

## 2.0 SUMMARY

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### INTRODUCTION

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

### PROJECT LOCATION

The Project site is located in the southern portion of the City of Glendale. The Project site is located approximately 70 feet east of the boundary between the Cities of Glendale and Los Angeles. Interstate 5 (Golden State Freeway), State Route (SR) 134 (Ventura Freeway) and SR-2 (Glendale Freeway) provide regional access to the Project site. From a local perspective, the Project site is located in southern Glendale within the San Fernando Road Corridor Redevelopment Project Area, which includes 750 acres, generally extending along the length of the San Fernando Road corridor. The rectangular-shaped Project site is bound by Fernando Court to the north, Union Pacific Railroad right-of-way to the west, Los Feliz Road to the south, and Gardena Avenue to the east.

### PROJECT CHARACTERISTICS

The Project consists of a five-level commercial building, one level of which is subterranean, with an attached nine-level parking structure, two levels of which are subterranean. Specifically, the Project includes a 25,000-square-foot day spa facility, a 36,000-square-foot market, approximately 26,880 square feet of additional retail commercial space, 11,210 square feet of restaurant space, 32,000 square feet of professional office, 32,000 square feet of medical office space, and 597 parking spaces. The medical office space may consist of commercial condominiums to enable individual ownership of the tenant space. The commercial building would be five stories above grade and the parking structure would be six stories above grade. The maximum height of the structures would be approximately 76 feet above grade.

The construction period for the Project is anticipated to last approximately 24 months with construction scheduled to begin in December 2010. The Project is anticipated to be ready for occupancy in 2012.

## OBJECTIVES OF THE PROJECT

The following are the Agency objectives for the Project.

- Support the objectives of the Redevelopment Plan to eliminate blight and revitalize the San Fernando Road Corridor Redevelopment Area.
- Redevelop an underutilized property with restaurant, retail services and office space for the community of Glendale.
- Create a retail commercial plaza to activate and strengthen the vitality of southern Glendale.
- Utilize architectural design, lighting, and landscape design to enhance the architectural character of the proposed building and create a gateway building to the City of Glendale.
- Provide employment opportunities for City residents.
- Increase local tax revenue in the City of Glendale.
- Promote the use of public transportation and the Glendale Transportation Center.

## AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Based on responses to the Notice of Preparation (NOP), the Agency is aware of some areas of controversy or issues that may need to be resolved. These include such items as easement access to the existing storm drain crossing the site, and bicycle and pedestrian safety near garage entrance.

## SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

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

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

<b>Project Impacts</b>	<b>Level of Significance Without Mitigation</b>	<b>Mitigation Measures</b>	<b>Level of Significance With Mitigation</b>
<b>AESTHETICS</b>			
<b>Project Impacts</b>			
Development of the Project would not worsen the availability of on-site views towards the Santa Monica and San Gabriel Mountains.	Less than significant	None are required.	Less than significant
Development of the Project would not substantially degrade the existing visual character or quality of the Project site and their surroundings.	Less than significant	None are required.	Less than significant
Development of the Project would introduce new sources of light and glare. However, measures would be taken to minimize adverse light and glare effects.	Less than significant	None are required.	Less than significant
<b>Cumulative Impacts</b>			
Development of the Project and related projects would not have a substantial adverse effect on a scenic vista, and the contribution of the Project to this cumulative effect would not be cumulatively considerable	Less than significant	None are required.	Less than significant
Development of the Project and related projects would not substantially degrade the existing visual character or quality of the Project site and their surroundings, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Development of the Project and related projects would introduce new sources of light and glare to the City. However, measures would be taken to minimize adverse light and glare effects, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY</b>			
<b>Project Impacts</b>			
Development of the Project would not conflict with or obstruct implementation of the 2007 Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD).	Less than significant	None are required.	Less than significant
VOC emissions associated with the Project would exceed the SCAQMD's recommended daily emission threshold during construction.	Significant	<b>4.2-1</b> The contractor shall use SCAQMD-approved super-compliant architectural coatings for interior and exterior applications, which would reduce architectural coating VOC content by 96 percent.	Less than significant
Emissions associated with the Project would not exceed the SCAQMD's recommended daily emission thresholds during operation.	Less than significant	None are required.	Less than significant
Construction and operation of the Project would not exceed the localized significance thresholds for NOX, CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . In addition, CO emissions from traffic generated by the Project would not result in CO hotspots at study area intersections.	Less than significant	None are required.	Less than significant
Development of the Project could create objectionable odors. However, adherence to local regulations would minimize any adverse effects.	Less than significant	None are required.	Less than significant
Demolition of existing buildings on the Project site could result in an accidental release of asbestos. However, adherence to local regulations and implementation of mitigation measures contained with the hazards section of this EIR would minimize any adverse effects. Operation of the Project would not result in an accidental release of toxic air emissions or acutely hazardous materials.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Project Impacts (continued)</b>			
Construction and operation of the Project would not emit a toxic air contaminant regulated by SCAQMD rules or that is on a federal or state air toxic list.	Less than significant	None are required.	Less than significant
Development of the Project would not locate sensitive receptors within 0.25 mile of an existing facility that emits air toxics identified in SCAQMD Rule 1401.	Less than significant	None are required.	Less than significant
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts</b>			
Due to VOC emissions that exceed SCAQMD's recommended daily emission threshold during construction, construction of the Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in nonattainment. Operation of the Project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in nonattainment.	Significant	Implementation of <b>Mitigation Measure 4.2-1.</b>	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
<p>While the Project would result in emissions of GHGs, no adopted guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate change. However, it is generally the case that an individual project of this size is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.<sup>1</sup> GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.<sup>2</sup> Accordingly, the Project's contribution to state, national, and global GHG emission inventories and the resultant effect on global climate should be evaluated on a cumulative basis. Therefore, based on the conservatively estimated GHG emissions, the Project would result in emissions that are a fraction of the state's GHG emissions, the Project would not individually generate GHGs that have a significant impact on the environment.</p>	Less than significant	None are required.	Less than significant

