

8.0 ALTERNATIVES

INTRODUCTION

This section of the EIR provides a comparative analysis of the merits of alternatives to the proposed project pursuant to Section 15126.6 of the State CEQA Guidelines, as amended. The purpose of the alternatives analysis is to explain potentially feasible ways to avoid or minimize significant effects of the project. According to the CEQA Guidelines, the EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the project. When addressing feasibility, the CEQA Guidelines Section 15126.6 states that "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 alternative sites." 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 analytical detail 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 significant 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. These factors would be unique for each project.

SELECTION OF ALTERNATIVES FOR ANALYSIS

According to the *Guidelines*, the discussion of alternatives should focus on alternatives to a project or its location, which can feasibly avoid or substantially lessen the significant effects of the project. The *CEQA Guidelines* indicate that the range of alternatives included in this discussion should be sufficient to allow decision-makers a reasoned choice. The alternative discussion should provide decision-makers with an understanding of the merits and disadvantages of these alternatives.

Section 4.0, Environmental Impact Analysis, of this EIR concludes that project implementation would result in significant and unavoidable environmental impacts. These impacts include traffic impacts at two of the intersections studied, short-term and long-term air quality emissions, short-term noise and vibration impacts during construction and long-term noise impacts, and recreation impacts due to the

increase in use of existing park facilities that would result from the project. In response to these impacts the Agency developed and considered several alternatives to the project.

These alternatives included the no project alternative, the development of the project site according to what would be reasonably expected to be proposed by a developer in the foreseeable future under the existing General Plan; the development of the project at maximum buildout under the General Plan; the development of the project on alternatives sites; the development of the project at a reduced density on the project site; the development of the project according to an alternative configuration and design on the project site; and an alternative use of the project site.

ALTERNATIVES CONSIDERED BUT NOT EVALUATED IN DETAIL

Section 15126.6 (c) of the CEQA *Guidelines* state that an EIR should briefly describe the rationale for selecting the alternatives to be discussed and the reasons for eliminating alternatives from detailed consideration in an EIR. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Provided below are the reasons for not providing detailed evaluation of some of the alternatives initially developed by the Agency

Off-Site Alternatives

The Agency considered alternative sites in the Central Glendale Redevelopment Project Area, the San Fernando Road Redevelopment Project Area, and in other locations adjacent to downtown, such as the south side of Colorado Street between Central and Brand, Colorado Street east of Brand, and Broadway and Pacific.

The Agency considered other sites within the Central Glendale Redevelopment Project Area. The portion of the Project Area located north of Lexington was eliminated from consideration due to the number of newer office projects that have been constructed in this area, which would make site assembly prohibitively costly. Similarly, the portion of the Project Area south of Wilson was eliminated due to the number of newer retail and office projects present, including the Exchange, Marketplace, City Center I, and Galleria II. In the mid-Brand area the Agency has renovated the historic Alex Theatre. Preservation of this historic resource eliminates this block as a potential site. The lot depth along the eastern side of Brand Boulevard is insufficient to construct the project without crossing Maryland Avenue and extending the site into multiple-family residential neighborhoods and requiring the displacement of existing residential households. The Agency also recently constructed the

Orange Street parking garage at the corner of Orange Street and California Street eliminating this block for consideration for the project.

The only potential site within the Central Glendale Project Area other than the project site considered suitable for the project is the 4-block area bounded by Central, Lexington, Brand, and Wilson. The Agency has determined that the development of the project on this site would not be feasible for several reasons. First, unlike the project site, the Agency does not own any property within this alternate location; reducing the likelihood the Agency could assemble and control the site. Second, there is a high occupancy rate and a lack of underutilized properties within this alternative site. As most of the lots that would make up this site are small in size and dispersed among multiple ownerships, site assemblage would be difficult and would result in the displacement of small and mid-sized businesses.

The Agency also considered sites within the San Fernando Road Corridor project area. The San Fernando Road Corridor Project Area primarily encompasses the industrial core of the City located along San Fernando Road from the City of Los Angeles to the south to Burbank to the north. This redevelopment project area also includes the commercial corridors of Colorado Street and Broadway stretching from San Fernando Road to the Glendale Galleria. Sites within the San Fernando Road Corridor Project Area were considered to be infeasible for several reasons. First, these sites are not located within the Central Glendale Project Area or downtown and could not feasibly attain the basic objectives of the project. Second, the Agency does not own any property within the San Fernando Road Corridor project area, reducing the likelihood the Agency could assemble and control a site. Third, there is a high occupancy rate within this area. Fourth, the Grand Central Creative Campus, located in the northern portion of the project area, covers many of the larger parcels in the project area that could potentially be more easily assembled and this project has already been approved by the Agency and City. Most of the remaining lots are too small in size and dispersed among multiple ownerships, making site assemblage difficult. Given the low vacancy rates, lack of underutilized properties, and small lot size, assembling a site large enough for the project would be costly and lead to the displacement of numerous small to mid-size businesses. Fifth, the San Fernando Road Corridor is zoned and utilized primarily by light industrial uses. A mixed use residential and retail project may be incompatible with many of the surrounding industrial uses. Lastly, along the Broadway and Colorado commercial corridors, the lot depths are insufficient for commercial depths. In order to create sufficient depth for the project, residential areas abutting Broadway or Colorado would have to be acquired leading to the displacement of a significant number of households and negatively impacting existing residential neighborhoods.

The Agency considered alternative sites adjacent to downtown along Colorado Street between Central Avenue and Brand Boulevard across from the project site, and along Colorado Street, east of Brand Boulevard extending to the City's eastern boundary. These alternative sites were considered infeasible for several reasons. First, these sites are not located within the Central Glendale Project Area and thus could not feasibly attain most of the objectives of the project. Second, unlike the project site, the Agency does not own any property along Colorado Street, which reduces the likelihood the Agency could assemble a site. Third, there is a high occupancy rate and lack of underutilized properties within this area. Most lots are small in size and dispersed among multiple ownerships, which would make site assemblage difficult and expensive. In addition, assembling a site large enough for the project would lead to the displacement of numerous small to mid-size businesses. Lastly, lots along Colorado Street lack sufficient commercial depth. In order to create sufficient depth for the project, residential areas abutting Colorado would have to be acquired, leading to the displacement of a significant number of households as well as negatively impacting existing residential neighborhoods.

The Agency considered an alternative site within the San Fernando Road Corridor Project Area at the northwest corner of Broadway and Pacific Avenue. This alternative site was considered infeasible for several reasons. First, this alternative site is not located within the Central Glendale Project Area and thus could not feasibly meet most of the basic objectives of the project. Second, unlike the project site, the Agency does not own any property along Colorado Street. Third, there is a high occupancy rate and lack of underutilized properties within this area. Small lot size dispersed among multiple ownerships would make site assemblage difficult and reduce the likelihood the Agency could assemble a suitable site. As a result, assembling a site large enough for the project would lead to the displacement of numerous small to mid-size businesses. Lastly, the site lacks insufficient commercial depth. In order to create sufficient depth for the project, residential areas abutting Colorado would have to be acquired leading to the displacement of a significant number of households as well as negatively impacting existing residential neighborhoods.

75 Percent Reduced Density Alternative

This alternative assumes that a relatively small amount of development would occur on the 15.5-acre site. This alternative would be approximately 26 percent of the size of the proposed project, consisting of approximately 123,317 square feet of retail commercial development and 88 residential units.

This alternative was initially developed as a means of avoiding the significant and unavoidable operational air quality impact of the proposed project by reducing the size of the development to reduce the amount of emissions generated to below the numeric levels of significance recommended by the

South Coast Air Quality Management District. This alternative would also reduce the magnitude of the proposed project's traffic impacts, noise, recreation, and vibration impacts as well as impacts for the majority of the other topics addressed in the EIR, but was initially considered largely in response to the air quality impact.

This alternative was ultimately determined to be infeasible for several reasons. A project of this size would be too small to attract the types of retail and specialty tenants that are envisioned for the regional open-air project and needed in order to finance the project. Nor could such a facility attract the supporting restaurant and cinema uses that would create a project with a sense of place in the downtown area. Such an alternative could either not be built, or, at only one-quarter of size of the proposed project, would not meet many of the project objectives. It is for these reasons that this alternative was determined to be infeasible.

Park Alternative

This alternative would include the development of a neighborhood park on the 15.5-acre project site. This alternative was initially evaluated as a means of avoiding the significant and unavoidable project impact of increasing the use of existing parks and recreation facilities. This alternative would also reduce the magnitude of the impacts of the project related to the majority of the other topics addressed in the EIR, such as traffic and circulation and noise and vibration, but was initially considered largely in response to the recreational impact. This alternative was ultimately rejected from detailed consideration since it would not meet any of the project objectives.

Maximum Buildout Under General Plan Alternative

This alternative would include the maximum amount of development that could be accommodated on the site under the current General Plan designations. This would include the development of approximately 1.1 million square feet of retail-commercial, 570 dwelling units (assuming a 25 percent bonus density for being affordability) consisting of 170 condominiums and 400 apartments, and 5,550 parking spaces.

This alternative was initially evaluated as a means to demonstrate the allowable development on the project site. This alternative would not reduce project impacts, but rather would increase the severity of impacts for the majority of the topics analyzed in this EIR. For example, this alternative would result in 47,200 average daily traffic trips, whereas the project would result in 20,005 average daily trips. This would result in double the air emissions and an increase in noise levels when compared to the

proposed project. This alternative was ultimately rejected from further consideration since it would not avoid or lessen the significant impacts associated with the project.

ALTERNATIVES EVALUATED IN DETAIL

The alternatives to the proposed Glendale Town Center ultimately selected for analysis in this EIR were developed with the aim of minimizing environmental impacts while still, where possible, meeting the basic objectives of the project. The Agency has defined the following objectives for this proposed 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;
- 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 uses;
- 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.

Section 4.0, Environmental Impact Analysis, of this EIR concludes that project implementation would result in significant and unavoidable environmental impacts. These include traffic impacts, short-term

and long-term air quality impacts, short-term noise and vibration and long-term noise impacts, and impacts on existing recreation facilities. Based on the environmental analysis, alternatives were developed which would provide decision-makers with a reasonable range of alternatives that would eliminate or reduce the impacts of the project. A list of the alternatives selected for evaluation in this analysis is provided below.

- Alternative 1 - No Project/No Development;
- Alternative 2 - No Project/Development Consistent With Existing Plan;
- Alternative 3 - 30 Percent Reduced Density; and
- Alternative 4 - Design Alternative.

Alternative 1 - No Project/No Development Alternative

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

Under the No Project/No Development Alternative, the project site would not be developed with additional uses, and would remain in its current state. Existing retail commercial, vacant lots and buildings, and parking uses would remain. None of the impacts associated with construction and operational activities would occur if the No Project/No Development Alternative were selected. No additional vehicle trips would be generated over present conditions, nor would noise and air quality impacts occur with selection of this alternative. In addition, while this alternative would have no impact with regard to recreation, it would neither add recreation opportunities, nor would it develop the site to eliminate existing blighted conditions. This alternative is environmentally superior to the proposed project in all respects, but would not meet any of the project objectives.

Alternative 2 - No Project/Development Consistent With Existing Plan

Section 15126(e) also refers to analysis of “what would reasonably be expected to occur in the foreseeable future if the project was not approved based on current plans and consistent with available infrastructure and community services.” As a result of the existing designation in the City General Plan and zoning ordinances, and based on a likely proposal by a developer, it is anticipated that

development on the project site would be reasonably expected to occur in the foreseeable future if the proposed project were not approved. **Figure 8.0-1, No Project /Development According to Existing Plan,** illustrates the proposed layout for the land uses proposed under this alternative. This 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. These uses would be developed on four blocks or portions of blocks that make up the project site.

The northeast corner of the project site would contain parking and residential uses, while the southeast corner of the project site would contain residential uses and parking. The northwest corner of the project site would include promotional retail and parking, as well as a promenade between Orange Street and Brand Boulevard. The southwest corner of the project site would contain restaurant uses, residential uses, a cinema, and a 1.75 acres of public open and park space.

