

## 2.0 SUMMARY

---

### **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 proposed project and its impacts in language as clear and simple as reasonably practical. In accordance with the CEQA Guidelines this summary presents information on the proposed Glendale Town Center 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 proposed project, including issues raised by public agencies and the public, known to the City of Glendale. Issues to be resolved, including the choice among alternatives and measures to mitigate the environmental effects of the project, are also discussed.*

### **PROJECT LOCATION**

The Glendale Town Center site is located in the central 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 Glendale Town Center site is located downtown within the Central Glendale Redevelopment Project Area, which has been a focus for the Redevelopment Agency's revitalization and renovation efforts. Brand Boulevard binds the approximate 15.5-acre site on the east, by Colorado Street on the south, by Central Avenue on the west, and by a portion of the Glendale Galleria on the north. Orange Street, which runs in a north-south direction connecting Colorado Street and Broadway, and Harvard Street, which runs in an east-west direction connecting Central Avenue and Brand Boulevard, currently bisect the Glendale Town Center site.

## PROJECT CHARACTERISTICS

The Glendale Town Center includes a maximum of 475,000 square feet of retail-commercial floor area, as defined in the proposed Glendale Town Center Specific Plan<sup>1</sup> and a maximum of 425,000 square feet of residential floor area, as defined in the proposed Specific Plan, contained in 338 dwelling units. Other components of the project would include the development of a new street within the project site which would provide a connection between Orange Street and Brand Boulevard between Colorado and Harvard Streets, and the vacation of portions of Orange and Harvard Streets within the project site, landscape and streetscape improvements, public open and park space, architectural and security lighting, building signage, and necessary upgrades to utility systems.

## OBJECTIVES OF THE PROJECT

The following are the Agency project objectives for the Glendale Town Center project:

- Support the objectives of the redevelopment plan to eliminate blight and revitalize the Central Glendale Redevelopment Project Area;
- Enhance and diversify the cultural fabric of the downtown area by providing space for community events;
- Create a diversity of uses to activate and strengthen the urban vitality of downtown;
- Provide an expanded economic base for the City that maximizes property and sales tax revenue while balancing urban design principals;
- Provide employment opportunities for City residents;
- Create a high-quality, comprehensive and functionally integrated open-air commercial, retail, entertainment, and housing development that is distinctive, creates a “sense of place,” and contributes to the creation of a downtown residential base;
- Create a pedestrian-oriented open-air commercial and residential center with an emphasis on an open space network of landscaped streets, sidewalks, paseos, promenades, and public space that forms a central gathering place for the Glendale community;

---

<sup>1</sup> Floor Area is defined in the proposed Glendale Town Center Specific Plan as the sum of the gross horizontal areas of the several floors of the building measured from the exterior faces of the exterior walls excluding exterior balconies, porches, stairways, service corridors, exit corridors, elevators, escalators, shafts, basement storage areas, restroom facilities, police substations, any space where the floor to ceiling height is less than 6 feet, and attics, mechanical penthouses and other rooms housing building-operating equipment or machinery provided there are no useable rooms, no windows and the mechanical penthouse area is used exclusively for mechanical equipment. Floor Area shall not include outdoor eating areas, food service pavilions, kiosks, carts on private property, the public right-of-way or within the Town Center Park. Floor Area also shall not include any parking areas and their associated driveways and ramps or loading spaces, docks, trash compactor areas or loading for motor vehicles.

- Develop a regional open-air marketplace to attract retail and specialty uses that are not currently represented in the City;
- Provide housing opportunities, per Agency's policy, in an urban setting in close proximity to employment opportunities, public transportation, public facilities, and goods and services while maintaining balance with retail, entertainment, and open space;
- Utilize architectural design, lighting, signage, and landscape materials to give the project a distinctive and pleasing appearance;
- Focus development of retail and high-density residential uses on a site adjacent to compatible uses, thereby minimizing potential conflicts; and
- Develop a regional open-air commercial center to attract consumers/visitors from outside Glendale.

## SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### Land Use and Planning

The Land Use Designation Map designates the project site as Regional Commercial Land Use. This designation is intended to allow regional commercial development featuring goods and services having the characteristics of wide appeal and drawing power. Examples of such uses include major department stores with complementary satellite stores, auto sales, and offices that provide a broad variety of personal services. Specialized needs for regional commercial areas include centralized parking facilities, effective transportation patterns, and cohesive architectural and aesthetic design concepts.

The Land Use Element recommends that specialized zoning districts and revitalization be initiated to provide for these needs, particularly in the Central Business District. The Glendale Town Center includes a proposed Specific Plan to provide specialized use and development standards for the mix of commercial, residential and public open space uses proposed on this site. The use of a Specific Plan to provide specialized zoning standards for this site does not conflict and, is in fact, consistent with this recommendation for regional commercial areas in the General Plan.

The primary implementation tool for the General Plan is the City's Zoning Ordinance. The project site is zoned Central Business District (CBD). The CBD zone encompasses the central business district and includes the downtown redevelopment project area. The purpose of this zone is to define the central business district as an area of regional importance and encourage a mixture of retail, financial, residential, cultural/entertainment, and hotel uses. This zone is designed to fulfill the goals of both the redevelopment plan and the comprehensive general plan of the City.