<sup>1</sup> California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, (2008) 35.

<sup>2</sup> Ibid.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
<p>The Project would conflict with applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project does not specifically include specific measures to reduce GHG emissions from energy and water consumption. In order to demonstrate consistency with the plans, policies, the Project would be required to implement the additional mitigation measures to reduce energy- and water-related GHG emissions.</p>	Significant	<p><b>4.2-2</b> The Project shall achieve a minimum 15 percent reduction in building combined space heating, cooling, and water heating energy compared to the 2008 Title 24 Standards for commercial buildings. The Project shall evaluate the feasibility of installing on- or off-site renewable energy, such as solar photovoltaic panels or wind turbines, as a means of achieving a 15 percent reduction.</p>	Less than significant
		<p><b>4.2-3</b> The Project shall install light-emitting diodes (LEDs) or other similarly energy efficient lighting for all outdoor fixtures and shall limit outdoor lighting to appropriate hours.</p>	
		<p><b>4.2-4</b> The Project shall use white or light colored roofing material instead of the typical darker colored roof materials employed in commercial construction (light colored roofing materials provide a higher reflectivity, which helps reduce building energy consumption and reduces the heat island effect, as compared to buildings utilizing darker roofing materials)</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
		4.2-5 The Project shall plant native or drought-tolerant trees and vegetation around its structures to shade buildings and reduce energy requirements for heating and cooling.	
		4.2-6 The Project shall install low-flow water faucets equipped with automatic shutoff sensors in all on-site public facilities and restrooms.	
		4.2-7 The Project shall install high efficiency toilets (1.28 gallons per flush or less, or dual flush) and high efficiency/ultra low water urinals in all on-site public facilities and restrooms.	
		4.2-8 The Project shall utilize drip/subsurface irrigation (micro-irrigation) to the maximum extent for outdoor landscaping and shall prohibit irrigation during peak daylight hours when evaporation rates are highest.	
		4.2-9 The Project shall use only drought-tolerant vegetation for outdoor landscaping.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
		4.2-10 The Project shall use only reclaimed water for outdoor landscape irrigation if a connection from the Project site to the Los Angeles/Glendale Water Reclamation Plant exists.	
		4.2-11 The Project shall utilize low-impact development practices, such as designing landscaped areas to retain sufficient amounts of stormwater in order to reduce irrigation needs.	
		4.2-12 The Project shall reuse and/or recycle demolition material to the maximum extent	
		4.2-13 The Project shall provide on-site containers or dedicated areas for the collection of recyclable materials, if consistent with the contracted waste management company's collections practices.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>AIR QUALITY (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
		<p><b>4.2-14</b> The Project shall place signs at all commercial loading docks prohibiting idling for more than 5 minutes, in accordance with CARB regulations (this does not apply to transportation refrigeration units (TRUs), emergency vehicles, or other exempt equipment under the CARB regulation).</p>	
		<p><b>4.2-15</b> The Project shall provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., appropriate infrastructure for the installation of electric vehicle charging facilities).</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>HAZARDS AND HAZARDOUS MATERIALS</b>			
<b>Project Impacts</b>			
<p>Construction of the Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of asbestos, lead, and Polychlorinated Biphenyls. In addition, underground storage tanks may be located on the Project site, the disturbance of which could involve the release of petroleum substances into the environment.</p>	Significant	<p><b>4.3-1</b> Prior to demolition/renovation activities or other activities that could potentially disturb suspect ACM, additional sampling and analysis of the materials shall be surveyed and sampled for asbestos-containing building materials using the protocols specified in the AHERA by a licensed asbestos abatement contractor. If asbestos-containing building materials are determined to be present in the structures, all asbestos-containing materials shall be removed under acceptable engineering methods and work practices by a licensed asbestos abatement contractor prior to demolition. These practices include, but are not limited to, containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant.</p>	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZARDS AND HAZARDOUS MATERIALS (continued)			
Project Impacts (continued)			
		<p>4.3-2 The asbestos removal process shall comply with all applicable National Emission Standards for Hazardous Air Pollutants (NESHAP) and South Coast Air Quality Management District (SCAQMD) Rule 1403, which require specific notification and training procedures for removing asbestos-containing materials before demolition and renovation when such activities involve more than 100 square feet (Rule 1403) or 160 square feet (NESHAP) of surface area of asbestos-containing materials. These rules apply to friable and nonfriable materials that may become friable during demolition and renovation activities. Additionally, the requirements of Section 1529, Title 8, California Code of Regulations pertinent to asbestos-containing construction materials, as it applies to asbestos exposure in construction work, shall be complied with prior to and during demolition activities.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p><b>4.3-3</b> The construction contractor shall comply with all applicable federal, state, and local lead-based paint (LBP) regulations during demolition activities. Should the selected solid waste disposal facility or recycling facility require that suspected LBP debris be analyzed using toxicity characteristics leaching procedure (TCLP), the actual building materials designated for that facility shall be analyzed at that time.</p>	
		<p><b>4.3-4</b> Prior to demolition activities, the demolition contractor shall remove the fluorescent light ballasts and mercury switches from the existing buildings on the Project site and dispose them in accordance with local, state, and federal regulations.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.3-5 Trenching on the southwestern portion of the Project site shall be performed in an attempt to locate USTs or material soil impact associated with former USTs. The three subsurface anomalies identified on the southeastern portion of the Project site shall be further assessed, even though only two were considered to be potential USTs. If USTs, buried features and/or impacted soil is identified, they shall be removed in accordance with state and federal regulations. The Glendale Fire Department must be notified of any UST found and removed.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>			
<b>Project Impacts (continued)</b>			