Under this alternative, Orange Street and Harvard Street would remain open to through traffic. Access points into the project site would be provided at Central Avenue and Harvard Street, Colorado Street and Orange Street, and Brand Boulevard and Harvard Street. Parking garage access would be provided primarily from Orange Street.

ALTERNATIVES IMPACTS

Impact Analysis

Land Use and Planning

Alternative 2 would establish a mix of commercial and residential uses on the project site that are allowed by the current General Plan and Zoning designations. The intensity of the residential and commercial uses proposed would be within the maximum amounts allowed by these designations. This alternative would include 480 residential units and 220,000 square feet of commercial development. Under existing standards, up to 570 residential units could be developed on the site. 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

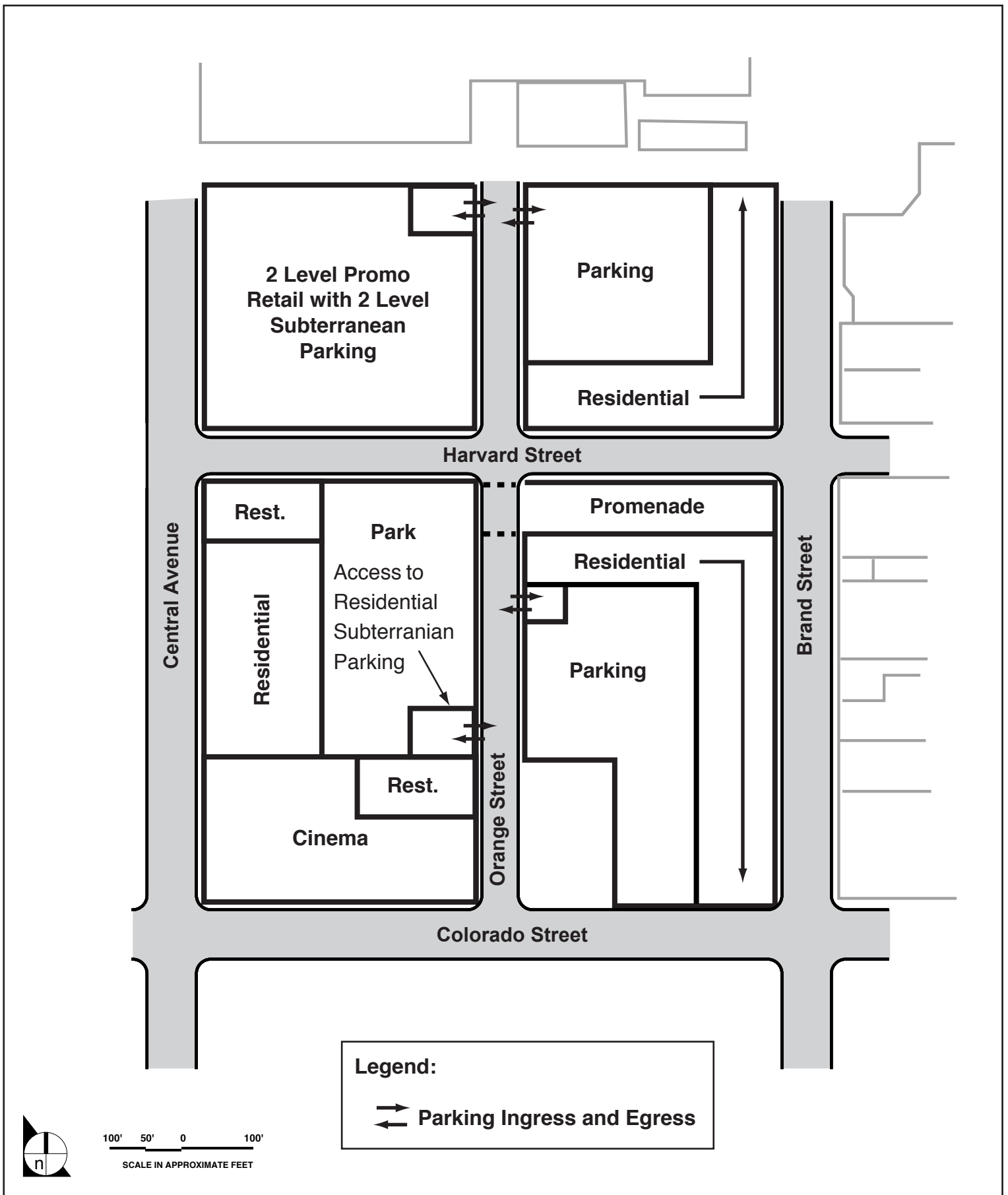


FIGURE 8.0-1

No Project/Development Per Existing Plan

be accommodated on two levels on the existing parcels that make up the project site, with subterranean parking. This alternative would not conflict with the use or density standards in the General Plan or Zoning Code.

Like the proposed project, this alternative would not conflict with any of the goals, objectives or policies of the Glendale General Plan. This alternative 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, this alternative also 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

Alternative 2 would include 480 multi-family residential units consisting of one, two, and three bedroom units. Approximately 160 of the residential units would be for-sale condominiums with the remaining units available for rent as apartments. Based on the average household size in Glendale of 2.8 persons, the direct population growth associated with these 480 units would be 1,344 persons (480 units x 2.8 persons per household).

Alternative 2 would generate 813 full-time and part-time employment positions. Approximately 194 of these employees are considered likely to reside in the City of Glendale based on the current characteristics of the Glendale workforce. If it is conservatively assumed that each of these employees forms a single new household in the City, these households could add approximately 544 additional residents to the City (194 households x 2.8 persons per household). Given that unemployment in Glendale stands at 6.4 percent, it is reasonable to assume that some of the employment opportunities associated with the project would be filled by current residents of the City. In addition, it is likely that existing residents of the City and surrounding communities would fill many of the part-time employment opportunities associated with Alternative 2.

The increase in population of 1,344 persons associated with the proposed residential units, and the possible additional increase in population of 544 persons associated with the employment opportunities would result in a total population increase of 1,888 persons in the City of Glendale. The population growth associated with Alternative 2 would be less than with the proposed project. Neither the proposed project nor this alternative would result in population in the City exceeding the amount of growth projected for the City. Impacts on population and housing with both the project and Alternative 2 would be similar and are considered to be less than significant.

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 Street. 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. Alternative 2, like the proposed project, 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 and this alternative.

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. Neither the proposed project nor Alternative 2 would significantly damage scenic resources within a state scenic highway; therefore, no impact would result.

As discussed above, these urban hikeways are intended to provide an opportunity for citizens and visitors to discover Glendale's unique urban form.

As discussed in **Section 4.9, Cultural Resources**, 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, as discussed in **Section 4.9, Cultural Resources**. These street lamps would be removed to facilitate construction of the project or Alternative 2. Neither the proposed project nor Alternative 2 would 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 proposed project or Alternative 2 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 would result. Given the generally blighted and under utilized appearance of the existing site, development of the project or Alternative 2 would improve the visual character of the site and the surrounding areas of downtown Glendale.

Alternative 2, like the proposed project, 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 project or Alternative 2.

Lighting would be limited to levels required to safely light the sidewalks and other pedestrian areas within the project. Proposed lighting associated with Alternative 2 or 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 under either Alternative 2 or the proposed project would be less than significant.

Neither Alternative 2 nor the proposed project would 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 a result of either Alternative 2 or the proposed project. Impacts with either Alternative 2 or the proposed project would be less than significant.

Shade and shadow modeling completed for the project demonstrates that the shadows cast 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. Because the building components associated with Alternative 2 would be of a smaller scale and building elevations would not reach the height proposed by the project, shade and shadow impacts under Alternative 2 would be less than significant.

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. Alternative 2 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 or Alternative 2 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 could be reduced to a less than significant level for this alternative also.

Implementation of Alternative 2, or the proposed project, would not subject people and structures to hazards associated with seismically induced settlement, liquefaction, landslides, subsidence, and expansive soils. Therefore, impacts under both the project and Alternative 2 would be similar and are considered to be less than significant.

Also similar to the proposed project, the construction activity associated with Alternative 2 could result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. Construction activities under Alternative 2 would be conducted in accordance with the requirements of the general NPDES construction permit, which would minimize erosion impact during construction and would adhere to the requirements of SCAQMD Rule 403 on minimizing fugitive dust. Erosion impacts during construction activities would be less than significant under both Alternative 2 and the proposed project with the incorporation of best management practices 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, identical to the proposed project, development under this alternative would be required to employ the project design features identified in this EIR. As such, impacts under Alternative 2 and the proposed project would be reduced to a less than significant level.

Hydrology and Water Quality

Grading activities associated with construction of the project or Alternative 2 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 project or Alternative 2 would require the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction activities are minimized. Since the implementation of Alternative 2 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 activities under Alternative 2 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 both the proposed project and Alternative 2 would increase the amount of and type of activities on the

site, and as a result an increase in pollutant sources would be introduced. Implementation of either the project or Alternative 2 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 downstream receiving waters. Since the implementation of Alternative 2 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 under Alternative 2 would be less than significant, similar to the proposed project.

The site is currently improved with structures and paved parking areas and consists of 100 percent impervious surfaces. Implementation of the proposed project or Alternative 2 would reduce the impervious surface on site by approximately 20 percent due to introduction of public open and park space. 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 under this alternative, storm water flow would be decreased from existing conditions. As such, this alternative 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 would be similar under both Alternative 2 and the proposed project.

Implementation of Alternative 2, like the proposed project, would result in an increase in water demand from Glendale Water and Power (GWP) that could indirectly require increased use of ground water. Similar to conditions under the project, the provision of water as a result of the implementation of Alternative 2 would be within the established projections of the GWP.

Implementation of Alternative 2, like the proposed project, 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 the Basin. Impacts on groundwater recharge would be similar under both Alternative 2 and the proposed project.

Alternative 2, like the proposed project, 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, neither Alternative 2 nor the proposed project is within a dam inundation area. Neither the project nor Alternative 2 would be subject to flooding.

Traffic, Circulation, and Parking

Construction activities under Alternative 2 would be similar to those of the project on a daily basis but may occur over a shorter period of time as Alternative 2 includes less development. Since construction worker and truck trips would occur along major roadways with the number of trips during the AM and PM peak hours being relatively limited, construction impacts from either the project or Alternative 2 would be less than significant.

Traffic volumes generated by Alternative 2 were estimated using rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 6th Edition, 1997. Alternative 2 is expected to generate 9,954 net new daily weekday trip ends. Refer to **Appendix 4.6** of this EIR for a detailed breakdown of project generated trips during the weekdays. **Table 8.0-1, Existing Plus Alternative 2 Volume to Capacity Ratios and Levels of Service**, summarizes the existing plus project AM and PM peak hour LOS at each of the study intersections. As shown in the table all the intersections would experience incremental, but not significant changes in V/C ratios. The significant and unavoidable impacts associated with the project to the Central Avenue and SR-134 Freeway westbound off-ramp and the Brand Boulevard and Broadway intersection would be avoided with Alternative 2.

