity associated with Project development may result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed. The applicant would be required to adhere to conditions under the National Pollutant Discharge Elimination System (NPDES) Permit issued by the Regional Water Quality Control Board (RWQCB) and prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout Project construction. In addition, the applicant would be required to adhere to SCAQMD Rule 403—Fugitive Dust, which would further reduce the impacts associated with wind erosion. Therefore, impacts would be less than significant.

The relatively flat-lying topography at the Project site precludes the risk of landslide or lateral spreading. As there are no known ongoing extractions of oil or water that would lead to subsidence at the Project site, and the subsurface soils are not known to contain significant quantities of peat, the potential for subsidence at the Project site is considered remote. Therefore, there is no potential for liquefaction or collapse at the Project site. While Project development would not result in the hazards addressed above, the Preliminary Geotechnical Evaluation prepared for the Project included a design and construction recommendation. Without implementation of the geotechnical recommendation, a potentially significant impact could occur. With implementation of the design recommendation provided in the Preliminary Geotechnical Evaluation, impacts would be less than significant.

Foundations for the proposed residential building would be established in very dense native sands, stiff to hard silt and clay layers. Expansive soils, as defined in Table 18-1-B of the California Building Code do not exist beneath the Project site. Thus, impacts would be less than significant.

The Project would connect to and use the City's existing sewage conveyance system and would not use septic tanks. No impact would occur.

### ***Cumulative Impact***

Geotechnical impacts tend to be site-specific rather than cumulative in nature. Any development occurring within the City would be subject to uniform site development and construction standards relative to seismic and geological conditions within the specific region. As Project development and each related project would be required to be consistent with recommendations contained in each project's geotechnical study and designed in accordance with the CBC, cumulative impacts associated with known geologic conditions would be less than significant.

## **Hazards and Hazardous Materials**

### ***Project Impacts***

The Project involves the renovation of the existing on-site office building. In addition, a public open space pedestrian passageway and a new 63-unit residential condominium building are proposed. Such uses do not generally involve the routine use, transport, or disposal of significant amounts of hazardous materials. However, the proposed uses may involve the use of small amounts of hazardous materials that are used in everyday situations. The Glendale Fire Department and Los Angeles County have the authority to inspect on-site use and to enforce state and federal laws regarding storage, use, transport and disposal of hazardous wastes. Los Angeles County also requires an annual inventory of hazardous materials on site that must be submitted for an annual review as required by Emergency Planning and

Right-to-Know Act and Chapter 6.95 of the California Health and Safety Code. Impacts would be less than significant through the implementation of standard state and federal requirements.

Asbestos-Containing Materials (ACMS) are present in the existing on-site office building and significantly damaged friable asbestos-containing materials were identified at two locations in the basement of this building; because of this, a safety hazard to construction workers exists. Highly damaged asbestos-containing materials were identified in Room B03A and above the ceiling of Room HB01. These locations are inaccessible to the building tenants, and the likelihood of tenant exposure is low. As a result of the known presence of ACMS in the existing on-site office building and suspected ACMs within the existing on-site apartment building, impacts would be significant. With implementation of standard ACM remediation recommended through mitigation measure, impacts would be reduced to less than significant.

The existing on-site office building was constructed and remodeled prior to 1979, and existing on-site apartment building on site was constructed prior to 1979, when lead-containing paints were banned. In addition, it is possible that the plumbing for the apartment building contains lead. Due to the likely presence of lead paint on site, impacts would be significant. With implementation of standard practices to remove and properly dispose of lead-based paint recommended through mitigation, impacts would be reduced to less than significant.

Phase I ESAs determined that some of the older ballasts on the light fixtures in the building at 215–225 East Broadway may contain PCBs and the fluorescent light tubes in the apartment building at 111 North Louise Street may contain mercury vapor. Therefore, impacts would be significant. Implementation of standard practices to properly remove and dispose of light ballasts are recommended through mitigation measures and would reduce impacts to less than significant.

Edison Elementary school is located approximately 1 mile southwest of the Project site. The Project would not generate hazardous emissions or handle hazardous materials; therefore, no impacts would occur.

The Project site is not on any list of hazardous materials sites reviewed during preparation of the Phase I ESAs for the site. A review of environmental databases identified the Project site and surrounding properties as being located within the boundary of the Crystal Springs Wellfield Area Superfund site, which is characterized by groundwater contamination with trichloroethylene (TCE) perchloroethylene (PCE). The groundwater contamination plume is primarily concentrated along the San Fernando Road, approximately 1.5 miles west of the Project site. Soil samples at six locations adjacent to the building at 215-225 East Broadway were collected and analyzed for halogenated and aromatic hydrocarbons, and there were no concentrations detected. The likelihood that all properties listed on various government

databases within 0.25 mile of the Project site have been impacted is low; therefore, there would be a less than significant impact.

The Project site is neither located within an airport land use plan, located within 2 miles of a public airport or public use airport or within the vicinity of a private airstrip. Therefore, no impacts associated with safety hazards would result for people working or residing in the Project area.

According to the City of Glendale Safety Element, neither East Broadway nor North Louise Street is a part of City Disaster Route or a County evacuation route. Brand Boulevard, which is two blocks to the east of the Project site, is a City disaster response route, and Colorado Street, which is two blocks south of the Project site, is a County evacuation route. Implementation of the Project would neither result in a reduction of the number of lanes along Brand Boulevard or Colorado Street nor result in the placement of an impediment to the flow of traffic such as medians on these roadways. Impacts would be less than significant.

The Project site and surrounding area is located within an urban area. The Project site is not contained within a fire hazard area as identified in the City of Glendale's Safety Element. Consequently, implementation of the Project would not result in the exposure of people or structures to hazards associated with wildland fires. Impacts would be less than significant.