Several sites adjacent to the Project site are included on lists of hazardous waste sites, and some of these sites contain circumstances that make them a <i>recognized environmental condition</i> to the Project site. For example, the Project site is affected by chlorinated solvents from a local up-gradient source as well as a regional VOC plume. In addition, low residual concentrations of petroleum hydrocarbons could be located on the Project site.	Significant	<b>4.3-6</b> Prior to grading, a soil and groundwater management plan shall be prepared and implemented to address the handling of soil or groundwater that may contain residual concentrations of petroleum hydrocarbons or other contaminants. Profile sampling shall be conducted on excavated soils or groundwater encountered as part of the soil and groundwater management plan. The excavated soil or groundwater shall be disposed of at an appropriate permitted disposal facility or treated to acceptable levels. The Project applicant shall coordinate and submit the soil and ground water management plan to the City of Glendale Fire Department prior to construction activities	Less than significant
<b>Cumulative Impacts</b>			
Demolition activities associated with the Project and related projects would not interact, thus limiting potentially significant impacts with regards to the release of hazardous materials into the environment, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>HAZARDS AND HAZARDOUS MATERIALS (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
The development of the Project and related projects would not result in cumulative impacts to the public or environment associated with development on or near listed contaminated sites, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
<b>LAND USE AND PLANNING</b>			
<b>Project Impacts</b>			
Development of the Project would not physically divide an established community.	Less than significant	None are required.	Less than significant
Land uses associated with the Project would not conflict with General Plan and zoning designations for the Project site. In addition, development of the Project would not conflict with the objectives of the San Fernando Corridor Redevelopment Plan.	Less than significant	None are required.	Less than significant
<b>Cumulative Impacts</b>			
Development of the Project and related projects would not physically divide an established community, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Land uses associated with the Project and related projects would not conflict with applicable General Plan and zoning designations for the Project site and related Project sites, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE</b>			
<b>Project Impacts</b>			
Vehicle noise generated by the Project would not negatively affect nearby sensitive receptors. The Project would not increase roadway noise levels by 3 dB(A) or greater. Land uses located along study area roadway ways, including residential areas to the southwest of the Project site in the City of Los Angeles and Glendale Memorial Hospital to the east of the Project site, would not be affected by traffic noise.	Less than significant	None are required.	<b>Less than significant.</b>
Existing plus Project modeled noise levels along Fernando Court, east and west of Gardena Avenue, would be within the “normally acceptable” noise range for office, commercial, and industrial land uses. However, even though noise levels are substantially below the City standards and the uses within adjacent buildings are enclosed thus reducing the noise exposure to occupants, the increase in traffic noise along these segments would be greater than 5 dB(A) and thus is considered significant. These increases are primarily due to the fact that these roadway segments do not currently carry a substantial amount of traffic and are the primary entrance/exit roadways for the Project.	Significant	No feasible mitigation measures are available.	Significant and unavoidable
Noise levels from the proposed parking structure would not be audible outside of the structure and would not exceed the time-weighted CNEL scale.	Less than significant	None are required.	Less than significant
The office, commercial-retail and a day spa portions of the Project would not be within the 65 dB(A) noise contour of the adjacent railroad right-of-way and would be buffered by the proposed parking structure.	Less than significant	None are required.	Less than significant
Vibration that would occur during construction of the Project would not substantially affect nearby sensitive receptors.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
The office, commercial-retail and a day spa portions of the Project would not be affected by vibration generated by trains passing along the adjacent railroad right of way.	Less than significant	None are required.	Less than significant
Noise generated by construction of the Project would exceed the noise threshold of 70 dB(A) for industrial area, as allowed by the Municipal Code. However, even with implementation of proposed mitigation, adverse noise effects would still result. Noise generated by construction related vehicle would not be substantial.	Significant	<p><b>4.5-1</b> All construction activity within the City shall be conducted in accordance with Section 8.36.080, Construction on buildings, structures and projects, of the City of Glendale Municipal Code.</p>	Significant and unavoidable
		<p><b>4.5-2</b> The following construction best management practices (BMPs) shall be implemented to reduce construction noise levels:</p> <ul style="list-style-type: none"> <li>• Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a Project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period;</li> <li>• Ensure that construction equipment is properly muffled according to industry standards and be in good working condition;</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.5-2 (cont'd)</p> <ul style="list-style-type: none"> <li>• Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible;</li> <li>• Schedule high noise-producing activities between the hours of 8:00 AM and 5:00 PM to minimize disruption on sensitive uses;</li> <li>• Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources;</li> <li>• Use electric air compressors and similar power tools rather than diesel equipment, where feasible;</li> <li>• Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes; and</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p><b>4.5-2 (cont'd)</b></p> <ul style="list-style-type: none"> <li>• Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</li> </ul>	
		<p><b>4.5-3</b> Construction staging areas along with the operation of earthmoving equipment within the project area shall be located as far away from vibration- and noise-sensitive sites as possible.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Cumulative Impacts</b>			
The development of the Project and related projects could result in the exposure of persons to noise levels in excess of applicable standards. However, as all office and commercial development associated with the Project would be designed to comply with applicable standards, the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Vehicle noise generated by the development of the Project and related projects could result substantial permanent increase in ambient noise levels. Under cumulative plus Project conditions, while vehicle noise levels along Fernando Court, east and west of Gardena Avenue would be within the "normally acceptable" ranges of office, commercial, and industrial land uses, the increase in traffic noise along these segments would be greater than 5 dB(A) and thus considered substantial. Therefore, the contribution of the Project to this cumulative effect would be cumulatively considerable.	Significant	No feasible mitigation measures are available.	Significant and unavoidable