The commercial and residential uses proposed by the Glendale Town Center are allowed by the CBD Zone and are consistent with the intent of the Regional Commercial Land Use designation for the Central Business District as described in the Land Use Element. The proposed project includes a minor amendment to the text of the General Plan Land Use Element description of the Central Business District

to clarify the relationship of residential land uses to the Central Business District Regional Commercial Area as described in the Land Use Element, as well as a General Plan Amendment to adopt the Specific Plan. The CBD Zone allows residential uses. Presently, the description of the Central Business District in the Land Use Element states that very high density residential development should be encouraged closely surrounding the Central Business District. The proposed amendment would revise this description to clarify that this type of housing should be encouraged within and surrounding the Central Business District, consistent with the CBD Zone as well as policies in the Housing Element of the General Plan encouraging the provision of housing in the Central Business District and other areas in downtown Glendale. As this proposed amendment to the Land Use Element, as well as the General Plan Amendment to add the Specific Plan, would not conflict with any of the goals of the Land Use Element or any other element of the General Plan, no significant impacts would result.

The allowable intensity of land uses is determined by the applicable development standards. Under existing standards up to 35 residential units per acre could be developed on the site above commercial uses, with a 25 percent density bonus available for affordable housing. Up to 570 residential units could be developed on the site under these standards. The density of commercial development is controlled by the ability to provide sufficient parking for the type and amount of uses proposed. Approximately 1.1 million square feet of retail commercial development could be accommodated on two levels on the existing parcels that make up the project site with subterranean parking. Approximately 5,500 parking spaces would be required for this amount of retail development if 5 parking spaces were provided for every 1,000 square feet of retail development and 1,140 spaces would be required for the 570 residential units at the required parking ratio of two spaces for each unit. This amount of parking could be provided in three or four subterranean levels.

The proposed Glendale Town Center includes a maximum of 475,000 square feet of retail-commercial development and 338 residential units. This amount of development is less than the maximum amount allowed by the current General Plan and Zoning development standards and does not conflict with the use and land use intensity standards of the General Plan for this reason.

The implementation of Glendale Town Center would result in the redevelopment of the project site and the development of new residential and commercial uses in downtown Glendale, which is presently served by existing utilities and public services. As a result, the proposed project would not conflict with the goals of the Redevelopment Plan or the applicable policies from the Southern California Association of Government's Regional Comprehensive Plan and Guide.

## **Population and Housing**

The Glendale Town Center would include 338 multi-family residential units consisting of one, two, and three bedroom units. Approximately 100 of the residential units would be for sale condominiums with

the remaining units available for rent as apartments. Up to five of the proposed units could be live-work spaces. Based on the average household size in Glendale of 2.8 persons, the direct population growth associated with these 338 units would be 946 people (338 units x 2.8 persons per household). In addition, the proposed project would generate 1,756 full-time and part-time employment positions that could result in up to 420 of these employees residing in the City of Glendale. If it is conservatively assumed that each of these employees forms a single new household in the City, these households could add approximately 1,176 additional residents to the City (420 households x 2.8 persons per household).

The increase in population of 946 people that would be associated with the proposed residential units and the possible additional increase in population of 1,176 people associated with the employment opportunities provided by the Glendale Town Center would result in a total population increase of approximately 2,100 in the City of Glendale. The projected population growth in Glendale between 2003 and 2010 is approximately 10,100. The population growth estimated to be associated with the project of approximately 2,100 persons would not result in growth exceeding this projection. The population growth associated with the project is not considered substantial, as the amount of growth projected for the City would not be exceeded. The population growth associated with the project is considered less than significant for this reason.

## **Aesthetics**

Existing scenic vistas from the portion of downtown Glendale where the project site is located are limited to the long range view of the Verdugo Mountains to the north over Brand Boulevard and Central Avenue and the view of the Santa Monica Mountains to the west over Colorado Boulevard. Long distance views of these mountains to the north and west of downtown Glendale are limited to the views over these major streets, as existing buildings block or obstruct the views from other locations on and around the site. The Glendale Town Center would not place buildings or other site improvements that would intrude into the streets or obstruct the views of either the Verdugo Mountains or Santa Monica Mountains. Impacts on scenic vistas would be less than significant with the proposed project.

The project site is currently developed and does not contain any natural scenic resources, such as trees or rock outcroppings. In addition, the site is not located within the view corridor of any state scenic highway as there are no designated scenic highways within the City of Glendale. While the site is not visible from any designated scenic highway, it is located along the Brand Shopping District Urban Hikeway as designated in the Conservation Element of the General Plan. Therefore, the Glendale Town Center would not significantly damage scenic resources within a state scenic highway and impacts would be less than significant.