Table 8.0-1
Existing Plus Alternative 2
Volume-to-Capacity Ratios and Levels of Service
AM and PM Peak Hours

No.	Intersection	Peak Hour	Existing		Existing + Alt. 2		Change Significant Impact	
			V/C	LOS	V/C	V/C	V/C	Impact
1	Colorado Street Fwy. Extension/ I-5 Ramps and West Colorado Street	AM	0.602	A	0.608	B	0.006	NO
		PM	0.695	B	0.703	B	0.008	NO
2	Pacific Avenue and SR-134 Freeway WB Ramps	AM	0.754	C	0.757	C	0.003	NO
		PM	0.824	D	0.828	D	0.004	NO
3	Pacific Avenue and SR-134 Freeway EB Ramps	AM	0.849	D	0.850	D	0.001	NO
		PM	0.991	E	0.991	E	0.000	NO
4	Pacific Avenue and West Broadway	AM	0.465	A	0.463	A	-0.002	NO
		PM	0.652	B	0.662	B	0.010	NO
5	Pacific Avenue and West Colorado Street	AM	0.893	D	0.892	D	-0.001	NO
		PM	0.957	E	0.966	E	0.009	NO
6	Central Avenue and SR-134 WB On-Ramp/Goode Avenue	AM	0.622	B	0.624	B	0.002	NO
		PM	0.887	D	0.897	D	0.010	NO
7	Central Avenue and SR-134 EB Off-Ramp/Sanchez Drive	AM	0.749	C	0.749	C	0.000	NO
		PM	0.765	C	0.758	C	-0.007	NO
8	Central Avenue and West Broadway	AM	0.495	A	0.501	A	0.006	NO
		PM	0.759	C	0.767	C	0.008	NO
9	Central Avenue and West Harvard Street	AM	0.352	A	0.362	A	0.010	NO
		PM	0.484	A	0.497	A	0.013	NO

No.	Intersection	Peak Hour	Existing		Existing + Alt. 2		Change Significant Impact	
			V/C	LOS	V/C	V/C	V/C	Impact
10	Central Avenue and West Colorado Street	AM	0.652	B	0.645	B	-0.007	NO
		PM	0.868	D	0.879	D	0.011	NO
11	Central Avenue and West Chevy Chase Drive	AM	0.576	A	0.573	A	-0.003	NO
		PM	0.717	C	0.716	C	-0.001	NO
12	Orange Street and West Broadway	AM	0.315	A	0.334	A	0.019	NO
		PM	0.572	A	0.602	A	0.030	NO
13	Orange Street and West Harvard Street	AM	0.192	A	0.185	A	-0.007	NO
		PM	0.329	A	0.316	A	-0.013	NO
14	Orange Street and West Colorado Street	AM	9.4 ^a	A ^b	0.399	A	^c	N/A
		PM	10.8 ^a	B ^b	0.531	A	^c	N/A
15	Brand Boulevard and SR-134 WB Off-Ramp/Goode Avenue	AM	0.854	D	0.852	D	-0.002	NO
		PM	0.906	E	0.908	E	0.002	NO
16	Brand Boulevard and SR-134 Freeway EB On-Ramp/Sanchez Drive	AM	0.782	C	0.779	C	-0.003	NO
		PM	0.757	C	0.750	C	-0.007	NO
17	Brand Boulevard and Broadway	AM	0.554	A	0.552	A	-0.002	NO
		PM	0.703	B	0.721	C	0.018	NO
18	Brand Boulevard and Harvard Street	AM	0.397	A	0.407	A	0.010	NO
		PM	0.624	B	0.692	B	0.068	NO
19	Brand Boulevard and Colorado Street	AM	0.756	C	0.744	C	-0.012	NO
		PM	0.910	E	0.923	E	0.013	NO
20	Brand Boulevard and Chevy Chase Drive	AM	0.734	C	0.739	C	0.005	NO
		PM	0.825	D	0.836	D	0.011	NO
21	SR-134 Freeway WB Ramps and Monterey Road	AM	0.802	C	0.802	C	0.000	NO
		PM	0.762	C	0.762	C	0.000	NO
22	Glendale Avenue and Monterey Road	AM	1.043	F	1.043	F	0.000	NO
		PM	0.964	E	0.973	E	0.009	NO
23	Glendale Avenue and SR-134 Freeway EB Ramps	AM	0.689	B	0.689	B	0.000	NO
		PM	1.002	E	1.004	E	0.002	NO
24	Glendale Avenue and East Broadway	AM	0.749	C	0.752	C	0.003	NO
		PM	0.898	D	0.914	E	0.016	NO
25	Glendale Avenue and East Harvard Street	AM	0.627	B	0.628	B	0.001	NO
		PM	0.734	C	0.747	C	0.013	NO
26	Glendale Avenue and East Colorado Street	AM	0.851	D	0.841	D	-0.010	NO
		PM	0.958	E	0.963	E	0.005	NO

Source: Linscott, Law & Greenspan.

^a Overall unsignalized intersection and approach control delay in seconds based on HCM method of analysis.

^b Level of Service for unsignalized intersection based on HCM method of analysis.

^c A traffic signal is planned to be installed as part of development of the project site. Thus, significant improvements in the overall intersection operations are anticipated to occur.

Note: The intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines volume-to-capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The LOS concept indicates a measure of average operating conditions at an intersection. The Levels of Service vary from LOS A (free flow) to LOS F (congested condition). The ICU methodology does not account for vehicular queues which may extend through nearby intersections. Therefore, the LOS may appear better than is actually observed in the field. The LOS and corresponding V/C ratios are listed below.

Level of Service	Equivalent V/C ratio
A	0.000 – 0.604
B	0.605 – 0.704
C	0.705 – 0.804
D	0.805 – 0.904
E	0.905 – 1.004
F	>=1.005

The proposed project would not result in mainline freeway impacts or impacts to the Los Angeles County Congestion Management Program facilities. Because Alternative 2 would generate less traffic and there would be a smaller daytime population than with the proposed project, the impact of this alternative on the mainline freeway and transit service would also be less than significant.

Alternative 2 and the proposed project would provide for shared parking between residential and retail uses, which would result in an adequate supply of parking being provided on site. As such, Alternative 2 and the proposed project would result in less than significant impacts.

Alternative 2 would be required to design all roadways and improvements to adhere to standard engineering practices and requirements of the City of Glendale. In addition, Alternative 2 would provide for emergency access to the site in accordance with the City of Glendale Fire Department requirements. As such, Alternative 2 and the proposed project would not substantially increase hazards due to design features or result in emergency access problems.

There are a number of goals and policies set forth by the City of Glendale General Plan that relate to alternative transportation. Neither the project nor Alternative 2 would conflict with applicable General Plan goals and policies related to alternative transportation. In addition, Alternative 2, would implement appropriate Trip Reduction and Travel Demand Measures like the proposed project, per the Glendale Municipal Code, including bus turnouts, bicycle racks, and provision of vanpool parking. As such, neither Alternative 2 nor the proposed project would conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts would be less than significant.

Air Quality

As with the project, development under Alternative 2 would neither conflict with nor obstruct implementation of the 2003 AQMP. This is because neither the project nor Alternative 2 provides for population, housing, or employment growth that exceeds forecasts from SCAG, which form the basis of transportation control portions of the AQMP. In addition, both the project and Alternative 2, being mixed-use developments, allow for multiple-use trips. Lastly, the project and Alternative 2 would generate fewer vehicle trips than would be generated under the full buildout of the General Plan. Because of these fewer vehicle trips, the project and Alternative 2 result in significantly lower emissions than would be produced by buildout of the site under the existing General Plan.

Construction activities under Alternative 2 would be similar to those of the project on a daily basis but may occur over a shorter period of time due to Alternative 2 being a smaller development. Despite this,

the net increase in emissions resulting from Alternative 2 would exceed the daily threshold recommended by the SCAQMD and would be considered significant. Following the implementation of project design features and mitigation measures proposed for project construction, related emissions from Alternative 2 construction would be minimized. They would not, however, reduce the net increase in peak construction emissions to below the threshold of significance.

The net increase in daily operational emissions associated with Alternative 2 is presented in **Table 8.0-2, Alternative 2 Future Operational Emissions**, along with the thresholds of significance recommended by the SCAQMD. As shown in **Table 8.0-2**, Alternative 2 would generate daily operational emissions of CO, VOC, and NO_x that would exceed the thresholds of significance recommended by the SCAQMD and contribute substantially to an existing or projected air quality violation. Alternative 2 would, however, avoid the significant PM₁₀ emission impact resulting from the project.

Implementation of Alternative 2 would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or state ambient air quality standards. This is because Alternative 2 would implement the same project design features as the project that would reduce the emissions generated by more than 1 percent on an annual basis. The project design features would reduce 3.7 percent of the project's VOC emissions, 6.5 percent of the NO_x emissions, 9.0 percent of the CO emissions, 10.0 percent of the SO_x emissions, and 9.3 percent of the PM₁₀ emissions. This meets the AQMP performance standard for annual emissions reductions. Therefore, the impacts under Alternative 2 would be similar to the proposed project.

**Table 8.0-2
Alternative 2
Future Operational Emissions**

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Vehicular Source	147.93	99.81	1076.00	0.99	90.27
Stationary Sources	26.82	38.94	19.16	0.00	0.08
Total	174.75	138.75	1095.16	0.99	90.36
Recommended Threshold	55.0	55.0	550.0	150.0	150.0
SIGNIFICANT IMPACT?	YES	YES	YES	NO	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix 8.0(a).

Implementation of the project would not expose sensitive receptors near roadway intersections to substantial pollutant concentrations. Alternative 2 would generate less vehicular traffic to and from

the project site during the AM and PM peak hour periods than the project when localized concentrations of CO are the highest. The resulting impact would be less than significant with the project or Alternative 2.

Alternative 2, like the proposed project, would develop additional urban uses on the project site; similar to uses already existing on and around the project site, and it does not include uses that would generate significant objectionable odors, although it is possible that odors from restaurant operations may be occasionally perceptible. Operation of either Alternative 2 or the proposed project would involve the disposal of refuse, which would be disposed into appropriate trash collection containers and covered and enclosed as required by the City of Glendale. As a result, impacts from odors would remain less than significant.

Noise

Vehicular noise can potentially affect the site, as well as land uses located along the studied roadway system. The results of the modeled weekday roadway noise levels are provided below in **Table 8.0-3, Alternative 2 Operational Roadway Noise Levels**. Changes in CNEL levels along roadways in the vicinity as a result of this Alternative would range from 0.0 dB(A) to 2.6 dB(A). None of the roadway segments would have a noise increase in CNEL of greater than 3.0 dB(A) as a result of Alternative 2. The 3.0 dB(A) threshold represents the point at which only the most sensitive individuals notice a change in noise levels. While overall impacts under Alternative 2, like the project, would be less than significant, this alternative would result in a greater increase in noise on Harvard west of Brand Boulevard. The main reason for this increase in noise is the difference in speed limits in this area assumed under the project and under Alternative 2. Under this alternative, this street segment would be a City street with a speed limit of 25 MPH while with the project this segment would be a garage entrance, a connector to an alleyway, and a circular drop off area with a speed limit of 15 MPH.

Implementation of Alternative 2, like the proposed project, could expose new on-site residences to significant roadway noise if outside useable areas, such as patio areas, are provided along those roadway segments around the site experiencing noise levels above the 65 dB(A) threshold. These roadways include Colorado Street and Brand Boulevard. Noise impacts with either Alternative 2 or the proposed project would be significant and unavoidable.

**Table 8.0-3
Alternative 2
Operational Roadway Noise Levels**

Roadway Segment	Existing Noise Levels Without Alternative 2	Existing Noise Levels Plus	Change in Noise Levels	Significant Project Impact
Pacific Ave-North of Broadway	63.6	63.7	0.1	No
Pacific Ave-North of Colorado	62.9	62.9	0.0	No
Pacific Ave-South of Colorado	63.1	63.2	0.1	No
Central Ave-North of Broadway	66.9	67.2	0.3	No
Central Ave-North of Colorado	66.5	67.0	0.5	No
Central Ave-South of Colorado	67.0	67.1	0.1	No
Central Ave-South of Chevy Chase	65.9	66.0	0.1	No
Brand Blvd-North of Broadway	63.4	63.6	0.2	No
Brand Blvd-North of Colorado	63.6	64.1	0.5	No
Brand Blvd-South of Colorado	64.1	64.3	0.2	No
Brand Blvd-South of Chevy Chase	64.3	64.5	0.2	No
Glendale Ave-North of Broadway	66.6	66.8	0.2	No
Glendale Ave-South of Colorado	66.1	66.1	0.0	No
Broadway-West of Pacific	60.8	60.8	0.0	No
Broadway-West of Central	63.5	63.6	0.1	No
Broadway-West of Brand	63.0	63.1	0.1	No
Broadway-East of Brand	63.1	63.2	0.1	No
Broadway-East of Glendale	62.7	62.7	0.0	No
Harvard-West of Brand	58.6	61.2	2.6	No
Harvard-East of Brand	59.4	59.8	0.4	No
Harvard-East of Glendale	57.9	58.0	0.1	No
Colorado-West of Pacific	68.0	68.2	0.2	No
Colorado-West of Central	67.8	68.0	0.2	No
Colorado-West of Brand	66.9	66.9	0.0	No
Colorado-East of Brand	67.0	67.1	0.1	No
Colorado-East of Glendale	66.9	67.0	0.1	No
Chevy Chase Rd-West of Glendale	63.1	63.1	0.0	No

All values are listed in dB(A).