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>NOISE (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
Noise from stationary sources associated with the Project and related projects would not result in a substantial permanent increase in ambient noise levels. Consequently, the contribution of the project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Vibration generated during construction of the Project and related projects would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Noise generated by construction of the Project and related projects could result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the project. However, even with implementation of proposed mitigation, adverse noise effects would still result, and the contribution of the Project to this cumulative effect would be cumulatively considerable.	Significant	Implementation of <b>Mitigation Measures 4.5-1 to 4.5-3.</b>	Significant and unavoidable

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES</b>			
<b>Project Impacts</b>			
Development of the Project would increase demand for fire protection and emergency medical services. Funding from the general fund and implementation of proposed mitigation would reduce any adverse effects to these services.	Significant	<b>4.6-1</b> Building design shall consider the use of naturally ventilated smoke-proof enclosures.	Less than significant
		<b>4.6-2</b> Replace the existing water main in Los Feliz Road with minimum 12-inch-diameter water main until connection to San Fernando Road. Provide a new water main in Gardena Avenue between Los Feliz Road and Fernando Court, minimum 12 inches. Make water main improvements in Fernando Court, as dictated by Glendale Water & Power (GWP) Water Engineering for possible removal of 4-inch water main. If existing 12-inch water main in Fernando Court, is not in good condition, it shall be replaced or cleaned-and-lined to the satisfaction of GWP.	
		<b>4.6-3</b> The project applicant shall provide city standard fire hydrants on Fernando Court, Gardena Avenue, and Los Feliz Road at approximately 300 feet on center. Fire hydrant shall have three outlets (three, 2.5 × 4 × 4) with 6-inch minimum lateral supply.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p><b>4.6-4</b> The project applicant shall remit payment for fire flow testing as determined by the Glendale Fire Department to ascertain available fire flow in the area. The minimum required is 6000 gpm at 20 psi.</p>	
		<p><b>4.6-5</b> A complete automatic and manual mechanical smoke management system (SMS) shall be provided for the structure.</p>	
		<p><b>4.6-6</b> All areas of the building shall be accessible by an approved gurney access path from all points of Fire Department access, to the satisfaction of the Glendale Fire Department.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.6-7 A package of signage and graphics shall be provided for the following. Package shall be submitted within 180 days of tower building permit issuance, and be approved and installed prior to any occupancy of the building:</p> <ul style="list-style-type: none"> <li>• Provisions for additional performance-based facilities to aid occupant egress, including:               <ul style="list-style-type: none"> <li>– Painting of all stairwells with building standard paint or a warm/friendly color (not industrial type color);</li> <li>– Shoulder-height graphics in stairwells;</li> <li>– Graphic “safety quips” at every third floor intermediate stairwell landing;</li> <li>– In each stairwell, at all transitions, and from the third floor, provide a graphic indicator so occupants will know what to expect at each change in direction and at the stairway terminators.</li> </ul> </li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.6-7 (cont'd)</p> <ul style="list-style-type: none"> <li>- Other performance-based measures to enhance occupants' cognitive recognition of egress facilities.</li> <li>• Custom-made signage for all fire sprinkler control valves, all fire alarm control panels, junction boxes, terminal cabinets, smoke control panel, all other panels in the fire control room, on the FDCs, fuel control valves for the emergency generator, all motor control centers, fans, switches, panels, motors, etc. serving the smoke management system, fire pumps, pump controllers, water tank, etc.</li> <li>• All service and ancillary rooms in the building shall have signage identifying the room.</li> <li>• In the parking garage, supplementary "STAIR" signs shall be provided so as to be visible from drive aisles from 300 feet.</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p><b>4.6-7 (cont'd)</b></p> <ul style="list-style-type: none"> <li>• In the parking garage, signage to identify locations of fire hose valves and fire extinguishers shall be provided so to be visible from drive aisles.</li> <li>• Custom made signage specifically for responding firefighters containing operating instructions for the fire alarm system, fire sprinkler/standpipe system, smoke control system, other equipment in the fire control room, fire pump room, etc.</li> <li>• All code-required signage, including but not limited to: stairwell identification signage; Title 19 evacuation signs.</li> <li>• Signage on exterior doors to identify where they lead.</li> <li>• Address numbers on the building, directory(ies) in lobby(ies), and each unit's identification.</li> </ul>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		4.6-8 All fire stopping for the Project shall be consolidated under the responsibility of a single fire-stopping-specialty contractor.	