### ***Cumulative Impacts***

It is anticipated that related projects would result in an incremental increase in the amount of hazardous materials transported, used, treated, stored, and disposed of areawide. Although each development site has potentially unique hazardous materials considerations, it is anticipated that all hazardous materials delivered and hazardous waste removed from the Project site and each cumulative Project site would be in accordance with Title 24 of the Code of Federal Regulations. In addition, related projects (if applicable) would be required to prepare an annual inventory of hazardous materials used on site and submit a business emergency plan to the City for an annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of the California Health and Safety Code. For these reason, cumulative impacts would be less than significant.

It is possible that a number of the related projects would involve significant renovation or demolition activities, which could subject construction workers or other persons to health and safety risks through exposure to hazardous material. It is also possible that a number of the related projects could expose construction workers and other persons to contaminated soil. Each related project would adhere to applicable federal, state, and local requirements that regulate worker and public safety. Cumulative impacts would be less than significant.

The closest school to the Project is located approximately 1.0 mile southwest of the Project site. The Project would not generate hazardous emissions or handle hazardous materials. In regards to related projects, if a school were proposed within 0.25 mile of a related project, that project would be subject to all applicable laws and regulations related to the transport, use, treatment, storage and disposal of hazardous materials. Cumulative impacts would be less than significant.

Related projects may be located on or near a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. It is anticipated that development of these related projects would comply with applicable laws and regulations pertaining to hazardous wastes, and that risk with identified hazardous material sites would be eliminated or reduced through proper handling, disposal practice, and/or clean up procedures. Cumulative impacts to the public or environment associated with development on or near listed contaminated sites would be less than significant.

The Project site and related project sites are not located within an airport land use plan, 2 miles of a public airport or public use airport or the vicinity of a private airstrip. Therefore, no cumulative impact would occur.

Construction and development associated with related projects could result in activities that interfere with adopted emergency response or evacuation plans, primarily by temporary construction barricades or other obstructions that could impede access. Future development would go through CEQA review of potential impacts on adopted emergency response or evacuation plans, and would be required to implement measures to mitigate potential impacts. Cumulative impacts would be less than significant.

The Project site and related project are located within urban area. The Project site and related project sites are not contained within a fire hazard area as identified in the City of Glendale's Safety Element. No cumulative impact would occur.

## **Hydrology**

### ***Project Impacts***

Project construction would require site grading, including excavation up to depths of 20 feet below the ground surface. If a storm event were to occur during construction activities, the temporary increase in the amount of suspended solids from surface flows and/or site erosion and off-site siltation could occur. The applicant is required to satisfy all applicable requirements of the NPDES Program and Chapter 13.42, Storm Water and Urban Runoff Pollution Prevention Control and Standard Urban Storm Water Mitigation Plan of the Glendale Municipal Code, in effect at the time of Project construction to the satisfaction of the Glendale Public Works Department. These requirements include preparation of a

Storm Water Pollution Prevention Program (SWPPP) containing structural treatment and source control measures appropriate and applicable to the Project. The SWPPP would incorporate Best Management Practices (BMPs) by requiring controls of pollutant discharges that utilize Best Available Technology (BAT) economically achievable and Best Conventional Pollutant Control Technology (BCT) to reduce pollutants. Implementation of BMPs would ensure that Los Angeles RWQCB water quality standards are met during construction activities and that impacts would be less than significant. The Project after buildout would increase the amount of activities on the site and would likely result in an increase in typical urban pollutant sources. Project impacts on surface water quality would include the potential deposition of pollutants generated by motor vehicle use on Project roadways and parking areas, and the maintenance and operation of landscape areas. The quality of runoff from the Project site would be subject to Section 402(p) of the CWA under the NPDES program. Development projects are required by the Storm Water and Urban Runoff Pollution Prevention Control and SUSMP of the Glendale Municipal Code, to submit and then implement a SUSMP containing design features and BMPs appropriate and applicable to the project. Potential water quality impacts of the Project would be less than significant through the preparation of the SUSMP and implementation of the BMPs and LID practices as specified in the NPDES Permit.

Glendale Water and Power (GWP) provides potable water in the City and relies, in part, on local groundwater supplies. Consequently, implementation of the Project would result in additional development that could indirectly require an increased use of groundwater. However, groundwater to be used by the Project would be utilized according to current plans and projections of GWP groundwater supplies and, therefore, Project implementation would not substantially deplete groundwater supplies. The Project site consists of impervious surfaces and Project development would maintain this condition. Further, the Project site is not a designated groundwater recharge area nor does the Project site serve as a primary source of groundwater recharge within the Basin. Consequently, impacts would be less than significant.

The Project site is developed and served by an existing storm water collection and conveyance system. As a result, the Project would not require any substantial changes to the existing drainage pattern of the site or the area. After Project buildout, the Project site would include some pervious areas where landscaping has been proposed. All runoff from the Project site would continue to be conveyed via streets and gutters to storm drains on Broadway and Louise Street. The amount of storm runoff conveyed from the site due to the development of the Project would be similar to existing conditions. Consequently, potential drainage impacts would be less than significant.

After Project buildout, the majority of the Project site would remain covered with impervious surfaces with the exception of small area where landscaping is proposed. Runoff would continue to be conveyed

via streets and gutters to storm inlet locations around the site. The Project would neither substantially affect the rate or amount of storm water runoff generated on site nor would it affect the capacity of the existing storm drain system; therefore, impacts would be less than significant.

According to Federal Emergency Management Agency flood hazard maps, the Project site is not located within a 100-year flood zone. The nearest dam to the Project site is the Diederich Reservoir, located approximately 1.5 miles to the north. According to the City of Glendale Safety Element, the Project is not located within the inundation zone of this dam, or other dams located within the City or elsewhere. The Project site is not in a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the site. There would be a less than significant impact from implementation of the Project on being in a 100-year flood plain, flooding due to the failure of a dam, and inundation by seiche, tsunami or mudflow.