The project site does not contain any buildings identified as historic resources. The original street lamps present on Harvard Street and Central Avenue have been previously reviewed for historic significance and were determined not to constitute historic resources. These street lamps and on-site buildings would be removed to facilitate construction of the project. Consequently, the Glendale Town Center would not result in a significant impact related to the substantial damage of any scenic resources on the site, including historic resources, visible from the Brand Shopping District Urban Hikeway.

Development of the Glendale Town Center on the site would not substantially degrade the existing visual character or quality of the proposed project site and its surroundings and no significant impact to the visual character of the site and the surrounding area will result. Given the generally blighted and under utilized appearance of the existing site, development of the project would improve the visual character of the site and the surrounding areas of downtown Glendale.

The Glendale Town Center would not include any highly reflective materials. Materials to be used would include concrete, stone, stucco, and wood with glass. 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 would result from the proposed project.

Lighting would be limited to levels required to safely light the sidewalks and other pedestrian areas within the Glendale Town Center. Proposed lighting associated with the proposed project would vary according to the types of buildings that would be developed. Any new lighting would be constructed to City standards and would be consistent with existing streetlights in the downtown area. Impacts from lighting associated with the proposed project would be less than significant.

The Glendale Town Center would not locate or orient driveways in a manner that would result in headlights from vehicles entering or exiting these parking areas directly lighting any sensitive uses. No substantial light or glare impacts from vehicles entering and exiting the proposed parking structure and subterranean garages would occur as result of the proposed project. Impacts associated with the proposed project would be less than significant

Shade and shadow modeling completed for the Glendale Town Center demonstrates that shadows cast by the proposed project onto adjacent properties and structures would not create a significant impact because they would be of short duration, two hours or less, during the primary summer and winter daytime periods.

## **Geology and Seismic Hazards**

The Verdugo Fault is the closest active fault to the site, while the closest Alquist-Priolo Earthquake Fault Zone is located approximately 3.1 miles to the east-southeast along the Raymond Fault. The proposed

Glendale town Center could be subject to strong ground shaking in the event of an earthquake. This hazard is common in Southern California, and unless mitigated by proper engineering design and construction that is in conformance with current building codes and engineering practices, the proposed project could pose a potentially significant risk to public safety and property by exposing people, property or infrastructure to potentially adverse effects including strong seismic ground shaking. With the incorporation of project design features recommended for the project, impacts associated with ground shaking would be reduced to a less than significant level.

Implementation of the Glendale Town Center, would not subject people and structures to hazards associated with seismically induced settlement, liquefaction, landslides, subsidence, and expansive soils. Therefore, impacts associated with the project are considered to be less than significant.

The construction activity associated with Glendale Town Center could result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. Construction activities associated with the proposed project would be conducted in accordance with the requirements of the general National Pollution Discharge Elimination System (NPDES) construction permit, which would minimize erosion impact during construction and would adhere to the requirements of South Coast Air Quality Management District (SCAQMD) Rule 403 on minimizing fugitive dust. Erosion impacts during construction activities would be less than significant with the incorporation of Best Management Practices (BMPs) and compliance with all applicable regulations related to erosion control.

The soils on the site are not suitable for support of major buildings on shallow footings, building floor slabs and/or adjacent concrete walkways. In addition, the sandy alluvial deposits below the site could be prone to local raveling or caving during construction. However, the Glendale Town Center would be required to employ project design features identified in this EIR. As such, impacts under the proposed project would be reduced to a less than significant level.

## **Hydrology and Water Quality**

Grading activities associated with construction of the Glendale Town Center would temporarily increase the amount of suspended solids from surface flows derived from the site during a concurrent storm event due to sheet erosion of exposed soil. Implementation of either the proposed project would require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would incorporate BMPs to ensure that potential water quality impacts during construction activities are minimized. Since the implementation of the project would require the preparation of a SWPPP for construction activities, the runoff from the site would not violate existing water quality standards, or waste discharge requirements,

or otherwise degrade water quality. Therefore, impacts due to grading associated with the proposed project would be less than significant, similar to the proposed project.

The existing site is occupied by urban uses that generate some pollutants in storm water runoff. Because the Glendale Town Center would increase the amount of and type of activities on the site, it is likely that an increase in pollutant sources would be introduced. Implementation of proposed project would require the preparation of a Standard Urban Stormwater Mitigation Plan (SUSMP) containing structural treatment and source control measures. The SUSMP would incorporate BMPs and design features to ensure that potential water quality impacts post-construction do not exceed total daily loads for down stream receiving waters. Since the implementation of proposed project would require the preparation of a SUSMP for post-construction activities, the runoff from the site would not violate existing water quality standards, or waste discharge requirements, or otherwise degrade water quality. Therefore, impacts due to pollution generation by the proposed project would be less than significant.

The site is currently improved with structures and paved parking areas and consists of 100 percent impervious surfaces. Implementation of the Glendale Town Center would reduce the impervious surface on site by approximately 20 percent due to the introduction of public open space areas. All runoff would continue to be conveyed via streets and gutters to storm inlet locations around the site. Due to the reduction in impervious surfaces, storm water flow would be decreased from existing conditions. As such, this proposed project would not substantially alter the existing drainage pattern of the site or area, or create/contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage. Impacts due to runoff associated with the proposed project would be less than significant.