		4.6-9 Utilities in the building, such as electrical, telephone, data, cable, etc., shall be designed and installed in such a way as to minimize deterioration of the fire stopping over the life of the building, and establish a standardized fire-stopping systems that allow for tenant improvement and future utility improvements.	
		4.6-10 The project applicant shall be responsible for coordinating the compilation of the test and maintenance book for all building fire and life safety systems to accommodate future and routine maintenance and testing. The book shall include the design intent and all codes (with the editions stipulated) and required test results to maintain compliance with the design intent and codes in effect at the time. The book shall be completed prior to occupancy of the buildings.	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p><b>4.6-11</b> The streets fronting the property shall be identified as fire lanes. Stopping shall be prohibited, and the streets and curbs along Los Feliz Road, Gardena Avenue, and Fernando Court, shall be provided with city standard signage and red-curb with markings.</p>	
		<p><b>4.6-12</b> The project applicant shall provide city standard cul-de-sac at the termination of Fernando Court for emergency vehicles turnaround.</p>	
		<p><b>4.6-13</b> To assist in the timely and efficient response by emergency response vehicles, applicant shall remit payment to the city to implement traffic preemption systems prior to approval of first building permit. Amount to be determined.</p>	
		<p><b>4.6-14</b> Fire-rated assemblies, such as corridor walls, occupancy separation walls, and others, shall not be utilized for utility services. Utilities may be installed in a furred-out wall or partition constructed over a fire-rated wall or partition in order to ensure the integrity of the fire rated assembly over the life of the building.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>PUBLIC SERVICES – FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (continued)</b>			
<b>Cumulative Impacts</b>			
Development of the Project and related projects would increase demand for fire protection and emergency medical services. However, implementation of proposed mitigation would reduce any adverse cumulative effects to these services. With the implementation of Project mitigation, the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Significant	<b>4.6-15</b> The City of Glendale shall monitor the number of calls for emergency medical service responded to by the City’s rescue ambulance for increases in demand, and based on a request by the Glendale Fire Department, subject to any required authorization, add an additional rescue ambulance and personnel.	Less than significant
<b>PUBLIC SERVICES – POLICE PROTECTION SERVICES</b>			
<b>Project Impacts</b>			
Development of the Project would increase demand for police protection services. However, this demand would not substantially affect the City’s Officer-to-Population Ratio or substantially increase calls for service or response times. Funding from the general fund would also be provided to reduce any adverse effects to police protection services.	Less than significant	None are required.	Less than significant
<b>Cumulative Impacts</b>			
Development of the Project and related projects would increase demand for police protection services. However, implementation of proposed mitigation would reduce any adverse cumulative effects to police protection services, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Significant	<b>4.6-16</b> The Glendale Police Department shall monitor the number of calls for service received on an annual basis and request additional City of Glendale general funds to add additional required police personnel and/or equipment as needed to provide adequate service.	Less than significant.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>RECREATION</b>			
<b>Project Impacts</b>			
<p>Existing park facilities are heavily used due to the deficit in parkland in the City. The increase in use of neighborhood and community parks in the City that would result from the increase residents (indirectly) and employees associated with the Project is considered significant.</p>	<p>Significant</p>	<p><b>4.7-1</b> In accordance with the requirements of the City of Glendale Municipal Code (Ordinance No. 5575 and Resolution No. 07-164), the project applicant shall pay the Development Impact Fee to the City. The current fee schedule is \$1.25 per square foot for commercial.</p>	<p>The combination of Development Impact fees and tax increment set aside over time is considered a reasonable means to mitigate Project impacts on park and recreation land and facilities to less than significant levels. However, based on a conservative analysis, which takes into account both the prospect that the City/Agency could elect to reduce or suspend the tax increment set aside in order to focus on other redevelopment priorities, and timing issues, this funding may not be fully provided, and the Project would have a significant and unavoidable impact on park and recreation land and facilities.</p>