Source: Impact Sciences, Inc. Model results are contained in Appendix 8.0(b).

Implementation of Alternative 2 would add new stationary noise sources to the site, as would the proposed project. These would include rooftop-mounted equipment, loading docks, parking garages, street sweepers, and on-site entertainment uses. With the implementation of mitigation measures proposed for the project, impacts as a result of these noise sources under Alternative 2 would be reduced to a less than significant level.

Development activities associated with the project and Alternative 2 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. Under either the project or Alternative 2, these construction equipment sources would cause significant and unavoidable vibration and noise impacts. These impacts could be reduced but not eliminated with either development scenario through the implementation of mitigation measures recommended for the project.

Cultural Resources

Alternative 2 would be on the same site as the project. Consequently, cultural resources impacts to undocumented resources such as potential burial sites, archaeological sites or material, and paleontological sites and materials would be similar to those of the proposed project and could be mitigated to a less than significant level. Project mitigation measures would apply to Alternative 2 to reduce cultural resources impacts. The resulting impact on cultural resources would be less than significant under either Alternative 2 or the proposed project.

Development of Alternative 2, like the proposed project, would include the demolition of all the buildings on the site. None of the buildings on the site are 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 of Alternative 2 would include the transport, use, and disposal of small amounts of common hazardous materials, as would the proposed project. 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 the project design features for the project, Alternative 2 impacts associated with the transport, use, or disposal of hazardous material would be similar to the project and would be reduced to a less than significant level.

Alternative 2 and the proposed project would require the demolition and removal of all the buildings on the site. Due to their age, 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, Alternative 2 impacts would be similar to those of the project and would be reduced to a less than significant level.

Soils beneath the site are contaminated with several pollutants associated with past uses. Alternative 2 and the proposed project would both require the disturbance of these soils for the development of the project. The construction and operation of this alternative 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, the impacts of Alternative 2 would be similar to the project and would be reduced to a less than significant level.

Ten parcels within the site are listed on various government databases, as compiled pursuant to Government Code Section 65962.5. Most of the parcels are located on the Resource Conservation and Recovery Act–Small Generator (RCRIS-SQG) and HAZNET lists as registered generators of hazardous or petroleum wastes. One of the parcels, the Union 76 Station (200 South Central Avenue) was listed as containing an Underground Storage Tank (UST) and one parcel, vacant Fire Station No. 21 (210 South Orange Street), was listed on the Historical UST list (meaning a UST was once at this location). Alternative 2, like the proposed project, would include the disturbance of soil on the project site, which could contain contaminants from the properties listed on the government database. Phase I and/or Phase II Environmental Site Assessments are being or have been conducted on all the parcels that comprise the site to determine if past uses have resulted in contamination of soils. Any later determined soil contamination would be remediated under Alternative 2 with the incorporation of **Mitigation Measures 4.8-2(e)** as recommended for the project. As such, Alternative 2 would be similar to the project and impacts would be reduced to a less than significant level.

During the construction of Alternative 2, activities could physically interfere with adopted emergency response or emergency evacuation plans. Similar to the proposed project, mitigation would be required to notify the City of Glendale Police and Fire Department of construction activities that would impede traffic and allow for rerouting of traffic to alternative streets, if needed. Impacts under Alternative 2 would be similar to those of the proposed project, and would be less than significant.

Public Services

Fire Protection Services – Alternative 2, like the proposed project, would increase demand on the City of Glendale Fire Department for fire protection services and emergency medical services. The Glendale Fire Department has indicated that it has adequate staff and equipment to meet these additional demands for fire protection services. In addition, while the number of emergency medical services calls would increase, these would not be substantial. As a result, the impacts to fire protection services and emergency medical services from Alternative 2 or the proposed project would be less than significant.

Police Services – Alternative 2, like the proposed project, would increase the City of Glendale Police Department calls for service. Alternative 2, however, would result in fewer calls for service due to the smaller commercial component and larger residential component. Daily visitors under Alternative 2 would be approximately 14,720, generating a total of approximately 5 calls for service per day. Alternative 2 would result in impacts to the City of Glendale Police Department as an increase in staff would be required to adequately serve the project. Alternative 2, like the proposed project, would be required to provide additional police service staffing through the allocation of City funds to reduce impacts to a less than significant level.

Schools – Alternative 2 would generate new students in the Glendale Unified School District as would the proposed project. Alternative 2 would directly result in the generation of approximately 71 grade K-6 students, 23 grade 7-8 students, and 49 grade 9-12 students for a total of 143 students. This would be an increase of 28 students over the proposed project.

In addition, Alternative 2, due to the introduction of 194 households as a result of project employment, could indirectly generate approximately 33 grade K-6 students, 10 grade 7-8 students, and 23 grade 9-12 students for a total of 66 students. This would be a decrease of 78 students over the proposed project.

Combined student generation under Alternative 2 would be approximately 50 students less than the proposed project. With the incorporation of project design features, requiring the payment of school fees, as required by the project, Alternative 2 impacts would be reduced to a less than significant level.

Library Services – Alternative 2, like the proposed project, would result in an increase in demand for library services. Alternative 2 would result in a total population increase of 1,888 persons in the City of Glendale and would decrease the existing resident to book ratio from 3.59 to 3.56. The proposed project would reduce the resident to book ratio from 3.59 to 3.55. As such, the reduction would be less under Alternative 2. Nonetheless, under both Alternative 2 and the proposed project, impacts would be less than significant.

Utilities and Service Systems

Water – Alternative 2, like the proposed project, would result in an increased demand for water. Alternative 2 would result in a demand for water of 107 acre-feet per year compared to the proposed project demand at 232 acre-feet per year. The provision of water as a result of the proposed project implementation would be within the projections of the GWP. Alternative 2, which demands less water than the proposed project, would also be within the established projections (refer to the Water Supply

Assessment contained within **Appendix 4.12** of this EIR). Impacts under both Alternative 2 and the proposed project would be less than significant.

Energy – Alternative 2 would result in an increased demand for electricity and natural gas. Alternative 2 would result in a demand for electricity of 5.3 million kilowatt hours per year and demand for natural gas of 2.2 million cubic feet per month. The proposed project would result in a greater demand for electricity of 9.2 million kilowatts hour per year and natural gas of 2.4 million cubic feet per year. Adequate supplies and distribution facilities exist to serve Alternative 2. Impacts under both Alternative 2 and the proposed project would be less than significant.

Sewer – Alternative 2, like the proposed project, would result in an increase in the demand for sewer services. Alternative 2 would result in 133,297 gallons of sewage per day. The proposed project would result in the generation of 118,567 gallons of sewage per day. There is adequate treatment capacity at the Hyperion Treatment Plant to accommodate either Alternative 2 or the proposed project. In addition, there is adequate capacity in the City's sewage collection system to accommodate either Alternative 2 or the proposed project. Impacts under both Alternative 2 and the proposed project would be less than significant.

Solid Waste – Alternative 2, like the proposed project, would result in an increase in the demand for solid waste services. Alternative 2 would result in the generation of 1,672 tons per year of solid waste. The proposed project would result in generation of 3.317 tons per year of solid waste. There is adequate landfill capacity at the Scholl Canyon Landfill to accommodate either Alternative 2 or the proposed project. Impacts under both Alternative 2 and the proposed project would be less than significant.

Alternative 2 would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939 as would the proposed project. In addition, Alternative 2, like the proposed project, would comply with the Municipal Code by enclosing trash collection areas. Impacts under both Alternative 2 and the proposed project would be less than significant.

Recreation

Alternative 2, like the proposed project, would result in an increase in use of existing neighborhood and community parks. The City currently has a park land-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. Existing park facilities are currently heavily used due to

the deficiency in park land in the City. Alternative 2 would result in the direct and indirect generation of approximately 1,888 persons, which would utilize City parks, while the proposed project would result in direct and indirect generation of approximately 2,122 persons utilizing City parks. Both the project and the alternative would result in a significant and unavoidable recreation impact.

SIGNIFICANT AND UNAVOIDABLE IMPACTS OF ALTERNATIVE 2

In conclusion, Alternative 2 would avoid the significant and unavoidable traffic impacts and PM₁₀ operational emission impacts associated with the proposed project. This alternative, however, would not fully attain many of the basic project objectives. Specific objectives only partially met by Alternative 2 are listed below.

- Provide an expanded economic base for the City that maximizes property and sales tax revenue while balancing urban design principles.
- 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 form a central gathering place for the Glendale community;
- 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 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 uses.
- Development a regional open-air commercial center to attract consumers/visitors from outside Glendale.

Alternative 3 – 30 Percent Reduced Density Alternative

The Reduced Density Alternative considers development of the entire 15.5-acre site at approximately 70 percent of the density of residential and commercial uses under the Glendale Town Center project. This alternative was formulated to lessen or avoid the significant traffic intersection impacts of the proposed project by reducing the amount of development. It would also reduce several of the project impacts related to air quality and noise. Under, this alternative, 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 acres of public open space and park space.

Land Use and Planning

This alternative includes a mix of commercial and residential uses on the project site allowed by the current General Plan and Zoning designations. The intensity of the residential and commercial uses proposed would be within the maximum allowed by the Plan and these designations. This alternative would include 237 residential units and approximately 280,000 square feet of commercial development. Under existing standards, up to 570 residential units could be developed on the site. 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. This alternative would not conflict with the use or density standards in the General Plan or Zoning Code.

Like the proposed project, this alternative would not conflict with any of the goals, objectives or policies of the Glendale General Plan. This alternative 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, this alternative would also 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

Alternative 3 would include 237 multi-family residential apartments consisting of one, two, and three bedroom units. Approximately 70 of the residential units would be for-sale condominiums with the remaining units available for rent as apartments. Based on the average household size in Glendale of 2.8 persons, the direct population growth associated with these 237 units would be 664 persons (237 units x 2.8 persons per household).

Alternative 3 would generate 1,230 full-time and part-time employment positions. Approximately 294 of these employees could reside 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 823 additional residents to the City (294 households x 2.8 persons per household). Given that unemployment in Glendale stands at 6.4 percent, it is reasonable that some of the employment

opportunities associated with the project would be filled by current residents of the City. In addition, it is likely that existing residents of the City and surrounding communities would fill many of the part-time employment opportunities associated with Alternative 3.

The increase in population of 664 persons associated with the proposed residential units and the possible additional increase in population of 823 persons associated with the employment opportunities would result in a total population increase of 1,487 persons in the City of Glendale. The population growth associated with Alternative 3 would be less than with the proposed project, and like the proposed project such an increase is not considered substantial, since this increase does not exceed the amount of growth projected for the City. Impacts on population and housing under both the project and Alternative 3 would be similar and are considered to be less than significant.

Aesthetics

Existing scenic vistas from the portion of downtown Glendale where the proposed project and the Alternative 3 site are 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 Street. 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. Alternative 3, like the proposed project, 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 aesthetics from both the project and Alternative 3 would be similar and are considered to be less than significant.

The Alternative 3 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. Therefore, neither the proposed project nor Alternative 2 would significantly damage scenic resources within a state scenic highway and no impact would result. The project site does not contain any natural scenic resources, such as native trees, or rock outcroppings.

While the Alternative 3 site is not visible from any designated scenic highway, it is located along the Brand Shopping District Urban Hikeaway as designated in the Conservation Element of the General Plan. As discussed above, these urban hikeaways are intended to provide an opportunity for citizens and visitors to discover Glendale's unique urban form.

As discussed in **Section 4.9, Cultural Resources**, the Alternative 3 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, as discussed in **Section 4.9, Cultural Resources**. These street lamps would be removed to facilitate construction of the project or Alternative 3. Neither the proposed project nor Alternative 3 would 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 Hikeaway.

Development of either the proposed project or Alternative 3 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 would result. Given the generally blighted and underutilized nature of the existing site, development of either the project or Alternative 3 would improve the visual character of the site and the surrounding areas of downtown Glendale.