Implementation the Glendale Town Center would result in an increase in water demand from Glendale Water and Power (GWP) that could indirectly require increased use of ground water. However, the provision of water as a result of the implementation of proposed project would be within the established projections of the GWP.

Implementation of the Glendale Town Center, would result in less impervious surfaces than with existing conditions, and increase the amount of water available for groundwater recharges. However, the site is not designated as a groundwater recharge area nor does the site serve as a primary source of groundwater recharge within Basin. Impact associated with the proposed project would be less than significant.

The Glendale Town Center is not located within a 100-year flood zone; therefore, the project would not place housing within a 100-year flood hazard area or result in the construction of structures that would impede or redirect flood flows. In addition, the proposed project is not within a dam inundation area.

## Traffic, Circulation and Parking

A maximum of 800 construction workers are anticipated at the project site during peak construction activity and are likely to work in a single shift (i.e., during the overlap between the foundation and building shell and finish construction phases). In general, the majority of the construction workers are expected to arrive and depart the project site during off-peak hours (i.e., arrive prior to 7:00 AM and depart after 7:00 PM) thereby avoiding vehicle trip generation during the 7:00 to 9:00 AM and 4:00 to 6:00 PM peak commuter traffic periods. Since construction worker trips would occur outside of the AM and PM peak hours, construction impacts from this particular type of construction activity would be less than significant.

Nine study intersections would be significantly impacted by the proposed project during the weekday peak hour period. These nine intersections that are significantly impacted during the mid-day peak hour are as follows:

- Central Avenue and SR-134 Freeway westbound on-ramp/Goode Avenue;
- Central Avenue and West Broadway;
- Central Avenue and West Colorado Street;
- Brand Boulevard and Broadway;
- Brand Boulevard and Harvard Street;
- Brand Boulevard and East Colorado Street;
- Brand Boulevard and Chevy Chase Drive;
- Glendale Avenue and East Broadway; and
- Glendale Avenue and East Colorado Street.

Mitigation measures are proposed to reduce the impact of the proposed on the weekdays to less than significant level at all the intersections with the exception of Central Avenue and SR-134 Freeway westbound on-ramp/Goode Avenue; and Brand Boulevard and Broadway. At these intersection locations, no feasible mitigation is available.

Ten study intersections would be significantly impacted by the proposed project during the weekend period. The ten intersections that are significantly impacted during the mid-day peak hour are as follows:

- Colorado Street Freeway Extension/I-5 Ramps and West Colorado Street;
- Pacific Avenue and West Colorado Street;
- Central Avenue and West Broadway;

- Central Avenue and West Colorado Street;
- Brand Boulevard and Broadway;
- Brand Boulevard and Harvard Street;
- Brand Boulevard and Colorado Street;
- Brand Boulevard and Chevy Chase Drive;
- Glendale Avenue and East Broadway; and
- Glendale Avenue and East Colorado Street.

Mitigation measures are proposed to reduce the impact of the proposed project on the weekends to a less than significant level at all the intersections with the exception of Colorado Street Freeway Extension/I-5 Ramps and West Colorado Street; Pacific Avenue and West Colorado Street; Brand Boulevard and Broadway; and Brand Boulevard and Colorado Street (partially mitigated). At these intersection locations, no feasible mitigation is available.

The increase in the freeway mainline traffic as a result of the proposed project during the peak hour weekday period and mid-day weekend period on the I-5 Freeway (southbound, north of Colorado Street) and on a portion of the State Route 134 Freeway (westbound, west of Brand Boulevard) would not exceed the 0.2 percent of freeway capacity threshold. Impacts of the proposed project on the freeway mainline are thus considered to be less than significant.

The Congestion Management Program guidelines require that intersection-monitoring locations must be examined if the Glendale Town Center will add 50 or more trips during either the AM or PM weekday peak periods. There are no CMP arterial intersection monitoring locations in the vicinity of the proposed project. Furthermore, the proposed project would not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no CMP traffic assessment at CMP monitoring intersections is required for the proposed Glendale Town Center project.

Approximately 15 transit lines currently provide service in the immediate vicinity of the Glendale Town Center. These MTA and Beeline routes provide approximately 83 buses during the AM peak hour and 82 buses during the PM peak hour. The transit ridership increase due to the development of the proposed project is less than one transit rider per bus and just over one transit trip per bus during the AM and PM peak hours, respectively. The existing transit service in the project area would be able to accommodate the proposed project and, thus, no impacts on existing or future transit services in the project area are expected to occur.

To prevent potential conflicts with pedestrians and other vehicles, and allow for adequate emergency access, the Glendale Town Center will incorporate several traffic design features. To begin, access to the site via the new street will be limited to right-turn in/right-turn out vehicular movements at Brand Boulevard (i.e., no left-turns permitted). Due to its proximity to the intersection of Brand Boulevard and Colorado Street, the north-south alleyway and Colorado Street intersection will also be limited to right-turn in/right-turn out vehicular turning movements. In addition, the proposed driveway on Central Avenue, south of Harvard Street would be limited to right-turn in/right-turn out vehicular turning movements to/from Central Avenue. Finally, a new traffic signal would be installed at the intersection of Colorado Street and Orange Street upon completion of the Town Center. These roadway improvements would be designed to adhere to standard engineering practices and requirements by the City of Glendale Public Works Division and Fire Department.