### ***Cumulative Impacts***

Development of related projects could result in the violation of water quality or waste discharge requirements during construction and operation. However, each of the related projects would be required to prepare a SWWPP for construction activities. After buildout, related projects are required by Chapter 13.42, Storm Water and Urban Runoff Pollution Prevention Control and Standard Urban Storm Water Mitigation Plan of the Glendale Municipal Code to submit and then implement a SUSMP containing design features and BMPs appropriate and applicable to the project to reduce post-construction pollutants in storm water discharges. Potential water quality impacts of the Project and related projects would be less than significant in light of the preparation and implementation of a SWPPP and SUSMP for each project, and the enforcement of these requirements by the City.

Glendale Water and Power (GWP) provides potable water in the City and relies, in part, on local groundwater supplies. Consequently, implementation of the Project and related projects would result in additional development that could indirectly require an increased use of groundwater through the provision of potable water. Groundwater to be consumed by the Project and related projects would be utilized according to current plans and projection of GWP groundwater supplies, and would not substantially deplete groundwater supplies. The Project would not extract groundwater on an operational basis and it is very unlikely that any of the related projects would do so. The Project and related project sites largely consist of impervious surfaces at this time and this would not change with proposed redevelopment. Consequently, cumulative impacts are considered to be less than significant.

Given the location of the related projects, it is not expected that this cumulative development would substantially alter the existing drainage pattern of the area, including the alteration of the course of a

stream or river, in a manner, which would result in substantial erosion or siltation, flooding, or the exceedance of existing or planned storm water drainage systems. The amount of runoff would not substantially increase, thereby, avoiding substantial increases in erosion, siltation, flooding, and preventing the exceedance of the storm water drainage system. The related projects would also be required to comply with the SWPPP and SUSMP requirements and adopt BMPs to reduce the occurrence of erosion, siltation, and pollutants. Consequently, there would not be a cumulatively significant impact.

Cumulative development of the related projects may result in or require the construction of new storm water drainage facilities or the expansion of existing facilities, resulting in environmental effects, although the precise need for or location of such new facilities is not yet known. Future development in Glendale is not generally expected to take place in previously undeveloped areas, and, therefore, significant expansion of existing storm water drainage facilities or the construction of significant new facilities is not generally anticipated. While future development may require that there be some localized modifications or additions to the existing storm water drainage system, it is expected that these modifications or additions would not be extensive. Consequently, it is not expected that there would be a significant cumulative impact from implementation of the related projects. No modification to the existing storm drain system serving the Project site is required. Consequently, the Project's impact would not be cumulatively considerable and is less than significant.

According to the Federal Emergency Management Agency (FEMA) flood hazard maps, the Project and related project sites are not located within a 100-year flood zone. No cumulative impact with regard to a 100-year flood hazard area would occur.

There are seven dams located within the City of Glendale. The nearest dam to the Project site is the Diederich Reservoir, located approximately 1.5 miles to the north. According to the City of Glendale Safety Element, the Project is not located within the inundation zone of this dam, or other dams located within the City or elsewhere. Related projects may be located within an inundation zone of a local dam. However, with City implementation of programs and policies contained in the City of Glendale Safety Element, impacts would be mitigated to a less than significant level.

The Project and related project sites are not in a coastal area. Therefore, tsunamis (seismic sea waves) are not considered a significant hazard at the sites. No cumulative impact related to seiche, tsunami or mudflow would occur.

## Land Use

### *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 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 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 Project is located in the Maryland 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 renovation of the existing office building and development of the multi-family condominium units are allowed by the DSP. In addition, the 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 Project and related projects are analyzed in this EIR. The analysis concluded that no cumulative land use impacts associated with the Project and related projects would result.

## Noise

### *Project Impacts*

Based on the pre- and post-development traffic volumes provided by the City of Glendale, noise modeling was conducted for roadway segments in the Project vicinity. Existing plus Project noise levels

were modeled using the Federal Highway Administration *Highway Noise Prediction Model*. The segments studied would experience less than 1 dB(A) increase over existing conditions as a result of the Project. Additionally, mobile source noise along the Project site would remain at existing levels. Therefore, Project noise impacts at off-site roadway segments would be less than significant.

Noise sources associated with the Project, including from the renovated office, the pedestrian passageway, and the residential condominium building would be compatible with surrounding development along North Louise Street and East Broadway. Impacts would be less than significant.

Construction and demolition activities have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Pile drivers would not be used during Project construction activities. It is expected that the maximum generation of vibration would be from trucks and small bulldozers. This equipment can generate vibration levels up to 0.003 PPV (inches/second) and 86 VdB at 25 feet. This level of vibration would not be strong enough to have an impact on nearby structures. Additionally, as the existing 16-unit apartment building would be vacated prior to the commencement of any proposed construction activities and no other vibration-sensitive land uses are within 25 feet of the site, impacts would be less than significant to humans as well.

Building activities during both phases would involve the use of standard construction equipment, such as tractors, backhoes, concrete trucks, water and concrete pumps, and other related equipment. Smaller equipment, such as jackhammers, pneumatic tools, saws, and hammers would also be used throughout the site during construction. This equipment would generate both steady state and episodic noise that would be heard both on and off the Project site. The U.S. EPA indicates that 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 from the source. Because loud construction equipment, such as tractors, backhoes, trucks, and jackhammers would be utilized during Project construction, noise levels over 95 dB(A) are anticipated within 50 feet of operation. Construction-related noise impacts are considered significant and unavoidable due to exceeding the noise threshold of 65 dB(A) for the central business district, as allowed by the Glendale Municipal Code.

The Project site is not located within an airport land use plan, or within 2 miles of a public airport or public use airport or the vicinity of a private airstrip. Consequently, no impacts associated with airport safety hazards would result.

### ***Cumulative Impacts***

In order to determine whether the Project would result in a cumulatively significant impact, the noise level increase between 2010 with and without Project traffic conditions was determined. Cumulative noise increases range from 0.1 to 1.2 dB(A). Similar cumulative noise increases along other roadway segments in the Project vicinity are anticipated. Consequently, cumulative mobile source impacts would be less than significant. Stationary source noise that would be introduced in the area by related projects would include rooftop equipment, loading docks, and parking structures. Since these 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. Impacts would be less than significant.