Alternative 3, like the proposed project, 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 either the project or Alternative 3.

Lighting would be limited to levels required to safely light the sidewalks and other pedestrian areas within the project. Proposed lighting associated with Alternative 3 or 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 under either Alternative 3 or the proposed project would be less than significant.

Neither Alternative 3 nor the proposed project, would 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 either Alternative 3 or the proposed project. Impacts under either Alternative 3 or the proposed project would be less than significant.

Shade and shadow modeling completed for the project demonstrates that the shadows cast 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. Because the building components associated with Alternative 3 would be of a smaller scale and would not reach the

building elevations proposed by the project near the sensitive uses, shade and shadow impacts under Alternative 3 would be less than significant.

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. Alternative 3, as with the project, 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, both the proposed project and Alternative 3 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, Alternative 3 impacts associated with ground shaking would be reduced to a less than significant level.

Implementation of Alternative 3, like the proposed project, would not subject people or structures to hazards associated with seismically induced settlement, liquefaction, landslides, subsidence, and expansive soils. Impacts under both the project and Alternative 3 would be similar and are considered to be less than significant.

Also similar to the proposed project, the construction activity associated with Alternative 3 could result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. Construction activities under Alternative 3 would require NPDES permits that would minimize erosion impact during construction and would adhere to SCAQMD Rule 403 – Fugitive Dust. Erosion impacts during construction activities would be less than significant under both Alternative 3 and the proposed project with the incorporation of BMPs and compliance with all applicable regulations related to erosion control.

Alternative 3 site soils 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, identical to the proposed project, development under this alternative would be required to employ the project design features. As such, impacts under Alternative 3 and the proposed project would be reduced to a less than significant level.

Hydrology and Water Quality

Grading activities associated with construction of the project or Alternative 3 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 project or Alternative 3 would require the preparation of a SWPPP. The SWPPP would incorporate BMPs to ensure that potential water quality impacts during construction activities are minimized. Since the implementation of Alternative 3 would require the preparation of a SWPPP for construction activities, the runoff from the site would not violate existing water quality standards, waste discharge requirements, or otherwise degrade water quality. Therefore, impacts related to Alternative 3 would be less than significant.

The existing site is occupied by uses that generate pollutants. Because both the proposed project and Alternative 3 would increase the amount and type of activities on the site, it is likely that an increase in pollutant sources would be introduced. Implementation of either the project or Alternative 3 would require the preparation of a 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 Alternative 3 would require the preparation of a SUSMP for post-construction activities, the runoff from the site would not violate existing water quality standards, waste discharge requirements, or otherwise degrade water quality. Therefore, impacts due to pollution generation related to Alternative 3 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 either the proposed project or Alternative 3 would reduce the impervious surface on site by approximately 20 percent due to the introduction of public open and park space. 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 under this alternative, storm water flow would be decreased. As such, this alternative would not substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage. This impact would be similar for both Alternative 3 and the proposed project.

Implementation of Alternative 3, like the proposed project, would result in an increase in water demand from GWP that could indirectly require increased use of groundwater. Similar to conditions under the project, the provision of water as a result of project implementation would be within the established

projections of the GWP. This impact would be similar under both Alternative 3 and the proposed project.

Implementation of Alternative 3, like the proposed project, 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 the Basin. This impact would be similar under both Alternative 3 and the proposed project.

Alternative 3, like the proposed project, 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, neither Alternative 3 nor the proposed project is within a dam inundation area. Neither the project nor Alternative 3 would be subject to flooding.

Traffic, Circulation and Parking

Construction activities under Alternative 3 would be similar to those of the project on a daily basis but may occur over a shorter period of time due to Alternative 3 being a smaller development. Since construction worker and truck trips would occur along major roadways with the number of trips during the AM and PM peak hours being relatively limited, construction impacts from either the project or Alternative 3 would be less than significant.

Traffic volumes expected to be generated by Alternative 3 were estimated using rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 6th Edition, 1997. Alternative 3 is expected to generate 14,642 net new daily weekday trips ends. Refer to **Appendix 4.6** of this EIR for a detailed breakdown of project generated trip during the weekdays. **Table 8.0-4, Existing Plus Alternative 3 Volume to Capacity Ratios and Levels of Service**, summarizes the existing plus project AM and PM peak hour LOS at each of the study intersections. As shown, Alternative 3, like the proposed project, would significantly impact the following intersections:

- Central Avenue and West Broadway;
- Central Avenue and West Colorado Street;
- Brand Boulevard and Broadway;
- Brand Boulevard and Colorado Street
- Glendale Avenue and East Broadway; and
- Glendale Avenue and East Colorado.

Implementation of mitigation measures, as proposed for the project, would reduce Alternative 3 intersection impacts to a less than significant level with the exception of the Brand Boulevard and West Broadway intersection. Alternative 3, like the proposed project, would result in a significant and unavoidable impact at this intersection due to the mitigation not fully reducing the impact. Consequently, Alternative 3 would result in one significant and unavoidable impact at intersection locations.

**Table 8.0-4
Existing Plus Alternative 3
Volume-to-Capacity Ratios and Levels of Service
AM and PM Peak Hours**

No.	Intersection	Peak Hour	Year 2003 Existing		Year 2003 Existing + Alt. 3 Project		Change Significant Impact	
			V/C	LOS	V/C	V/C	V/C	Impact
1	Colorado Street Fwy. Extension/ I-5 Ramps and West Colorado Street	AM	0.602	A	0.606	B	0.004	NO
		PM	0.695	B	0.715	C	0.020	NO
2	Pacific Avenue and SR-134 Freeway WB Ramps	AM	0.754	C	0.757	C	0.003	NO
		PM	0.824	D	0.831	D	0.007	NO
3	Pacific Avenue and SR-134 Freeway EB Ramps	AM	0.849	D	0.851	D	0.002	NO
		PM	0.991	E	0.991	E	0.000	NO
4	Pacific Avenue and West Broadway	AM	0.465	A	0.466	A	0.001	NO
		PM	0.652	B	0.698	B	0.046	NO
5	Pacific Avenue and West Colorado Street	AM	0.893	D	0.887	D	-0.006	NO
		PM	0.957	E	0.961	E	0.004	NO
6	Central Avenue and SR-134 WB On-Ramp/Goode Avenue	AM	0.622	B	0.625	B	0.003	NO
		PM	0.887	D	0.906	E	0.019	NO
7	Central Avenue and SR-134 EB Off-Ramp/Sanchez Drive	AM	0.749	C	0.748	C	-0.001	NO
		PM	0.765	C	0.770	C	0.005	NO
8	Central Avenue and West Broadway	AM	0.495	A	0.519	A	0.024	NO
		PM	0.759	C	0.824	D	0.065	YES
9	Central Avenue and West Harvard Street	AM	0.352	A	0.341	A	-0.011	NO
		PM	0.484	A	0.470	A	-0.014	NO
10	Central Avenue and West Colorado Street	AM	0.652	B	0.654	B	0.002	NO
		PM	0.868	D	0.898	D	0.030	YES
11	Central Avenue and West Chevy Chase Drive	AM	0.576	A	0.572	A	-0.004	NO
		PM	0.717	C	0.720	C	0.003	NO
12	Orange Street and West Broadway	AM	0.315	A	0.326	A	0.011	NO
		PM	0.572	A	0.642	B	0.070	NO
13	Orange Street and West Harvard Street	AM	0.192	A	^c	--	--	N/A
		PM	0.329	A	^c	--	--	N/A
14	Orange Street and West Colorado Street	AM	9.4 ^a	A ^b	0.427	A	^d	N/A
		PM	10.8 ^a	B ^b	0.540	A	^d	N/A
15	Brand Boulevard and SR-134 WB Off-Ramp/Goode Avenue	AM	0.854	D	0.853	D	-0.001	NO
		PM	0.906	E	0.910	E	0.004	NO
16	Brand Boulevard and SR-134 Freeway EB On-Ramp/	AM	0.782	C	0.780	C	-0.002	NO
		PM	0.750	C	0.753	C	0.003	NO

No.	Intersection	Peak Hour	Year 2003 Existing		Year 2003 Existing + Alt. 3 Project		Change Significant	
			V/C	LOS	V/C	V/C	V/C	Impact
	Sanchez Drive							
17	Brand Boulevard and Broadway	AM PM	0.554 0.703	A B	0.564 0.828	A D	0.010 0.125	NO YES
18	Brand Boulevard and Harvard Street	AM PM	0.397 0.624	A B	0.387 0.715	A C	-0.010 0.091	NO NO
19	Brand Boulevard and Colorado Street	AM PM	0.756 0.910	C E	0.757 0.973	C E	0.001 0.063	NO YES
20	Brand Boulevard and Chevy Chase Drive	AM PM	0.734 0.825	C D	0.738 0.843	C D	0.004 0.018	NO NO
21	SR-134 Freeway WB Ramps and Monterey Road	AM PM	0.802 0.762	C C	0.802 0.762	C C	0.000 0.000	NO NO
22	Glendale Avenue and Monterey Road	AM PM	1.043 0.964	F E	1.043 0.977	F E	0.000 0.013	NO NO
23	Glendale Avenue and SR-134 Freeway EB Ramps	AM PM	0.689 1.002	B E	0.691 1.009	B F	0.002 0.007	NO NO
24	Glendale Avenue and East Broadway	AM PM	0.749 0.898	C D	0.762 0.954	C E	0.013 0.056	NO YES
25	Glendale Avenue and East Harvard Street	AM PM	0.627 0.734	B C	0.628 0.758	B C	0.001 0.024	NO NO
26	Glendale Avenue and East Colorado Street	AM PM	0.851 0.958	D E	0.852 0.991	D E	0.001 0.033	NO YES

Source: Linscott, Law & Greenspan.

^a Overall unsignalized intersection and approach control delay in seconds based on HCM method of analysis.

^b Level of Service for Unsignalized intersection based on HCM method of analysis.

^c The existing intersection will not exist in any configuration with the development of the project site.

^d A traffic signal is planned to be installed as part of development of the project site. Thus, significant improvements in the overall intersection operations are anticipated to occur.

Note: The intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines volume-to-capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The LOS concept indicates a measure of average operating conditions at an intersection. The Levels of Service vary from LOS A (free flow) to LOS F (congested condition). The ICU methodology does not account for vehicular queues which may extend through nearby intersections. Therefore, the LOS may appear better than is actually observed in the field. The LOS and corresponding V/C ratios are listed below.

Level of Service Equivalent V/C ratio

A 0.000 – 0.604

B 0.605 – 0.704

C 0.705 – 0.804

D 0.805 – 0.904

E 0.905 – 1.004

F >=1.005

The proposed project would not result in project-related mainline freeway impacts or impacts to the Los Angeles County Congestion Management Program. Because Alternative 3 would generate less traffic and there would be a smaller daytime population than with the proposed project, this alternative's impact on the mainline freeway and transit service would be less than significant.

Alternative 3, as with the proposed project, would provide for shared parking between residential and retail uses, which would result in an adequate supply of parking being provided on site. As such, Alternative 3 and the proposed project impacts on parking would be less than significant.

Alternative 3, like the proposed project, would be required to design all roadways and improvements to adhere to standard engineering practices and requirements of the City of Glendale. In addition, Alternative 3, like the proposed project, would provide for emergency access to the site in accordance with the City of Glendale Fire Department requirements. As such, Alternative 3 and the proposed project would not substantially increase hazards due to design features or result in emergency access problems.

There are a number of goals and policies set forth by the City of Glendale General Plan that relate to alternative transportation. Neither Alternative 3 nor the proposed project conflict with applicable General Plan goals and policies related to alternative transportation. In addition, Alternative 3, like the proposed project, shall implement appropriate Trip Reduction and Travel Demand Measures, per the Glendale Municipal Code, which include bus turnouts, bicycle racks, and provision of vanpool parking. As such, neither Alternative 3 nor the proposed project would conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts would be less than significant.