A total of 3,205 parking spaces (767 residential parking spaces + 2,438 retail-commercial parking spaces) are required for the Glendale Town Center based on the application of City Code parking rates to the residential component, consideration of shared parking for the retail-commercial component of the proposed project, and application of a conservative forecast of internal capture trips between residential tenants and the retail-commercial component of the project. Based on the comparison of the above parking requirement (3,205 spaces) and the proposed parking supply (3,206 spaces), a surplus of one parking space is forecast for the proposed project. Thus, it can be concluded that adequate parking would be provided as part of the project, recognizing the shared parking concept (i.e., fluctuations in parking demand over time for different types of uses) and internal capture (i.e., multi-purpose trip making) that is evident with development projects of this nature.

## **Air Quality**

The 2003 Air Quality Management Plan (AQMP) was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. The Glendale Town Center would not conflict with the AQMP. This is because the proposed project does not provide for population, housing, or employment growth that exceeds forecasts from SCAG, which form the basis of transportation control portions of the AQMP. In addition, since the proposed project is a mixed-use development, it allows for multiple-use trips. Lastly, the proposed project would generate fewer vehicle trips than would be generated under the full buildout of the General

Plan. Because of these fewer vehicle trips, the proposed project would result in significantly lower emissions than would be produced by build-out of the site under the existing General Plan.

Development of the Glendale Town Center would involve the demolition of existing structures, grading and excavation, building construction, as well as the installation of on-site and off-site infrastructure. During development, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. In addition, fugitive dust would be generated by demolition, site preparation, and construction activities. Even with the implementation of mitigation and project design features, NO<sub>x</sub> emissions associated with the proposed project would exceed the thresholds of significance recommended by the SCAQMD during site grading activities in 2004 and 2005 due to the intensity of off-road vehicle use. In addition, thresholds for VOCs would also be exceeded during the 2005 building construction due to architectural coating activities. As a result, total construction-related emissions associated with the proposed project are considered to be significant and unavoidable.

Operational emissions associated with the Glendale Town Center would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the project site after occupation. Stationary emissions would be generated by the consumption of natural gas for space and water heating devices, and from electric power generation sources located elsewhere within Southern California. Mobile emissions would be generated by motor vehicles traveling to, from, and within the project site. The proposed project would generate weekday and weekend emissions of CO, VOC, NO<sub>x</sub>, and PM<sub>10</sub> that would exceed the thresholds of significance recommended by the SCAQMD result in significant impacts. Even with the incorporation of mitigation measures these emission would be significant and unavoidable.

Carbon monoxide (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. Under worst-case conditions, future CO concentrations at each intersection studied in the EIR would not exceed the state 1-hour and federal 8-hour ppm standards with or without the development of the proposed project. No significant CO hotspot impacts would occur to sensitive receptors in the vicinity of these intersections. As a result, no significant project-related impacts would occur relative to future carbon monoxide concentrations.

## Noise

Vehicular noise can potentially affect the project site, as well as land uses located along the existing City roadway system. Changes in CNEL levels as a result of the Glendale Town Center would range from 0.0 dB(A) to 0.9 dB(A) during the weekday, and would range from 0.0 dB(A) to 1.4 dB(A) during the weekend. None of the roadway segments would result in an increase in CNEL of greater than 3.0 dB(A)

during the weekday or weekend as a result of the project's development. The 3.0 dB(A) threshold represents the point at which only the most sensitive individuals notice a change in noise levels. Potential impacts are, therefore, considered to be less than significant.

Existing plus project noise levels 50 feet from the centerline of Brand Boulevard and adjacent to the project site would be approximately 64.5 dB(A) during the weekday and 65.8 dB(A) during the weekend. Along Colorado Boulevard, adjacent to the project site, existing plus project noise levels 50 feet from the center line would be approximately 66.9 dB(A) during the weekday and 67.6 dB(A) during the weekend. These noise levels would be above the City Municipal Code exterior noise threshold of 65 dB(A) for residential uses, as is the case under existing conditions, and if the Glendale Town Center were to develop exterior living areas along these two roadways, such as patios, impacts would be significant and unavoidable.

Implementation of the Glendale Town Center would add new stationary noise sources to the site. These noise sources would include rooftop-mounted equipment, loading docks, parking garages, street sweepers, and on-site entertainment uses. With the implementation of mitigation measures as proposed, impacts would be reduced to a less than significant level.

Ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the site. The primary and most intensive vibration source associated with the development of the Glendale Town Center would be the use of bulldozers during construction. Bulldozers can create intense noise that is disturbing and can result in ground vibrations. The closest location where vibration levels could be experienced by an individual or sensitive interior use would be approximately 25 feet from the property line of the project site and would include the existing off-site recording studio and hotels to the south. Vibration at the recording studio would be above the acceptable level of 65 VdB, and at the hotel locations would be at or near the 75 VdB threshold during short-term construction activities depending on the equipment in use. In addition, the hotels across Colorado Street could experience vibration levels of approximately 75 VdB. It should be noted that these vibration levels would be occurring primarily during the daytime hours and would be unlikely to hamper guests sleeping at the hotel locations. Nonetheless, groundborne vibration generated from the construction of the proposed project at these receptor locations would be significant and unavoidable.

Development activities associated with the Glendale Town Center, such as demolition, earthmoving, and construction of on-site and off-site infrastructure, would involve the use of heavy equipment, such as scrapers, tractors, loaders, concrete mixers, and cranes. Noise levels generated during construction would primarily affect the patrons of the commercial and retail uses including the hotel and recording studio uses adjacent to the project site. Construction activities associated with the project would occur at

approximately 25 feet from existing retail, hotel, and recording studio uses. Potential construction-related noise impacts are considered significant due to exceeding the noise threshold of 65 db(A), as allowed by the Municipal Code.

### **Cultural Resources**

Impacts to undocumented cultural resources such as potential burial sites, archaeological sites or material, and paleontological sites and materials could occur due to ground disturbing associated with construction of the Glendale Town Center. Mitigation measures applied to the proposed project would reduce cultural resources impacts to a less than significant level.

Development of the Glendale Town Center would require the demolition of all the buildings on the site. None of the buildings on site are defined as historic resources. Therefore demolition of the buildings on the site would not result in a significant impact on historic resources.

### **Hazards and Hazardous Materials**

Implementation the Glendale Town Center would include the transport, use, and disposal of hazardous materials. These materials would consist of fuels, oils, solvents, and other materials. All materials would be used and stored on-site in small quantities. With the incorporation of project design features for the project, impacts associated with the transport, use, or disposal of hazardous materials would be similar to the project and would be reduced to a less than significant.

The Glendale Town Center would require the demolition and removal of all on-site buildings. These buildings have the potential to contain asbestos-containing building materials, lead-based paints, and polychlorinated biphenyls. If these materials are not removed prior to demolition of these buildings, the presence of these materials could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With the incorporation of mitigation measures recommended for the project, impacts would be reduced to a less than significant level.

Soils beneath the site are contaminated with several pollutants associated with past uses. The Glendale Town Center would require the disturbance of these soils during development of the project site. The construction and operation of the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. With the incorporation of mitigation measures recommended for the proposed project, impacts would be reduced to a less than significant level.

During construction activities the Glendale Town Center could physically interfere with an adopted emergency response or emergency evacuation plan. Mitigation would be required to notify the City of Glendale Police and Fire Departments of construction activities that would impede traffic to allow for rerouting of traffic to alternative routes if needed. Impacts associated with the proposed project, and would be less than significant.

## **Public Services**

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

Implementation of the Glendale Town Center project will result in the direct addition of approximately 946 new residents and 1,756 new employees to the City of Glendale. It is also estimated that an additional 1,176 residents could be indirectly generated by the proposed project due to employees relocating to the City with their families.

Impacts to fire protection and emergency medical services associated with these additional residents and employees include an increase in fire protection responses, an increase in the number of building plan-check reviews, building inspections, public education activities, participation in community events, and ongoing relations with the homeowners association. However, the Glendale Fire Department has indicated that it has adequate staff and equipment to meet these additional demands. As a result, the impact of the Glendale Town Center on fire protection is less than significant.

The residents and employees associated with the Glendale Town Center would also result in an increase in emergency medical responses. The project is located within the response district for Rescue Ambulance 21, which currently averages 330 calls per month. The Glendale Fire Department estimates the number of emergency medical response incidents that would be generated by the proposed project would be 300 to 350 per year or approximately 25 to 30 additional calls per month. The City of Glendale has no formal service ratios or performance objectives for Rescue Ambulance service, but has considered the performance objectives developed by the City of Los Angeles. The Los Angeles Fire Department Strategic Plan for Fire Facilities and Resource Deployment recommends a maximum workload of 350 responses per month for a paramedic rescue ambulance. With the additional number of calls from the

project, Rescue Ambulance 21 would be responding to approximately 355 to 360 calls per month. Since this number of calls would not be substantially above the recommended workload for a rescue ambulance, the impact of the project on emergency medical services is less than significant.

All buildings constructed, as part of the Glendale Town Center will be installed with fire sprinkler systems. According to Fire Department records, adequate fire flow of at least 4,000 gallons per minute for a minimum of 4 hours will be available throughout the project site without constraints in the type or size of the building. As a result, all buildings on site will connect to a water supply system capable of meeting Uniform Fire Code requirements for sprinklered buildings. Therefore, the impact of the project on fire flow is less than significant.

### ***Police Protection***

Operation of the Glendale Town Center would result in a net increase in calls for police protection services, which include calls for police investigations. The Glendale Police Department estimates the proposed project would require four sworn personnel and one community service officer to respond to the number of emergency and routine calls for police protection services estimated for the project. The Department does not have the personnel to adequately provide police protection service to the proposed project with existing staffing levels. The impact of the project on police protection is considered significant but with the addition of needed personnel would be reduced to less than significant.