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>RECREATION (continued)</b>			
<b>Project Impacts (continued)</b>			
Short-term impacts associated with the construction of the proposed day spa facility are addressed in <b>Sections 4.2, Air Quality; 4.5, Noise; and 4.8, Traffic, Circulation, and Parking</b> , of this EIR. Construction of this recreational facility would not result in significant impacts, but would contribute to the overall construction impacts. (Refer to page 4.7-10 of the EIR.)	Less than significant	None are required.	Less than significant
<b>Cumulative Impacts</b>			
Development of the Project and related projects would incrementally increase the use of existing neighborhood and community parks in the City. The contribution of the Project to this cumulative effect would be cumulatively considerable.	Significant	The combination of Development Impact fees and tax increment set aside over time is considered a reasonable means to mitigate Project impacts on park and recreation land and facilities to less than significant levels. However, based on a conservative analysis, which takes into account both the prospect that the City/Agency could elect to reduce or suspend the tax increment set aside in order to focus on other redevelopment priorities, and timing issues, the Project and related projects could result in significant and unavoidable impacts on park and recreation land and facilities.	Significant and unavoidable
In order to accommodate the Project and related projects, as well as the existing deficiency of parkland within Glendale, the City is devoting additional resources to the acquisition and development of parks within residential areas throughout the City. The construction of these facilities could have an adverse physical effect on the environment. As the proposed day spa would be constructed concurrently with the Project, the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING</b>			
<b>Project Impacts</b>			
Total vehicle trips generated during the construction of the Project are expected to be less than the number of trips expected to be generated at project buildout, and thus would not result in substantial adverse traffic effects.	Less than significant	None are required.	Less than significant
<p>Project traffic would significantly impact six intersections under existing conditions (2010) assuming no improvements. Listed below are two significantly impacted intersections for which feasible mitigation measures exist.</p> <ul style="list-style-type: none"> <li>• Gardena Avenue/Los Feliz Boulevard</li> <li>• San Fernando Road/Fernando Court</li> </ul> <p>However, feasible mitigation measures do not exist or only partial mitigation measures exist at the following four intersections:</p> <ul style="list-style-type: none"> <li>• San Fernando Road/Chevy Chase Drive</li> <li>• San Fernando Road/Los Feliz Road</li> <li>• San Fernando Road/Brand Boulevard</li> <li>• Glendale Avenue/Chevy Chase Drive</li> </ul>	Significant	<p>The following measures are required to reduce, but not totally mitigate, impacts due to project traffic:</p> <p><b>4.8-1</b> The developer and/or project applicant shall follow site-specific circulation and access recommendation as depicted in <b>Figure 4.8-6, Circulation Recommendations.</b></p> <p><b>4.8-2</b> The developer and/or project applicant shall provide a separate eastbound left-turn phase with an overlap for the southbound right turn movement at the intersection of Los Feliz Road/Gardena Avenue.</p> <p><b>4.8-3</b> The developer and/or project applicant shall provide eastbound left-turn storage modification at the intersection of Los Feliz Road/Gardena Avenue. The timing of the improvement shall be determined by the City of Glendale Traffic &amp; Transportation Division.</p>	Significant and unavoidable.