As with the project, development under Alternative 3 would neither conflict with nor obstruct implementation of the 2003 AQMP. This is because neither the project nor Alternative 3 provides for population, housing, or employment growth that exceeds forecasts from SCAG, which form the basis of transportation control portions of the AQMP. In addition, both the project and Alternative 3, being mixed-use developments, allow for multiple-use trips. Lastly, the project and Alternative 3 would generate fewer vehicle trips than would be generated under the full buildout of the General Plan. Because of these fewer vehicle trips, the project and Alternative 3 would result in significantly lower emissions than would be produced by buildout of the site under the existing General Plan.

Construction activities under Alternative 3 would be similar to those of the project on a daily basis but may occur over a shorter period of time due to Alternative 3 being a smaller development. Despite this the net increase in emissions would exceed the daily threshold recommended by the SCAQMD and be considered significant. Following the implementation of project design features and mitigation measures proposed for project construction, related emissions would be minimized. They would not, however, reduce the net increase in peak construction emissions below the threshold of significance.

The net increase in daily operational emissions associated with Alternative 3 is presented in **Table 8.0-5, Alternative 3 Future Operational Emissions**, along with the thresholds of significance recommended by the SCAQMD. As shown in **Table 8.0-5**, Alternative 3 would generate daily operational emissions of CO, VOC, and NO_x that would exceed the thresholds of significance recommended by the SCAQMD and contribute substantially to an existing or projected air quality violation. Alternative 3, however, would eliminate the significant PM₁₀ emission impact resulting from the project. In addition, while Alternative 3 would result in significant and unavoidable daily operational emissions, they would be almost 50 percent lower than the anticipated emissions for the project.

**Table 8.0-5
Alternative 3
Future Operational Emissions**

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Vehicular Source	157.82	142.06	1513.72	1.40	127.93
Stationary Sources	14.23	28.25	15.42	0.00	0.06
Total	172.82	170.31	1529.72	1.40	127.99
Recommended Threshold	55.0	55.0	550.0	150.0	150.0
SIGNIFICANT IMPACT?	YES	YES	YES	NO	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix 8.0(a).

Implementation of Alternative 3 would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or state ambient air quality standards. This is because Alternative 3 would implement the same project design features as the project that would reduce the emissions generated by more than 1 percent on an annual basis. The project design features would reduce 5.7 percent of the project's VOC emissions, 8.8 percent of the NO_x emissions, 10.6 percent of the CO emissions, 11.0 percent of the SO_x emissions, and 10.7 percent of the PM₁₀ emissions. This meets the AQMP performance standard for annual emissions reductions. Therefore, the impacts under Alternative 3 would be similar to the proposed project.

Implementation of the project would not expose sensitive receptors near roadway intersections to substantial pollutant concentrations. Alternative 3 would generate less vehicular traffic to and from the project site during the AM and PM peak hour period than the project when localized concentrations of CO are the highest. The resulting impact would be less than significant under either the project or Alternative 3.

Alternative 3, like the proposed project, would develop additional urban uses on the project site, similar to uses already existing on and around the project site, and it does not include uses that would generate significant objectionable odors, although it is possible that odors from restaurant operations may be occasionally perceptible. Operation of Alternative 3 or the proposed project would involve the disposal of refuse, which would be disposed into appropriate trash collection containers and covered and enclosed as required by the City of Glendale. As a result, impacts from odors would remain less than significant.

Noise

Vehicular noise can potentially affect the site, as well as land uses located along the studied roadway system. The results of the modeled weekday roadway noise levels are provided below in **Table 8.0-6, Alternative 3 Operational Roadway Noise Levels**. Changes in CNEL levels as a result of this Alternative would range from 0.0 dB(A) to 3.4 dB(A). The 3.0 dB(A) threshold represents the point at which only the most sensitive individuals notice a change in noise levels. While overall impacts under Alternative 3, like the project, would be less than significant, this alternative would result in an increase in noise on Harvard west of Brand Boulevard that would be noticeable over existing conditions. The main reason for this increase in noise is the difference in speed limits in this area assumed under the project and under Alternative 3. Under this alternative, this street segment would be a City street warranting a speed limit of 25 MPH and under the project this segment would be a garage entrance, a connector to an alleyway, and a circular drop off area warranting a speed limit of 15 MPH.

Implementation of Alternative 3, like the proposed project, could expose new on-site residences to significant roadway noise if outside useable areas, such as patio areas, are provided along those roadway segments around the site experiencing noise levels above the 65 dB(A) threshold. These roadways include Colorado Street and Brand Boulevard. Impacts under either Alternative 3 or the proposed project would be significant and unavoidable.

Implementation of Alternative 3, like the proposed project, would add new stationary noise sources to the site. These would include rooftop-mounted equipment, loading docks, parking garages, street sweepers, and on-site entertainment uses. With the implementation of mitigation measures proposed for the project, impacts as a result of these noise sources would be reduced to a less than significant level.

Table 8.0-6
Alternative 3
Operational Roadway Noise Levels

Roadway Segment	Existing Noise Levels Without Project	Existing Noise Levels Plus Project	Change in Noise Levels	Significant Project Impact
Pacific Ave-North of Broadway	63.6	63.7	0.1	No
Pacific Ave-North of Colorado	62.9	62.9	0.0	No
Pacific Ave-South of Colorado	63.1	63.2	0.1	No
Central Ave-North of Broadway	66.9	67.3	0.4	No
Central Ave-North of Colorado	66.5	67.2	0.7	No
Central Ave-South of Colorado	67.0	67.1	0.1	No
Central Ave-South of Chevy Chase	65.9	66.0	0.1	No
Brand Blvd-North of Broadway	63.4	63.7	0.3	No
Brand Blvd-North of Colorado	63.6	64.3	0.7	No
Brand Blvd-South of Colorado	64.1	64.4	0.3	No
Brand Blvd-South of Chevy Chase	64.3	64.5	0.2	No
Glendale Ave-North of Broadway	66.6	66.8	0.2	No
Glendale Ave-South of Colorado	66.1	66.1	0.0	No
Broadway-West of Pacific	60.8	60.9	0.1	No
Broadway-West of Central	63.5	63.6	0.1	No
Broadway-West of Brand	63.0	63.1	0.1	No
Broadway-East of Brand	63.1	63.3	0.2	No
Broadway-East of Glendale	62.7	62.8	0.1	No
Harvard-West of Brand	58.6	62.0	3.4	No
Harvard-East of Brand	59.4	60.0	0.6	No
Harvard-East of Glendale	57.9	58.1	0.2	No
Colorado-West of Pacific	68.0	68.3	0.3	No
Colorado-West of Central	67.8	68.1	0.3	No
Colorado-West of Brand	66.9	66.9	0.0	No
Colorado-East of Brand	67.0	67.2	0.2	No
Colorado-East of Glendale	66.9	67.1	0.2	No
Chevy Chase Rd-West of Glendale	63.1	63.2	0.1	No

All values are listed in dB(A).

Source: Impact Sciences, Inc. Model results are contained in Appendix 8.0(b).

Development activities associated with the project and Alternative 3 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. Under either the project or Alternative 3, these construction equipment sources would cause significant and unavoidable vibration and noise impacts. These impacts could be reduced but not eliminated under either development scenario by the implementation of project mitigation measures.

Cultural Resources

Alternative 3 would be on the same site as the project. Consequently, impacts to undocumented cultural resources such as potential burial sites, archaeological sites or material, and paleontological sites and materials would be similar (mitigated to a less than significant level) to those of the proposed project. Project mitigation measures would apply to Alternative 3 to reduce cultural resources impacts. The resulting impact to cultural resources would be less than significant under either the project or Alternative 3.

Development of Alternative 3 on the project site would require the demolition of all the buildings on the site, as would the proposed project. None of the buildings on site are historic resources as defined by the CEQA *Guidelines*. Therefore, demolition of the buildings on the site would not result in a significant impact on historic resources.

Hazards and Hazardous Materials

Implementation of Alternative 3, like the proposed project, 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, Alternative 3 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 level.

Alternative 3, like the proposed project, 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, Alternative 3 impacts would be similar to those of the project and would be reduced to a less than significant level.

Soils beneath the site are contaminated with several pollutants associated with past uses. Alternative 3, as with the proposed project, would require the disturbance of these soils for the development of the project. During construction and operation of this alternative, this 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, Alternative 3 impacts would be similar to the project and would be reduced to a less than significant level.

Ten parcels within the site are listed on various government databases, as compiled pursuant to Government Code Section 65962.5. Most of the parcels are located on the Resource Conservation and Recovery Act–Small Generator (RCRIS-SQG) and HAZNET lists as registered generators of hazardous or petroleum wastes. One of the parcels, the Union 76 Station (200 South Central Avenue) was listed as containing an Underground Storage Tank (UST) and one parcel, vacant Fire Station No. 21 (210 South Orange Street), was listed on the Historical UST list (meaning a UST was once located at this location). Alternative 3, like the proposed project, would include the disturbance of soil on the project site, which could contain contaminants from the properties on the government database. Phase I and/or Phase II Environmental Site Assessments are being or have been conducted on all the parcels that comprise the site to determine if past uses would result in contamination of soils. Any later determined soil contamination would be remediated under Alternative 3 with the incorporation of mitigation measures as recommended for the project. As such, Alternative 3 impacts would be similar to the project impacts and would be reduced to a less than significant level.

During the construction of Alternative 3, activities could physically interfere with an adopted emergency response or emergency evacuation plan. Similar to the proposed project, mitigation would be required to notify the City of Glendale Police and Fire Department of construction activities that would impede traffic and allow for rerouting of traffic to alternative streets, if needed. Impacts under Alternative 3 would be similar those of the proposed project, and would be less than significant.

Public Services

Fire Protection Services – Alternative 3, like the proposed project, would increase demand on the City of Glendale Fire Department for fire protection services and emergency medical services. The Glendale Fire Department has indicated that it has adequate staff and equipment to meet these additional demands for fire protection services. In addition, while the number of emergency medical services calls would increase, these would not be substantial. As a result, the impacts to fire protection services and emergency medical services from Alternative 2 or the proposed project would be less than significant.

Police Services – Alternative 3, like the proposed project, would increase the City of Glendale Police Department calls for service. Alternative 3, however, would result in fewer calls for service due to having a smaller commercial component and larger residential component. Daily visitors under

Alternative 3 would be approximately 22,400 persons generating approximately a total of 8 calls for service per day. Alternative 3, like the proposed project, would result in impacts to the City of Glendale Police Department due to inadequate staffing levels. Alternative 3, like the proposed project, would be required to provide additional police service staffing through the allocation of City funds to reduce impacts to a less than significant level.

Schools – Alternative 3, like the proposed project, would generate new students in the Glendale Unified School District. Alternative 3 would directly result in the generation of approximately 41 grade K-6 students, 13 grade 7-8 students, and 28 grade 9-12 students for a total of 82 students. This would be an increase of 33 students over the proposed project.

In addition, Alternative 3, due to the introduction of 294 households from project employment, could indirectly generate approximately 50 grade K-6 students, 16 grade 7-8 students, and 34 grade 9-12 students for a total of 100 students. This would be a decrease of 44 students over the proposed project.

Combined student generation under Alternative 3 would be approximately 77 students less than the proposed project. With the incorporation of design features, requiring the payment of school fees, as required by the project, Alternative 3 impacts would be reduced to a less than significant level.

Library Services – Alternative 3, like the proposed project, would result in an increase in demand for library services. Alternative 3 would result in a total population increase of 1,487 persons in the City of Glendale and would decrease the existing resident to book ratio from 3.59 to 3.57. The proposed project would reduce the resident to book ratio from 3.59 to 3.55. As such, the reduction would be less under Alternative 3. Nonetheless, under both Alternative 3 and the proposed project, impacts would be less than significant.

Utilities and Service Systems

Water – Alternative 3, as with the proposed project, would result in an increase in demand for water. Alternative 3 would result in a demand for water of 163 acre-feet per year compared to the proposed project demand at 232 acre-feet per year. The provision of water as a result of the proposed project implementation would be within the established projections of the GWP. Alternative 3, which demands less water than the proposed project would also be within the established projections (refer to the Water Supply Assessment contained within **Appendix 4.12** of this EIR). Impacts under both Alternative 3 and the proposed project would be less than significant.