### ***Schools***

The 338 units associated with the Glendale Town Center would generate approximately 57 students grades K-6, 18 students grades 7-8, and 39 students grades 9-12 for a total of 114 students. In addition, the 420 households associated with project employment could indirectly generate approximately 72 students grades K-6, 23 students grades 7-8, and 49 students grades 9-12 for a total of 144 students district wide. While surplus elementary and middle school capacity does presently exist district wide to handle this increase, excess high school capacity in the district does not. Therefore, impact to Glendale on the Glendale Unified School District is significant. As authorized by Senate Bill 50, the project applicant will pay school impact fees to the Glendale Unified School District prior to the issuance of building permits. The current fee schedule for residential and commercial/industrial development is \$2.14 per square feet and \$0.34 per square feet, respectively. With the payment of the fee impact would be reduced to less than significant.

### ***Library Services***

The addition of approximately 2,100 residents associated with the Glendale Town Center would result in a volume to book ratio of 3.55 books per resident, which is approximately one percent below the current

ratio of 3.59 books per resident. However, with the volume per resident ratio currently above the City standard of 1.75 books per resident, the impact of the proposed project on library services is less than significant.

## Utilities and Service Systems

### *Water Services*

New development of the Glendale Town Center would result in an increase in demand for operational uses, including landscape irrigation, maintenance and other activities on the project site. Water demand at build-out would be approximately 7.7 million gallons per year or 236 acre-feet per year. In addition, it is estimated that irrigation of landscaping included in the project would consume approximately 10 acre-feet per year. Combined, this represents a total of 246 acre-feet per year, an increase of about 232 acre-feet per year over the approximately 14 acre-feet per year used by existing uses on the project site.

Overall, the status of Glendale's water supply is highly reliable. The San Fernando and Verdugo Basins, to which Glendale possesses water rights, are managed under court order by a court-appointed Watermaster in order to preserve water levels in these basins, thereby assuring reliability of those in possession of pumping rights. Glendale is one of the original member agencies of the Metropolitan Water District, and has reliably received water from it for over 60 years, and would continue to receive water from it into the future. Additionally, Glendale has a sizable source of reclaimed water available to it, and has recently completed a reclaimed water distribution system. The usage of reclaimed water is important, as it frees potable water in Glendale's system to be used to satisfy other water users. These water sources enable the City to meet all projected demands, including those of the Glendale Town Center. Consequently, the impact of the proposed project on water services is less than significant.

### *Sewer*

The Glendale Town would, on average, generate 112,380 gallons of sewage per day. This amount of sewage represents an increase of 102,567 gallons per day over the 9,813 gallons per day generated by the uses existing on the project site. Sewage generated on the project site would be conveyed to either the Los Angeles/Glendale Water Reclamation Plant or the Hyperion Treatment Plant for treatment. If the Reclamation Plant is operating at full capacity, excess sewage from the site will be conveyed to the Hyperion facility for treatment, which the City of Glendale has access to through an agreement with the City of Los Angeles. With the Hyperion Treatment Plant currently operating 90 million gallons per day below capacity, the addition of approximately 102,500 gallons of sewage per day generated by the proposed project will not result in the plant exceeding capacity. Therefore, adequate capacity exists to

treat sewage generated by the project and impact of the proposed project on the sewage treatment system is less than significant.

### ***Energy***

Implementation of the Glendale Town Center would result in an increase in both residential and commercial electricity usage on the project site. The annual electrical demand for the project site at buildout would be approximately 10.6 million kilowatt-hours of energy per year or about 1,060 megawatt-hours per year. This represents an increase of approximately 9.2 million kilowatt-hours of energy per year, or about 9,200 megawatt-hours per year, when compared with the 1.4 million kilowatt-hours per year currently demanded by existing land uses on the project site. Currently, Glendale Water and Power is utilizing half the City's available power supply to meet the needs of its customers. The additional 9,200 megawatt-hours annually demanded by the project is a fraction of the 3.6 million megawatt-hours per year currently available to the City. As a result, Glendale Water and Power has sufficient capacity to accommodate project related electrical demands. Therefore, the impact of the project on energy demand relative to available supply is less than significant.

Development of the Glendale Town Center would generate a demand for approximately 2.7 million cubic feet per month of natural gas per month after project buildout, an increase of about 2.4 million cubic feet per month over the existing demand of approximately 0.3 million cubic feet per month generated by land uses on the project site. The Gas Company has indicated that existing natural gas supplies will be adequate to meet this additional demand. Therefore, no significant impacts to local or regional supplies of natural gas would occur as a result of the proposed project.