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Project Impacts (continued)</b>			
		<p>4.8-4 The developer and/or project applicant shall construct a northbound left-turn lane; a southbound left-turn lane, and a southbound right-turn lane at the intersection of Gardena Avenue/Los Feliz Boulevard.</p> <p>4.8-5 The developer and/or project applicant shall install a traffic signal at the intersection of San Fernando Road/Fernando Court.</p> <p>4.8-6 The developer and/or project applicant shall construct a westbound left-turn lane at the intersection of San Fernando Road/Brand Boulevard.</p> <p>4.8-7 The developer and/or project applicant shall post bond or alternative funding mechanism effective for three years acceptable to the Glendale City Attorney following project completion to potentially design and construct a traffic signal at the intersection of Gardena Avenue/Fernando Court. The need to install a traffic signal at the intersection of Gardena Avenue/Fernando Court shall be determined by the City of Glendale Traffic &amp; Transportation Division within the first three years following project completion.</p>	

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Project Impacts (continued)</b>			
		4.8-8 The developer and/or project applicant shall construct a westbound right-turn lane at the intersection of Central Avenue and Los Feliz Road.	
The local residential streets in the City of Los Angeles in the study area include Glenfeliz Boulevard, Brunswick Avenue, and Revere Avenue. The estimated existing average daily traffic on those local streets is at least 2,600 vehicles per day. Based on the significant impact threshold from the City of Los Angeles guidelines, the project-related increase would be deemed significant if the project adds more than 10 percent or more of final ADT. Project related increases on the local residential streets would not be more than 100 vehicles per day, which is less than 10 percent of the 2,600 vehicles. Therefore, the project-related increase would not significantly impact local residential streets in the City of Los Angeles, and the impact of project-related traffic on these roadways is less than significant.	Less than significant	None are required.	Less than significant
Traffic generated by the Project would not affect CMP (Congestion Management Program) intersection monitoring locations that are apart of the CMP highway system.	Less than significant	None are required.	Less than significant
Traffic generated by the Project would not affect CMP freeway monitoring locations that are apart of the CMP highway system.	Less than significant	None are required.	Less than significant
Transit trips generated by the Project would not affect the transit system.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Project Impacts (continued)</b>			
Development of the Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) nor would it result in inadequate emergency access.	Less than significant	None are required.	Less than significant
Adequate parking would be provided to construction workers during the construction of the Project.	Less than significant	None are required.	Less than significant
Parking provided by the Project would be adequate to satisfy the shared parking demand of various land uses associated with the Project	Less than significant	None are required.	Less than significant
The Project site is leased to certain nearby businesses for off-street parking. Parking occupancy surveys indicate approximately, 45 vehicles are parked on site during peak periods. These parking spaces would be eliminated to accommodate the Project. In addition, approximately 29 on-street parking spaces would be eliminated as part of the project's traffic mitigation measures.	Significant	None are available.	Significant and unavoidable
<b>Cumulative Impacts</b>			
Traffic generated during the construction of the Project could result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. However, with the implementation of numerous measures to reduce construction-related traffic effects, the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
<p>To determine the potential cumulative impact of the Project on intersection, Project traffic volumes were added to year 2012 traffic conditions. Project traffic would significantly impact nine study area intersections. Listed below is one significantly impacted study area intersection for which a feasible mitigation measure exists.</p> <ul style="list-style-type: none"> <li>• San Fernando Road/Fernando Court</li> </ul> <p>However, feasible mitigation measures do not exist or only partial mitigation measures exist at the following eight intersections:</p> <ul style="list-style-type: none"> <li>• Gardena Avenue/Los Feliz Road</li> <li>• San Fernando Road/Chevy Chase Drive</li> <li>• San Fernando Road/Los Feliz Road</li> <li>• San Fernando Road/Central Avenue</li> <li>• San Fernando Road/Brand Boulevard</li> <li>• Central Avenue/Los Feliz Road</li> <li>• Brand Boulevard/Los Feliz Road</li> <li>• Glendale Avenue/Chevy Chase Drive</li> </ul>	Significant	Implementation of <b>Mitigation Measures 4.8-1 to 4.8-8</b> .	Significant and unavoidable