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 mixed-use condominium and retail project at 214-220 East Broadway is within the immediate vicinity of the Project site. If construction of the Project and this related project were to occur simultaneously, a cumulative noise impact would occur because construction of these projects would require similar equipment and would generate similar noise levels. While the project at 214-220 East Broadway is expected to implement noise control measures during construction, these measures would not reduce construction noise to a level below City standards. Therefore, impacts would remain significant and unavoidable.

Groundborne vibration and noise impacts are localized in nature and decrease with distance. No related projects are located in close enough proximity to the Project site to result in cumulative construction or operational vibration impacts. For this reason, no significant cumulative impact would occur.

The Project site and related project sites are not located within 2 miles of a public airport or public use airport, or the vicinity of a private airstrip. Consequently, no cumulative impacts associated with airport safety hazards would result.

## **Population and Housing**

### ***Project Impacts***

The Project would include 63 residential condominium units and 66,000 square feet of office space. Based on an average household size of 2.8 persons per unit, the 63 residential units proposed by the Project would generate approximately 177 residents. Based on this same rate, the existing 16-unit apartment building houses 45 Glendale residents. Therefore, the net population increase within the City as a result

of the Project population would be 132. Concerning employment, based on an employment generation rate of 4.44 employees per 1,000 square feet of office space, the direct employment growth of the Project would be 293 employees. Applying a 24 percent ratio (which is the percent of existing employees who work and reside in the City of Glendale), the employment positions would result in 70 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 196 additional residents to the City (70 households x 2.8 persons per household). Overall, the increase in population of 196 people associated with employment opportunities provided by the Project and the net increase in population of 132 associated with the proposed residential units would result in a total population increase of 328 new residents to the City.

Population, housing, and employment demographic increases are well within Southern California Association of Governments (SCAG) 2010 Arroyo Verdugo Subregional projections. However, when the Project population is added to the 2007 population data published by the State Department of Finance, the SCAG 2007 population projection is exceeded by approximately 350. As figures used in this analysis are estimates and predictions of population, the addition of 350 residents within a City of over 200,000 is not considered substantial population growth. In addition, the population growth and related demand on public services associated with the Project have been assessed in **Section 4.10, Public Services**, of this EIR. In this manner, the projected population increase has already been assessed and the increase in population is not considered substantial. Importantly, the growth associated with the 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 has been amended to include new population projections as part of the 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 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. Therefore, Project population projections would be consistent with the City's General Plan, upon which the SCAG population forecast is based. After the demographic projections are updated, the Project would be further below future SCAG projections. As a result, impacts associated with population growth would be less than significant.

The Project would involve the demolition of the 16-unit apartment building presently on the Project site. Based on an occupancy rate of 2.8 persons per household, approximately 45 residents would be displaced from the site with the removal of the building. This represents approximately 0.02 percent of the City population and is not considered substantial. While the 16 existing units would be removed, the Project

would result in a net increase of 47 units on the site. Based on the net increase in dwelling units provided by the Project, the impact caused by the displacement of existing housing and its residents would be less than significant.

### ***Cumulative Impacts***

Overall, the direct increase in population of 8,283 people associated with the proposed residential units and related projects and indirect increase in population of 3,206 people associated with employment opportunities provided by the Project and related projects would result in a total population increase of 11,489 new residents to the City. According to SCAG's regional growth forecasts, the population of the City of Glendale is projected to increase by approximately 2,700 between 2005 and 2010. Therefore, the population growth associated with the Project and related projects exceeds currently adopted SCAG growth forecasts by approximately 8,700. This is considered a significant cumulative impact.

The Project would replace the existing 16 residential units on the Project site with 63 condominium units. The net increase in dwelling units associated with the Project would result in a less than significant impact with respect to displaced housing and residents. None of the related projects would displace substantial numbers of housing or people because either residences do not currently exist on site, or the related projects would replace existing housing with new residential uses. Additionally, a broad range of housing types exist in the downtown area and would be provided by the Downtown Specific Plan, which would accommodate existing residents on related project sites. As such, impacts would be less than significant.

## **Public Services – Fire Protection and Emergency Medical Services**

### ***Project Impacts***

The Project would result in the direct addition of 132 new residents to the City. These additional residents would result in an increase in calls for service from the fire department, routine fire prevention life/safety inspections, public education activities, participation in community events, and ongoing relations with the homeowners' association. As the Project is developed, tax revenues from property and sales taxes would be generated and deposited in the City General Fund and the State Treasury. A portion of these revenues would then be allocated to the Fire Department during the City annual budget process to maintain staffing levels within the City in numbers adequate to serve Project-related increases in service call demands. This, coupled with mitigation measures, 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 calls for emergency medical service. The Glendale Fire Department estimates that the Project would generate approximately 12 additional calls per year or about 1 additional call per month. Glendale has no formal service ratios or performance objectives for Rescue Ambulance service, but has considered a performance objective of 350 responses per month for a paramedic rescue ambulance. With the inclusion of these additional calls for service, RA 21 would be responding to approximately 351 calls per month. Since the number of calls would not be substantially above the recommended workload for a rescue ambulance, the impact of the Project on emergency medical services would be less than significant.

Fire sprinkler systems would be installed in the proposed residential structure and the Hollywood Production Center building. Consequently, the City'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 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 significant. With implementation of mitigation measures, the impact would be reduced to a less than significant level.

### ***Cumulative Impacts***

The Project and related projects together would result in the addition of 11,489 residents and 4,770 employees. These additional residents would result in an increase in calls for service from the fire department, routine fire prevention life/safety inspections, public education activities, participation in community events, and ongoing relations with the homeowners' association or apartment management companies. As the Project and related projects are developed, tax revenues from property and sales taxes would be generated and deposited in the City General Fund and the State Treasury. A portion of these revenues would then be allocated to the Fire Department during the City annual budget process to maintain staffing levels within the City in numbers adequate to provide fire protection services to the Project and related projects. Additionally, as appropriate, mitigation measures would be identified and implemented through the environmental review process for each related project. Therefore, cumulative impacts would be less than significant.