Energy – Alternative 3, like the proposed project, would result in an increase in demand for electricity and natural gas. Alternative 3 would result in a demand for electricity of 6.5 million kilowatt hours per year and demand for natural gas of 1.7 million cubic feet per month. The proposed project would result in a greater demand for electricity of 9.2 million kilowatts per year and for natural gas of 2.4 million cubic feet per month. Adequate supplies and distribution facilities exist for the implementation of Alternative 3. Impacts under both Alternative 3 and the proposed project would be less than significant.

Sewer – Alternative 3, as with the proposed project, would result in an increase in demand for sewer services. Alternative 3 would result in 82,997 gallons of sewage per day. The proposed project would result in the generation of 118,567 gallons of sewage per day. There is adequate treatment capacity at the Hyperion Treatment Plant to accommodate either Alternative 3 or the proposed project. In addition, there is adequate capacity in the City's sewage collection system to accommodate either Alternative 3 or the proposed project. Impacts under both Alternative 3 and the proposed project would be less than significant.

Solid Waste – Alternative 3, like the proposed project, would result in an increase in demand for solid waste services. Alternative 3 would result in the generation of 2,322 tons per year of solid waste. The proposed project would result in the generation of 3,317 tons per year of solid waste. There is adequate landfill capacity at the Scholl Canyon Landfill to accommodate either Alternative 3 or the proposed project. Impacts under both Alternative 3 and the proposed project would be less than significant.

Alternative 3, like the proposed project, would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939. In addition, Alternative 3, like the proposed project, would comply with the Municipal Code by enclosing trash collection areas. Therefore, the impact of either Alternative 3 or the proposed project on compliance with state and local statutes and regulations is less than significant.

Recreation

Alternative 3, like the proposed project, would result in an increase in demand for existing neighborhood and community parks. The City currently has a park land-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. Existing park facilities are currently heavily used due to the deficiency in park land in the City. Alternative 3 would result in the direct and indirect generation of approximately 1,487 persons, which would utilize City parks, while the proposed project would result in direct and indirect generation of approximately 2,122 persons

utilizing City parks. There is not adequate park space to achieve the City's standard under either Alternative 3 or the proposed project. Impacts under both Alternative 3 and the proposed project would be significant and unavoidable.

SIGNIFICANT AND UNAVOIDABLE IMPACTS OF ALTERNATIVE 3

In conclusion, Alternative 3 would avoid the significant and unavoidable traffic impacts and air quality PM₁₀ operational emissions impacts associated with the proposed project. This alternative, however, would not fully attain many of the basic project objectives. Specific objectives only partially met by Alternative 3 are listed below.

- Provide an expanded economic base for the City that maximizes property and sales tax revenue while balancing urban design principles.
- 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 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 uses.
- Development a regional open-air commercial center to attract consumers/visitors from outside Glendale.

Alternative 4 - Design Alternative

The Design Alternative (Alternative 4) 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. The GDSP is a vision document and is not a legally binding land use plan. This alternative includes retaining some of the older buildings present on the site, including Fire Station No. 21 and the Pacific Bell buildings. The remaining buildings would be demolished. **Figure 8.0-2, Design Alternative**, illustrates the layout for the land uses proposed under this alternative. 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.

The portion of the project at the northeast corner on the intersection of Harvard Street and Orange Street would contain restaurant uses, retail, cinema, and residential uses adjacent to a multi-level parking garage. The portion of the project site between Harvard Street, Brand Boulevard, the new

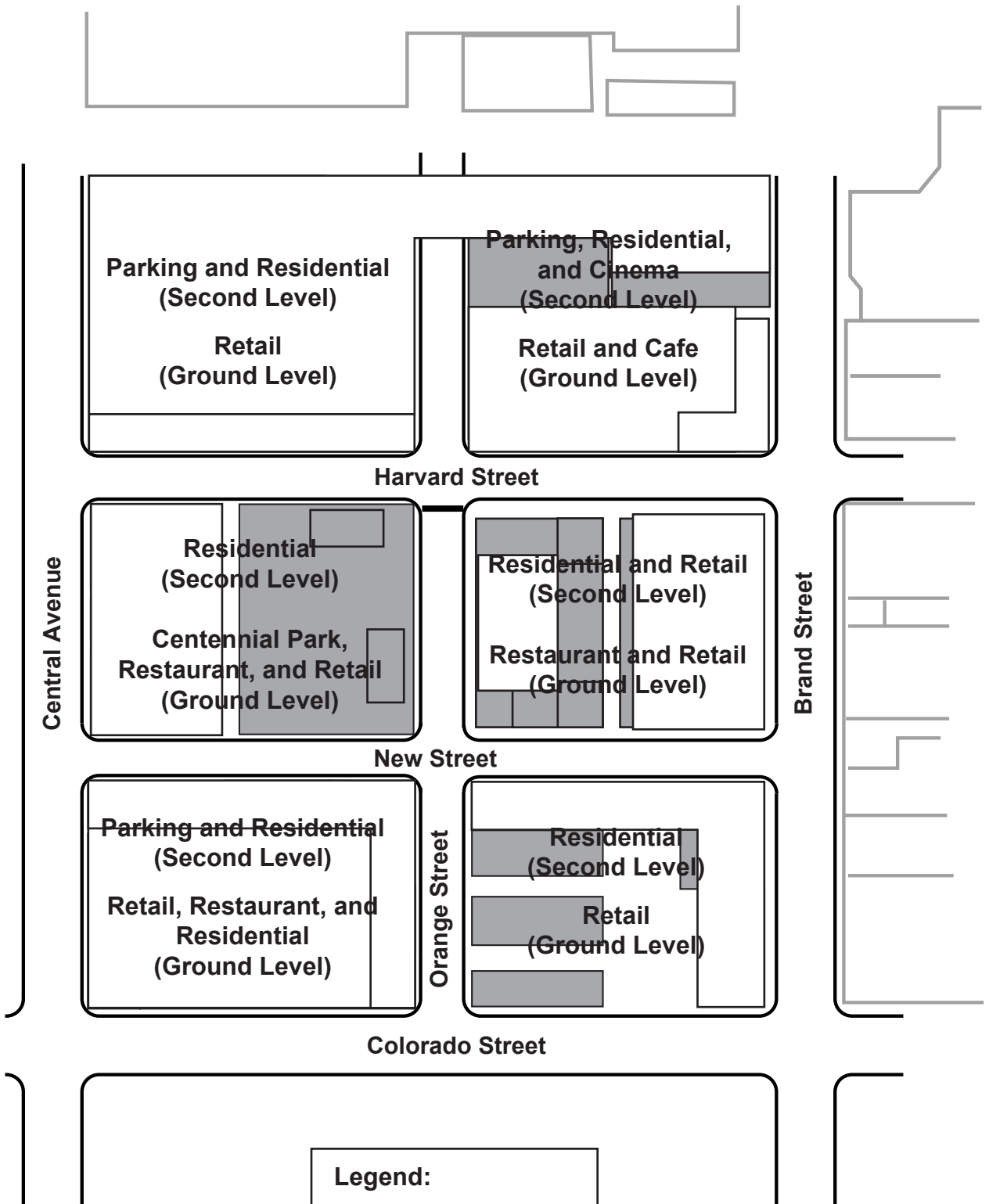
street, and Orange Street would contain restaurant uses, retail uses, and civic uses. The portion of the project site at the southeast corner of Orange Street and the new street would contain retail and residential uses. The portion of the project site at the northwest corner of the intersection of Harvard Street and Orange Street would contain retail uses and a new parking structure.

With this alternative all existing streets, including Orange Street and Harvard Street would remain open to through traffic. In addition, a new street would be constructed across the project site between Central Avenue and Brand Boulevard. This new street was not envisioned in the GDSP. Access points into the project site would be at Central Avenue and Harvard Street, at Central Avenue and the new street, at Colorado Street and Orange Street, at Brand Boulevard and the new street, and at Harvard Street and Brand Boulevard. Access to the new parking structure located on the northwest corner of the intersection of Harvard and Orange Street would be from Central Avenue and Orange Street, and for the new parking structure located at the southwest corner of the intersection of Orange Street and the new street would be taken directly from the new street adjacent to Central Avenue.

Land Use and Planning

Alternative 4 would establish less commercial and more residential on the project site as compared to the proposed project. As in the proposed project, the commercial and residential uses proposed in Alternative 4 are allowed by the current General Plan and Zoning designations. The Design Alternative would include 457 residential units and 397,500 square feet of commercial development. Under existing standards, up to 570 residential units could be developed on the site. 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. The Design Alternative would not conflict with the permitted uses or densities in the General Plan or the Zoning Code.

Like the proposed project, this alternative would not conflict with any of the goals, objectives, or policies of the Glendale General Plan. This alternative would also 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, this alternative would also not conflict with the goals of the Redevelopment Plan or the applicable policies from the Southern California Association of Governments Regional Comprehensive Plan and Guide.



100' 50' 0 100'
SCALE IN APPROXIMATE FEET

Legend:

- Ground Level
- Second Level

FIGURE 8.0-2

Design Alternative

Population and Housing

Alternative 4 would include 457 multi-family residential apartments consisting of one, two, and three bedroom units. Approximately 111 of the residential units would be for-sale condominiums with the remaining units available for rent as apartments. Based on the average household size in Glendale of 2.8 persons the direct population growth associated with these 457 units would be 1,280 persons (457 units x 2.8 persons per household).

Alternative 4 would generate 1,405 full-time and part-time employment positions. Approximately 336 of these employees could reside 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 941 additional residents to the City (336 households x 2.8 persons per household). Given that unemployment in Glendale stands at 6.4 percent, it is reasonable that some of the employment opportunities associated with the project would be filled by current residents of the City. In addition, it is likely that existing residents of the City and surrounding communities would fill many of the part-time employment opportunities associated with Alternative 4.

The increase in population of 1,280 persons associated with the proposed residential units and the possible additional increase in population of 941 persons associated with the employment opportunities would result in a total population increase of 2,221 in the City of Glendale. The population growth associated with Alternative 4 would be less than with the proposed project, and like the proposed project such an increase is not considered substantial, since this increase does not exceed the amount of growth projected for the City. Impacts on population and housing under both the project and Alternative 4 would be similar and are considered to be less than significant.

Aesthetics

Existing scenic vistas from the portion of downtown Glendale where the proposed project and the Alternative 4 site are 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 Street. 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. Alternative 4, like the proposed project, would not place buildings or other site improvements that would intrude into the streets or obstruct the views of either the Verdugo Mountains or the Santa Monica Mountains. Impacts under both the project and Alternative 4 would be similar and are considered to be less than significant.

The Alternative 4 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 designated scenic highways within the City of Glendale. Therefore, neither the proposed project nor Alternative 4 would significantly damage scenic resources within a state scenic highway; therefore, no impact would result. The project site does not contain any natural scenic resources, such as native trees, or rock outcroppings.

While the Alternative 4 site is not visible from any designated scenic highway, it is located along the Brand Shopping District Urban Hikeaway as designated in the Conservation Element of the General Plan. As discussed above, these urban hikeaways are intended to provide an opportunity for citizens and visitors to discover Glendale's unique urban form.

As discussed in **Section 4.9, Cultural Resources**, the Alternative 4 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, as discussed in **Section 4.9, Cultural Resources**. These street lamps would be removed to facilitate construction of the project or Alternative 4. Neither the proposed project nor Alternative 3 would 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 Hikeaway.

Development of the proposed project or Alternative 4 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 would result. Development of either the project or Alternative 4 would improve the visual character of the site and the surrounding areas of downtown Glendale.

Alternative 4, like the proposed project, 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 either the project or Alternative 4.

Lighting would be limited to levels required to safely light the sidewalks and other pedestrian areas within the project. Proposed lighting associated with Alternative 4 or 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 under either Alternative 4 or the proposed project would be less than significant.

Neither Alternative 4 nor the proposed project, 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 a result of either Alternative 4 or the proposed project. Impacts under either Alternative 4 or the proposed project would be less than significant.