Traffic generated by the Project and related projects would not substantially affect local residential streets in the City of Los Angeles, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Traffic generated by the Project and related projects could combine to exceed CMP standards of significance at CMP freeway monitoring locations and intersections. However, as the Project would not add 150 trips to CMP freeway monitoring locations or 50 trips to CMP intersection, the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>TRANSPORTATION, CIRCULATION, AND PARKING (continued)</b>			
<b>Cumulative Impacts (continued)</b>			
Development of the Project and related projects would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) nor would it result in inadequate emergency access, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
Adequate parking would be provided to construction workers during the construction of the Project and related projects, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.  The Project and related projects would provide adequate parking during operation, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
<b>UTILITIES AND SERVICE SYSTEMS – WATER SERVICE</b>			
<b>Project Impacts</b>			
Short-term water demand during construction of the Project would not substantially affect the existing water system or available water supplies.  Long-term water demand during operation of the Project would not substantially affect the existing water system or available water supplies under normal weather and dry weather conditions.	Less than significant	None are required.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – WATER SERVICE (continued)</b>			
<b>Cumulative Impacts</b>			
Development of the Project and related projects would not substantially affect the existing water system or available water supplies under normal weather and dry weather conditions, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant
<b>UTILITIES AND SERVICE SYSTEMS – SEWER</b>			
<b>Project Impacts</b>			
Development of the Project would not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects.	Less than significant	None are required.	Less than significant
Adequate wastewater treatment capacity exists to treat wastewater generated by the Project. The capacity of sewer lines in the Tyburn Flume, which is the drainage basin that serves the Project site, would need to be upgraded to serve the Project.	Significant	<b>4.9.2-1</b> The project applicant shall pay a sewer capacity increase fee for the project's sewage increase to the lines in the Tyburn Flume area to alleviate sewer impacts. The fee, as estimated under the City's methodology, would be \$169,686. These collected fees shall be deposited by the City of Glendale into a specially created account to be used to fund capacity improvements to the Tyburn Flume drainage basin.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – SEWER (continued)</b>			
<b>Cumulative Impacts</b>			
Development of the Project and related projects would not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects.	Less than significant	None are required.	Less than significant
Adequate wastewater treatment capacity exists to treat wastewater generated by the Project and related projects. Development of the Project and related projects would place additional demand on the City’s sewage conveyance system. However, with the payment of fees to fund improvements and upgrades to the existing sewer conveyance system, the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Significant	<b>4.9.2-2</b> Each project shall contribute sewer capacity increase fees for improvements and upgrades to alleviate sewer impacts within the specific drainage basin where the particular project is located. Fees would be determined based on the City’s sewer capacity increase fee methodology. These collected fees would be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin.	Less than significant

Project Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<b>UTILITIES AND SERVICE SYSTEMS – SOLID WASTE</b>			
<b>Project Impacts</b>			
Demolition material generated by the Project would be hauled to a certified mixed debris recycling facility with sufficient capacity to accommodate the Project.	Less than significant	None are required.	Less than significant
Solid waste generated by the Project would be deposited into the Scholl Canyon Landfill, which has sufficient permitted capacity to accommodate the Project.	Less than significant	None are required.	Less than significant
The Project would comply with all federal, state, and local statutes and regulations related to solid waste.	Less than significant	None are required.	Less than significant
<b>Cumulative Impacts</b>			
Adequate capacity does not exist in existing Los Angeles County landfills to accommodate solid waste generated by the Project and related projects, and the contribution of the Project to the cumulative effect would be cumulatively considerable.	Significant	No feasible mitigation measures are available.	Significant and unavoidable
The Project and related projects would comply with all federal, state, and local statutes and regulations related to solid waste, and the contribution of the Project to this cumulative effect would not be cumulatively considerable.	Less than significant	None are required.	Less than significant