### ***Solid Waste***

Implementation of the Glendale Town Center would result in an increase in both residential and commercial development on site. The total annual solid waste generated at buildout is projected to be 4,021 tons per year. This represents an increase of 3,317 tons per when compared with the estimated 704 tons per year currently generated by land uses on the project site. All solid waste generated on the project site will be deposited at the Scholl Canyon Landfill, which is owned by the City of Glendale. The annual disposal rate at the Scholl Canyon facility is 360,000 tons per year. Combined with the additional amount generated by the proposed project, the annual disposal amount would increase to 363,317 tons per year. With a new annual disposal amount of 363,317 tons per year and a remaining capacity of 8.6 million tons, the Scholl Canyon facility could meet the needs of the City and the project for approximately 24 years. Therefore, the impact of the project on permitted landfill capacity is less than significant.

## Recreation

The Glendale Town Center project would provide residents with a fitness center, outdoor pool/spa, and barbecue area, which would partially reduce demand for public recreation facilities in local area by project residents. In addition, the project would provide 3.0 acres of public open and park space. However, the private recreation facilities and public open space and park space included as part of the project would not meet the recreational needs of project residents for neighborhood or community parks.

The increase in population generated by the Glendale Town Center would incrementally increase the use of existing neighborhood and community parks in the City. The City currently has a parkland-to-resident ratio of approximately 1.4 acres of park land for every 1,000 residents while the City's park planning standard is 6 acres of neighborhood and community park land per 1,000 residents. Even with the inclusion of recreational amenities associated with the project, the parkland to resident ratio would remain relatively the same. Consequently, the increase in use of neighborhood and community parks in the City associated with the project is considered significant and unavoidable, as an acceleration of the physical deterioration of existing parks would result.

## PROJECT ALTERNATIVES

The range of alternatives in an EIR is governed by a "rule of reason" that requires the EIR to set forth those alternatives necessary to make a reasoned choice. The alternatives shall be limited to ones that would avoid or lessen any significant effects of the project (Section 15126.6[c]). Of those alternatives, the EIR only need examine in detail the ones that the lead agency determines could feasibly attain the basic objectives of the project. When addressing feasibility, the CEQA *Guidelines* state, "...among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to the alternative site." The CEQA *Guidelines* also specify that the alternatives discussion should not be remote or speculative, and need not be presented in the same level of detail as the assessment of the proposed project.

Therefore, based on the CEQA *Guidelines*, several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of detail of analysis that should be provided for each alternative. These factors include: (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. The following alternatives were examined in this EIR in accordance with the CEQA *Guidelines*.

### ***Alternative 1 – No Project/No Development Alternative***

The No Project Alternative would leave the project site in its present condition. This alternative assumes no further development occurs within the project site.

### ***Alternative 2 – No Project/Allowable Under Existing Plan***

This variation of the No Project Alternative considers development of the entire 15.5-acre site. This alternative includes development of 160 condominiums, 320 apartments, 120,000 square feet of retail, 15,000 square feet of high-turnover restaurant, 15,000 square feet of quality restaurant, 70,000 square feet of cinema (3,500 seats) and 2,410 parking spaces.

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

The Reduced Density Alternative considers development of the entire 15.5-acre site at approximately 70 percent of the density proposed for residential and commercial uses under the Glendale Town Center project. This alternative will require that all on-site buildings would be demolished and removed. The layout for the land uses proposed under this alternative would be the same as for the proposed project, and would result in the development of 167 apartments, 70 condominiums, 119,000 square feet of promotional retail, 117,950 square feet of retail, 23,275 square feet of high turn over restaurant, 23,275 square feet of quality restaurant, a 2,450-seat cinema, and a 2.1 acre park.

### ***Alternative 4 – Design Alternative***

The Design Alternative considers development of the entire 15.5-acre site and generally reflects the Greater Downtown Strategic Plan (GDSP) as interpreted by the General Growth Plan for Town Center submitted to the Agency. This alternative would result in the development of 111 condominiums, 346 apartments, 15,000 square feet of civic uses, 65,000 square feet of cinema (2,600 seats), 280,000 square feet of retail, 22,500 square feet of quality restaurant, 15,000 square feet of high-turn over restaurant, and 3,194 parking spaces.

### ***Comparison of Alternative***

Alternative 1, the No Project/No Development Alternative, would reduce all project impacts to a less than significant level. When the No Project Alternative is the environmentally superior alternative, CEQA requires the identification of an environmentally superior alternative from among the other alternatives considered. Of the other alternatives considered, the No Project/Development Consistent With Existing Plan (Alternative 2) would reduce project related traffic impacts to a less than significant

level and would also reduce some of the significant and unavoidable operational air quality impacts identified for the project to less than significant levels. While Alternative 2 does reduce traffic and operational air quality impacts, it does not meet most of the basic project objectives. Because Alternative 2 also represents a No Project Alternative, a third alternative has been identified as environmentally superior.

The 30 Percent Reduced Density Alternative (Alternative 3) would reduce one of the proposed project's significant and unavoidable traffic and circulation impacts to less than significant level and reduce some of the significant and unavoidable operational air quality impacts to less than significant levels. As a consequence, Alternative 3 is considered the environmentally superior alternative. However, Alternative 3 would not meet all of the project objectives as fully as the proposed project and would not be economically feasible.

## **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.