The Project and related projects together would result in the addition of 11,489 residents in the City. The additional residents associated with the Project and related projects would result in an increase in calls for emergency medical services throughout the City. The cumulative increase in calls for emergency medical response from the Project and related projects would result in Rescue Ambulance 21 responding to a number of calls that would likely substantially exceed the recommended workload of 350 calls per

month for a rescue ambulance. However, with future funding from the General Fund and the mitigation measure, cumulative impacts to emergency medical services would be less than significant.

The Project and all related projects would be required to maintain adequate fire flow rates that meet City fire flow standards. Required improvements would be made on a project-by-project basis. Therefore, the cumulative impact of the Project and related projects on fire flows would be less than significant.

## **Public Services – Police Protection**

### ***Project Impacts***

The Project would result in the direct addition of 132 new residents to the City. Additionally, through employment provided by the Hollywood Production Center, the Project would result in the indirect addition of 196 new residents to the City. The addition of these new residents would result in an additional 226 calls for service and observations, which are defined as any other type of workload such as a traffic stop, per year. Current Department workload includes approximately 152,000 calls for service and observations annually. According to the Glendale Police Department, an addition of 226 workload units per year would not result in a significant impact. Additionally, the Police Department considers current response times in the City adequate and has indicated that the Project would not adversely affect response times in the City. Further, funding for the Glendale Police Department is derived from various types of tax revenue (e.g., property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees), 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 Project is developed, tax revenues from property and sales taxes would be generated and deposited in the City General Fund and the State Treasury. A portion of these revenues would then be allocated to the Glendale Police Department during the City's annual budget process to maintain staffing levels within the City in numbers adequate to serve Project-related increases in service call demands. Impacts would be less than significant.

### ***Cumulative Impacts***

The Project and related projects would result in the addition of 11,489 residents to the City of Glendale. The Project would not result in a significant impact to the Glendale Police Department. However, the addition of 11,489 residents to the City's population would result in a cumulative impact on police protection services when considering current department resources. As the related projects are developed, tax revenues from property and sales taxes would be generated and deposited in the City General Fund and the State Treasury. A portion of these revenues would then be allocated to the Glendale Police Department during the City's annual budget process to maintain staffing and equipment

levels within the City in numbers adequate to serve increases in service call demands. Therefore, cumulative impacts to police services in the City would be mitigated to a less than significant level.

## **Public Services – Schools**

### ***Project Impacts***

The 63 proposed multi-family residential units would generate nine students in grades K through 6, three students in grades 7 and 8, and seven students in grades 9 through 12 for a total of 19 students. Based on the same generation rates, the existing 16-unit apartment building is presumed to house two students in grades K through 6, one student in grade 7 or 8 and two students in grades 9 through 12 for a total of five students. Therefore, the net increase in students would be eight students in grades K through 6, two students in grades 7 and 8, and five students in grades 9 through 12 for a total of 14 students. All schools serving the Project site are currently operating under capacity and could accommodate these new students. Additionally, pursuant to Government Code Section 65995, the payment of school impact fees, as authorized by Senate Bill 50, would fully mitigate any potential indirect impact of the Project on local schools. Therefore, Project impacts to local schools would be less than significant with payment of the required school fee.

### ***Cumulative Impacts***

The Project and related projects would result in the addition of 2,888 residential units in Glendale. Combined, these additional units could generate approximately 427 students in grades K through 6, 150 students in grades 7 and 8, and 318 students in grades 9 through 12, for a total of 895 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 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.

## **Public Services – Libraries**

### ***Project Impacts***

Project implementation would introduce 328 new residents in the City. The Community Facilities Element of the General Plan indicates that cities the size of Glendale should generally maintain a volume-to-resident ratio of 1.75 books per resident. Based on the current population estimate for the City of

Glendale of approximately 207,157 residents, the City presently requires about 357,761 volumes to meet this standard. With a total collection of approximately 713,000 volumes, the system presently exceeds this standard. The addition of approximately 328 residents to the current estimated population of 207,334 residents would result in a volume-to-resident ratio of 3.4 books per resident, which is in excess of standard requirements. The impact of the Project on library services is less than significant.

### ***Cumulative Impacts***

The Project and related projects would result in the addition of approximately 11,489 residents. The addition of approximately 11,489 residents to the current estimated population of 207,157 would reduce the present volume to resident ratio. However, the ratio would still far exceed the established standard of 1.75 books per resident. Cumulative impacts would be less than significant.

## **Recreation**

### ***Project Impacts***

Project implementation would result in an estimated population increase of approximately 328 residents within Glendale. This increase in population would incrementally increase the use of existing neighborhood and community parks. The Project includes amenities that would meet some of the recreational needs of Project residents, Hollywood Production Center employees and the general population in the City. The proposed residential condominium building would include a landscaped outdoor roof deck and a 3,400-square-foot landscaped courtyard, which would include a swimming pool and water feature. The Hollywood Production Center building would include a roof garden with a central water feature surrounded by seating areas and potted plants. Finally, the alley between the office building at 225 East Broadway and existing apartment building at 111 North Louise Street is proposed for vacation in order to create a 2,250-square-foot landscaped public open space pedestrian passageway with seating areas. The public open space pedestrian passageway would provide a pedestrian connection between North Louise Street and North Brand Boulevard. While the proposed amenities would meet some of the recreational needs of Project residents, employees and the Glendale population, existing park facilities are currently heavily used due to the deficit in parkland in the City. As such, the nominal increase in use of neighborhood and community parks in the City that would occur as result of the Project is considered a significant impact.

The City Council recently approved the Development Impact Fee Ordinance, which requires a Citywide developer fee for parks, recreation, and library facilities. Under the ordinance, developer fees would be deposited into a specially created account to be used to fund parks, recreation, and library facilities. The City conducted a Public Facilities fee nexus study and it was determined that the full fair-share per unit

fee for multi-family residential projects is \$14,197.00. However, the City Council has approved a fee phase-in program that allows projects with Stage I design review approvals to pay a “pipeline” project fee of \$2,000.00 per unit. The Project qualifies to pay the “pipeline” fee. Even with the payment of the “pipeline” fee, Project impacts would remain significant because there is no requirement that the Project pay the full fair share fee of \$14,197.00 per residential unit. As no other mitigation exists, which would reduce the impact to less than significant, Project impacts to existing recreational facilities in Glendale would be significant and unavoidable.

With regard to impacts associated with proposed recreational amenities, they are incorporated into Project design and would be constructed concurrently with the Project. The short-term impacts associated with the construction of these facilities are addressed in **Sections 4.12, Traffic, Circulation and Parking; 4.2, Air Quality; and 4.8, Noise**. While, the public open space pedestrian passageway does not qualify as a recreational amenity, impacts associated with this proposed passageway are analyzed throughout this EIR. Construction of these proposed recreational facilities is a part of the Project and would not result in additional significant impacts.

### *Cumulative Impacts*

Implementation of the Project and related projects would increase the use of existing recreational facilities in the City. Direct and indirect population growth associated with the Project and related projects would result in the addition of 11,489 new residents to Glendale. 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 11,489 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 Project and related projects on existing facilities is considered cumulatively significant because the use of existing parks would increase, thus contributing to an acceleration in the physical deterioration of these facilities. The contribution of the Project to this impact would be cumulatively considerable, and would result in a significant and unavoidable impact.

In order to accommodate related projects, as well as the existing deficiency in parkland within the City, 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 these facilities will undergo California Environmental Quality Act review and the project-specific impacts associated with the development of each will be mitigated to the fullest extent feasible. As a result, cumulative impacts associated with the construction of future parks is expected to be less than significant.

## Traffic

### *Project Impacts*

Project development would result in construction-related traffic in the Project vicinity. In general, the majority of the construction workers are expected to arrive at the Project site during off-peak hours (i.e., arrive prior to 7:00 AM) thereby avoiding the AM commuter peak period. It is anticipated that construction workers would remain on site until 3:00 PM. A Construction Traffic Control plan would be implemented to minimize potential conflicts between construction activity and through traffic. Therefore, the Project would not result in a significant traffic impact during construction.

Project impacts to the intersection of Broadway and Maryland Avenue were analyzed. The intersection would continue to operate at LOS A in both the AM peak hour and PM peak hour with Project traffic. Application of the City significance criteria to the existing plus Project scenario indicates that the intersection of Broadway and Maryland Avenue would not be significantly impacted by the Project.

There are no CMP intersection monitoring locations in the Project vicinity. Additionally, the Project would not add 50 or more trips during weekday peak periods to a CMP intersection. Impacts to the CMP intersection system would be less than significant.

Two CMP freeway monitoring locations in the vicinity of the Project have been identified and include the I-5 Freeway south of Colorado Street Extension and SR-134 Freeway east of Central Avenue segments. The Project would not add 150 or more trips in either direction during the AM or PM weekday peak hours to the CMP freeway monitoring locations. Therefore, Project impacts to the CMP highway system are less than significant.

The Project is forecast to generate demand for six net new transit trips during the weekday AM and PM peak hours. Over a 24-hour period, the Project is forecast to generate demand for 50 daily transit trips. Existing transit service in the Project area would adequately accommodate Project demand. Impacts would be less than significant.

The Project site is not in the vicinity of an airport and would not have any affect on air traffic patterns. As such, no impact would occur.

The Project would be designed to utilize the existing network of regional and local roadways located in the vicinity of the Project site. Vehicular access would not be provided to the office building. Vehicular access to the condominium building would be provided via one driveway along North Louise Street. Site access would be designed and constructed to adhere to standard engineering practices and requirements

by the Glendale Public Works and Fire Departments. 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 vehicular and pedestrian precautions, hazards associated with the Project site will be less than significant.

With regard to parking, the existing office building does not have on-site parking and, according to Section 30.32.030 of the Municipal Code, would not be required to provide on-site parking as part of the proposed reuse of the building. The office parking demand would be accommodated through a lease agreement with the City in the City-owned Exchange and Marketplace Parking Garages. The Exchange Parking Garage would provide 50 office parking spaces and the Marketplace Parking Garage would provide 128 office parking spaces. Overall, the lease agreement would provide 178 parking spaces for the proposed office in the nearby garages. While the office building is exempt to the parking standard, the provision of 178 parking spaces satisfies the Municipal Code requirement of 2.7 parking spaces per 1,000 square feet of office space. Impacts would be less than significant.

A total of 143 on-site parking spaces would be provided for the condominium units, including four handicap stalls. The ground level of the residential building would include 23 parking spaces and two levels of subterranean parking would provide 60 parking spaces each. This satisfies the Municipal Code requirement of 2.25 parking spaces per condominium unit. Of the parking spaces provided in the condominium building, 32 would be tandem spaces. Tandem spaces would be allowed within the condominium building per Section 6.3.5 of the DSP. While the site currently contains a City-owned surface parking lot, there is ample substitute parking in parking lots and garages within the downtown area and the removal of these spaces would not result in a significant impact. Therefore, the proposed parking supply would be adequate to serve the proposed development and impacts would be less than significant.

A number of goals and policies set forth by the Glendale General Plan 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***

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 related 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. The Project would result in a less than significant impact during construction through required implementation of a Construction Traffic Control Plan. Additionally, the number of workers traveling to the Project site during peak hours would be relatively limited. Consequently, the Project contribution to the cumulative impact is not cumulatively considerable.

The Broadway and Maryland Avenue intersection would continue to operate at LOS A during the AM peak hour and LOS B during the PM peak hour under future traffic conditions with or without Project implementation. Therefore, based on application of the City significance criteria, the intersection would not be significantly impacted. Cumulative impacts would be less than significant.

The Project would not add 150 or more trips in either direction during 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. Therefore, the Project contribution to any potential cumulative impact would not be cumulatively considerable.

The Project and related project sites are not in the vicinity of an airport and would not have any affect on air traffic patterns. No cumulative impact would occur.

Related projects would be required to adhere to standard engineering practices and requirements, and would be subject to planning and design review by the City to avoid traffic hazards created by design features and land use incompatibilities, or inadequate emergency access. For this reason, and because such impacts (if and when they occur) are relatively site-specific, related project cumulative impacts associated with such hazards are less than significant.

In accordance with City requirements, related projects would accommodate construction workers either on site or through other suitable means to reduce impacts to surrounding parking facilities. Related projects would be required to provide adequate on-site parking as conditions of development approval, and thus it is unlikely that the related projects would have a significant impact cumulative effect on parking demand for the City during construction and operation. Therefore, cumulative impacts would be less than significant.

Related projects would result in an increased demand for alternative transportation. However, due to the locations of various related projects, it is expected that cumulative increases in demand would be distributed among the various bus routes that serve the area. Consequently, cumulative impacts are considered to be less than significant.

## Utilities and Service Systems – Water Services

### *Project Impacts*

The Project would result in a net increase in the use of water of 5,675,750 million gallons per year or 17.4 acre-feet per year, over the 876,000 million gallons per year, or 2.7 acre-feet per year, demanded by the existing residential use on the Project site. Based on the 2005 Urban Water Management Plan, there is ample supply to meet remaining City demand under normal weather conditions.

With regard to dry weather conditions, even with implementation of the Project and subject to continued availability of MWD's 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 annual net increase in demand of 17.4 acre-feet per year associated with the Project, there is sufficient supply to meet City demand under drought conditions. As a result, long-term impacts to water supply during operation under both normal and drought conditions would be less than significant.

Existing water treatment facilities have sufficient capacity to treat the 17.4 acre-feet of water demanded annually by the Project and new treatment facilities or expansion of existing facilities would not be required. Impacts would be less than significant.

### *Cumulative Impacts*

Development of related projects would result in a demand of approximately 326 million gallons of water per year or approximately 1,001 acre-feet per year. Combined with the net demand increase of 17.4 acre-feet per year generated by the Project, the cumulative water demand would be approximately 1,018 acre-feet per year. The City of Glendale has identified sufficient water supplies to meet water demand through General Plan buildout, which includes the related projects. Therefore, the cumulative impact would be less than significant.

Existing water treatment facilities have sufficient capacity to treat water demand through General Plan buildout and new treatment facilities or expansion of existing facilities would not be required. Cumulative impacts would be less than significant.

## Utilities and Service Systems – Sewer

### *Project Impacts*

The Project would generate a net increase of 12,440 gallons per day of wastewater over the 1,920 gallons per day generated by the existing residential use on the Project site. The Hyperion Treatment Plant, which serves the Project site, is currently operating at 90 million gallons per day below capacity, the daily net addition of 12,440 gallons of sewage generated by the Project would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat the net increase in sewage generated by the Project and impacts would be less than significant.

In order to provide the capacity needed to accommodate additional development, the City imposes a sewer impact fee on future developments, based on a computer modeling assessment of the sewer system hydraulic capacity. 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 Project on the existing sewage conveyance system would be reduced to less than significant.

When the Los Angeles/Glendale Water Reclamation facility reaches capacity, the Hyperion Treatment Plant to which the City has access to, would treat any excess waste generated by the Project. With the Hyperion Treatment Plant currently operating 90 million gallons per day below capacity, adequate capacity exists to treat Project-generated wastewater. Therefore, the Project would not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects. Impacts with regard to available sewage treatment capacity would be less than significant.

### *Cumulative Impacts*

Both the Los Angeles/Glendale Water Reclamation Plant and the Hyperion Treatment Plant, which are under the Los Angeles RWQCB, are subject to permits issued by the Regional Water Quality Control Board. Development of related projects would add 715,117 gallons per day to the Hyperion Treatment Plant and the City's sewage conveyance system. Combined with the net increase of 12,440 gallons per day generated by the Project, the cumulative demand of the Project and related projects will be 727,557 gallons per day. When the Los Angeles/Glendale Reclamation Plant reaches capacity, the Hyperion Treatment Plant will treat a majority of the waste generated by the Project and related projects. With the Hyperion Treatment Plant currently operating 90 million gallons per day below capacity, the additional 727,557 gallons, or 0.73 million gallons, of sewage per day generated by cumulative development would not result in exceeding plant capacity. With excess capacity available to the City 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 Project and related projects on available sewage treatment capacity, and the ability of each plant to meet applicable treatment requirements is less than significant.

## **Utilities and Service Systems –Solid Waste**

### ***Project Impacts***

Project construction would generate waste materials. A majority of the construction waste would be readily recyclable, such as wood, concrete, metals, and soil. This material will be collected on site in accordance with the City's Construction and Demolition Debris Recycling Ordinance and sent to commercial facilities located in Los Angeles County. Therefore, the impact of waste generated during Project construction would be less than significant.

A total of 45 tons of solid waste per year is projected to be disposed of into landfills. This represents an increase of 39 tons per year when compared with the estimated 6 tons per year currently generated on the Project site. All solid waste generated on the Project site would be deposited at the Scholl Canyon Landfill, which is owned by the City, and has a current annual disposal rate of 460,000 tons per year. The annual disposal amount would increase to 460,045 tons per year. With a total annual disposal amount of 460,053 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. Therefore, the impact of the Project on permitted landfill capacity is less than significant.

The applicant would implement a waste diversion program in an effort help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939. In addition, the Project would enclose trash collection areas. No federal statutes apply to the Project. Therefore, the impact of the Project on compliance with federal, state, and local statutes and regulations is less than significant.

### ***Cumulative Impacts***

Combined with the net annual increase in solid waste generated by the Project, the cumulative amount generated by new projects would be approximately 4,241 tons of solid waste per year. The current capacity of the Scholl Canyon and Puente Hills Landfills, are adequate to accommodate solid waste disposal needs of the Project, and development of all related projects, for at least 15 years, if not longer. However, there is insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for its long-term disposal needs beyond 15 years. Although the County Sanitation Districts of Los Angeles County (CSDLAC) is in the process of increasing the capacity to accommodate future increases in solid waste volumes, these improvements are not yet in place and will not be

completed until at least 2009. As such, the cumulative impact of the Project and related projects is considered significant. As no feasible mitigation exists, the impact would remain significant and unavoidable.

The cumulative impact of the Project and related projects regarding compliance with applicable state and local solid waste statutes and regulations is less than significant because these 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.

## 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 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 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/No Development Alternative is required to be evaluated by Section 15126(2)(4) of the *CEQA Guidelines*. As required by the *CEQA Guidelines*, the analysis must examine the impacts which might occur if the site is left in its present condition, as well as what may reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

Under the No Project/No Development Alternative, the site would not be redeveloped and the vacant office building, alley, 16-unit apartment building, and surface parking lot would remain on site in the present condition. None of the impacts associated with the Project during construction and after buildout would occur if the No Project/No Development Alternative were selected. Project and cumulative short-term-term noise impacts during construction, Project and cumulative recreation impacts due to an increase in use of existing park facilities, cumulative population impacts due to exceeding population projections, and cumulative solid waste impacts due to insufficient permitted landfill capacity to accommodate future increases in solid waste would not occur under the No Project/No Development Alternative. As such, this alternative is environmentally superior to the Project.

### **Alternative 2 – Hollywood Production Center without Condominium Building**

This alternative includes renovation of the existing on-site office building for use as the Hollywood Production Center with the remainder of the Project site remaining in the existing condition. Under this alternative, the existing parking lot in the northernmost portion of the Project site would provide parking to meet the demand of the Hollywood Production Center office use and the existing 16-unit apartment building would remain in its existing condition. This alternative would include converting the existing alley into a public open space pedestrian passageway.

Project and cumulative short-term noise impacts during construction would be substantially reduced because the primary noise generating activities are associated with the residential building, which would not be constructed under this alternative. Project and cumulative recreation impacts would be substantially reduced as employees and patrons of the proposed Hollywood Production Center offices may occasionally use City parks but are expected to place a negligible demand on those facilities. Cumulative population impacts would also be substantially reduced because while the office use may result in indirect population growth associated with the employment opportunities, there would be no direct increase in the residential population of the City. Finally, as solid waste generation under this alternative would not be substantially reduced, the cumulative solid waste impact would be incrementally but not substantially reduced or avoided.

While some of the Project objectives would be met under this alternative, without the revenue generated by the new condominium building, renovation of the existing on-site office building and construction of the public open space pedestrian passageway would not be economically feasible.

### **Alternative 3 – Reduced Density Alternatives**

The applicant and the Agency considered two Reduced Density Alternatives consisting of a reduction in development intensity of 25 percent and 50 percent. Under this alternative, a reduction in development

intensity of 25 percent is defined as a residential building containing 47 condominium units and renovation of the vacant office building as proposed. A reduction in development intensity by 50 percent would include a residential building containing 32 condominium units without the renovation of the vacant office building. Both reduced density alternatives would include the proposed public open space pedestrian passageway.

Project and cumulative noise impacts during construction would not be avoided or substantially lessened because construction activity would generally take place over the same period and would generate noise levels above City standards. Further, as construction of the residential building would represent the primary noise source during Project construction, development reduction by 50 percent, which would exclude renovation of the office building, would result in similar noise impacts when compared to the Project as proposed. With a development reduction of 25 percent, the total direct population growth in the City would be 87. Under the 50 percent reduction alternative, 45 new residents would be directly added to the Glendale population as opposed to 132 under the Project. As the direct population generated by the reduced density alternatives would be only slightly reduced when compared to the Project as proposed, Project and cumulative recreation impacts would not be avoided or substantially lessened due to a similar demand on those facilities. Similarly, cumulative population and solid waste impacts would not be avoided or substantially lessened under the reduced density alternatives. No identified significant impacts would be avoided or substantially lessened under these alternatives.

The development of either of these alternatives would satisfy one of the Project objectives, but would not be economically viable because of the substantial reduction in the amount of development on the site coupled with the cost of land. Additionally, the provision of the public open space pedestrian passageway would not be economically feasible under either reduced density alternative.

#### **Alternative 4 – DSP Zoning without Maximum Incentives Alternative**

The current Glendale General Plan land use and zoning designations for the Project site is Downtown Specific Plan (DSP). 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. The DSP also provides incentives, in the form of height/story and density bonuses, to encourage desirable uses and benefits in the downtown area. As the Project would maximize height/story and maximum FAR incentives offered under the DSP, development under this alternative would be limited to maximum height and FAR permitted by right, which is four stories or 65 feet in height and a maximum FAR of 2.5. Based on an average of 10 units per floor, the residential building would provide 40 units while the office building renovation would remain as proposed. The public open space pedestrian passageway would be excluded from this alternative.

Under this alternative, Project and cumulative noise impacts during construction would not be avoided or substantially lessened because construction activity would generally take place over the same period and would generate noise levels above City standards. The Project under this alternative would result in 308 new residents in the City. As the population generated under this alternative would be only slightly reduced when compared to the Project as proposed, Project and cumulative recreation impacts and cumulative population impacts would not be avoided or substantially lessened. Cumulative solid waste impacts would not be substantially lessened or avoided because the reduction in development intensity of 23 condominium units would not substantially reduce the volume of solid waste generated by the Project.

The reduction in condominium units under this alternative would satisfy some of the Project objectives but would not be economically viable because of the substantial reduction in the amount of development on the site coupled with the cost of land. Additionally, this alternative would not include the public benefit of the public open space pedestrian passageway.

## **AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED**

The Agency at this point in time is not aware of any areas of controversy or issues to be resolved.