Shade and shadow modeling completed for the project demonstrates that the shadows cast onto adjacent properties and structures would not create a significant impact because they would be of short duration, two hours or less, during the summer and winter daytime periods. Because the building components associated with Alternative 4 would be of a smaller scale and the building elevation would not reach the heights proposed by the project near the sensitive uses, impacts under Alternative 4 would be less than significant.

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. Alternative 4, as with the project, 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, both the proposed project and Alternative 4 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 design features recommended for the project, Alternative 4 impacts associated with ground shaking would be reduced to a less than significant level.

Implementation of Alternative 4, like the proposed project, would not subject people and structures to hazards associated with seismic induced settlement, liquefaction, landslides, subsidence, and expansive soils. Impacts under both the project and Alternative 4 would be similar and are considered to be less than significant.

Also similar to the proposed project, the construction activity associated with Alternative 4 could result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. Construction activities under Alternative 4 would require NPDES permits that would minimize erosion impacts during construction as required by SCAQMD Rule 403 – Fugitive Dust. Erosion impacts during construction activities would be less than significant under both Alternative 4

and the proposed project with the incorporation of BMPs and compliance with all applicable regulations related to erosion control.

Alternative 4 site soils 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, identical to the proposed project, development under this alternative would be required to employ project design features. As such, impacts under Alternative 4 and the proposed project would be reduced to a less than significant level.

Hydrology and Water Quality

Grading activities associated with construction of the project or Alternative 4 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 project or Alternative 4 would require the preparation of a SWPPP. The SWPPP would incorporate BMPs to ensure that potential water quality impacts during construction activities are minimized. Since the implementation of Alternative 4 would require the preparation of a SWPPP for construction activities, the runoff from the site would not violate existing water quality standards, waste discharge requirements, or otherwise degrade water quality. Therefore, impacts under Alternative 4 would be less than significant, similar to the proposed project.

The existing site is occupied by uses that generate pollutants. Because the proposed project or Alternative 4 would increase the amount of activities on the site, it is likely that an increase in pollutant sources would be introduced to the site. Implementation of either the project or Alternative 4 would require the preparation of a 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 Alternative 4 would require the preparation of a SUSMP for post-construction activities, the runoff from the site would not violate existing water quality standards, waste discharge requirements, or otherwise degrade water quality. Therefore, impacts under Alternative 4 would be less than significant, similar to the proposed project.

The site is currently improved with structures and paved parking areas and consists of 100 percent impervious surfaces. Implementation of the proposed project or Alternative 4 would reduce the impervious surface on site by approximately 20 percent due to the introduction of public open and park space. 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 under this alternative, storm water flow would be decreased. As such, this alternative would not substantially alter the existing drainage pattern of the site or area, or create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage. This impact would be similar under both Alternative 4 and the proposed project.

Implementation of Alternative 4, like the proposed project, would result in an increase in water demand from GWP that could indirectly require increased use of groundwater. Similar to conditions under the project, the provision of water as a result of project implementation would be within the established projections of the GWP. This impact would be similar under both Alternative 4 and the proposed project.

Implementation of Alternative 4, like the proposed project, would result in less impervious surfaces than over existing conditions, and would increase the amount of water available for groundwater recharges. However, the site is not a designated groundwater recharge area nor does the site serve as a primary source of groundwater recharge within the Basin. This impact would be similar under both Alternative 4 and the proposed project.

Alternative 4, like the proposed project, 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 construction of structures that would impede or redirect flood flows. In addition, neither Alternative 4 nor the proposed project is within a dam inundation area. Neither the project nor Alternative 4 would be subject to flooding.

Traffic, Circulation and Parking

Construction activities under Alternative 4 would be similar to those of the project on a daily basis but may occur over a shorter period of time due to Alternative 4 being a smaller development. Since construction worker and truck trips would occur along major roadways with the number of trips during the AM and PM peak hours being relatively limited, construction impacts from either the project or Alternative 4 would be less than significant.

Traffic volumes expected to be generated by Alternative 4 were estimated using rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 6th Edition, 1997. Alternative 4 is expected to generate 15,210 net new daily weekday trip ends. Refer to **Appendix 4.6** of this EIR for a detailed breakdown of project generated trips during the weekdays. **Table 8.0-7, Existing Plus**

Alternative 4 Volume to Capacity Ratios and Levels of Service, summarizes the existing plus project AM and PM peak hour LOS at each of the study intersections. As shown, Alternative 4, would significantly impact the following intersections:

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

Implementation of mitigation measures, as proposed for the project, for the intersections affected under the project and Alternative 4 would reduce impacts to a less than significant level with the exception of the Central Avenue and SR-134 Freeway westbound on-ramp/Goode Avenue intersection. Alternative 4, like the proposed project, would result in a significant and unavoidable impact at this intersection due to the mitigation not fully reducing the impact. In addition, the Pacific Avenue and West Colorado Street intersection affected under Alternative 4 would result in a significant and unavoidable impact due to no feasible mitigation being available for this intersection.

The proposed project would not result in any project-related mainline freeway impacts or impacts to the Los Angeles County Congestion Management Program. Because Alternative 4 would generate less traffic and there would be a smaller daytime population than with the proposed project, this alternative's impact on the mainline freeway and transit service would be less than significant.

Alternative 4, as with proposed project, would provide for shared parking between residential and retail uses, which would result in an adequate supply of parking being provided on site. As such, both Alternative 4 and the proposed project's impact to parking would be less than significant.

Table 8.0-7
Alternative 4
Volume-to-Capacity Ratios and Levels of Service
AM and PM Peak Hours

No.	Intersection	Peak Hour	Year 2003 Existing		Year 2003 Existing + Alt. 4 Project		Change Significant Impact	
			V/C	LOS	V/C	V/C	V/C	Impact
1	Colorado Street Fwy. Extension/ I-5 Ramps and West Colorado Street	AM	0.602	A	0.611	B	0.009	NO
		PM	0.695	B	0.719	C	0.024	NO
2	Pacific Avenue and SR-134 Freeway WB Ramps	AM	0.754	C	0.757	C	0.003	NO
		PM	0.824	D	0.831	D	0.007	NO
3	Pacific Avenue and SR-134 Freeway EB Ramps	AM	0.849	D	0.851	D	0.002	NO
		PM	0.991	E	0.991	E	0.000	NO
4	Pacific Avenue and West Broadway	AM	0.465	A	0.463	A	-0.002	NO
		PM	0.652	B	0.668	B	0.016	NO
5	Pacific Avenue and West Colorado Street	AM	0.893	D	0.894	D	0.001	NO
		PM	0.957	E	0.980	E	0.023	YES
6	Central Avenue and SR-134 WB On-Ramp/Goode Avenue	AM	0.622	B	0.628	B	0.006	NO
		PM	0.887	D	0.910	E	0.023	YES
7	Central Avenue and SR-134 EB Off-Ramp/Sanchez Drive	AM	0.749	C	0.753	C	0.004	NO
		PM	0.765	C	0.775	C	0.010	NO
8	Central Avenue and West Broadway	AM	0.495	A	0.505	A	0.010	NO
		PM	0.759	C	0.783	C	0.024	NO
9	Central Avenue and West Harvard Street	AM	0.352	A	0.369	A	0.017	NO
		PM	0.484	A	0.561	A	0.077	NO
10	Central Avenue and West Colorado Street	AM	0.652	B	0.653	B	0.001	NO
		PM	0.868	D	0.896	D	0.028	YES
11	Central Avenue and West Chevy Chase Drive	AM	0.576	A	0.573	A	-0.003	NO
		PM	0.717	C	0.721	C	0.004	NO
12	Orange Street and West Broadway	AM	0.315	A	0.348	A	0.033	NO
		PM	0.572	A	0.652	B	0.080	NO
13	Orange Street and West Harvard Street	AM	0.192	A	0.185	A	-0.007	NO
		PM	0.329	A	0.316	A	-0.013	NO
14	Orange Street and West Colorado Street	AM	9.4 ^a	A ^b	0.410	A	^c	N/A
		PM	10.8 ^a	B ^b	0.554	A	^c	N/A
15	Brand Boulevard and SR-134 WB Off-Ramp/Goode Avenue	AM	0.854	D	0.853	D	-0.001	NO
		PM	0.906	E	0.911	E	0.005	NO
16	Brand Boulevard and SR-134 Freeway EB On-Ramp/ Sanchez Drive	AM	0.782	C	0.781	C	-0.001	NO
		PM	0.757	C	0.755	C	-0.002	NO
17	Brand Boulevard and Broadway	AM	0.554	A	0.558	A	0.004	NO
		PM	0.703	B	0.737	C	0.034	NO
18	Brand Boulevard and Harvard Street	AM	0.397	A	0.433	A	0.036	NO
		PM	0.624	B	0.770	C	0.146	NO
19	Brand Boulevard and Colorado Street	AM	0.756	C	0.749	C	-0.007	NO
		PM	0.910	E	0.943	E	0.033	YES
20	Brand Boulevard and Chevy Chase Drive	AM	0.734	C	0.742	C	0.008	NO
		PM	0.825	D	0.846	D	0.021	YES

No.	Intersection	Peak Hour	Year 2003 Existing		Year 2003 Existing + Alt. 4 Project		Change Significant Impact	
			V/C	LOS	V/C	V/C	V/C	Impact
21	SR-134 Freeway WB Ramps and Monterey Road	AM	0.802	C	0.802	C	0.000	NO
		PM	0.762	C	0.762	C	0.000	NO
22	Glendale Avenue and Monterey Road	AM	1.043	F	1.043	F	0.000	NO
		PM	0.964	E	0.978	E	0.014	NO
23	Glendale Avenue and SR-134 Freeway EB Ramps	AM	0.689	B	0.692	B	0.003	NO
		PM	1.002	E	1.010	F	0.008	NO
24	Glendale Avenue and East Broadway	AM	0.749	C	0.757	C	0.008	NO
		PM	0.898	D	0.930	E	0.032	YES
25	Glendale Avenue and East Harvard Street	AM	0.627	B	0.632	B	0.005	NO
		PM	0.734	C	0.763	C	0.029	NO
26	Glendale Avenue and East Colorado Street	AM	0.851	D	0.844	D	-0.007	NO
		PM	0.958	E	0.972	E	0.014	NO

Source: Linscott, Law & Greenspan.

^a Overall unsignalized intersection and approach control delay in seconds based on HCM method of analysis.

^b Level of Service for unsignalized intersection based on HCM method of analysis.

^c A traffic signal is planned to be installed as part of development of the project site. Thus, significant improvements in the overall intersection operations are anticipated to occur.

Note: The intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines volume-to-capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. The LOS concept indicates a measure of average operating conditions at an intersection. The Levels of Service vary from LOS A (free flow) to LOS F (congested condition). The ICU methodology does not account for vehicular queues which may extend through nearby intersections. Therefore, the LOS may appear better than is actually observed in the field. The LOS and corresponding V/C ratios are listed below.

Level of Service Equivalent V/C ratio

A 0.000 – 0.604

B 0.605 – 0.704

C 0.705 – 0.804

D 0.805 – 0.904

E 0.905 – 1.004

F ≥ 1.005

Alternative 4, like the proposed project, would be required to design all roadways and improvements to adhere to standard engineering practices and requirements of the City of Glendale. In addition, Alternative 4, like the proposed project, would provide for emergency access to the site in accordance with the City of Glendale Fire Department requirements. As such, Alternative 4 and the proposed project would not substantially increase hazards due to design features or result in emergency access problems.

There are a number of goals and policies set forth by the City of Glendale General Plan that relate to alternative transportation. Neither Alternative 4 nor the proposed project conflict with applicable General Plan goals and policies related to alternative transportation. In addition, Alternative 4, like the proposed project, shall implement appropriate Trip Reduction and Travel Demand Measures, per the Glendale Municipal Code, which include bus turnouts, bicycle racks, and provision of vanpool parking. As such, neither Alternative 4 nor the proposed project would conflict with adopted policies, plans, or programs supporting alternative transportation, and impacts would be less than significant.

Air Quality

As with the project, development under Alternative 4 would neither conflict with nor obstruct implementation of the 2003 AQMP. This is because neither the project nor Alternative 4 provides for population, housing, or employment growth that exceeds forecasts from SCAG, which form the basis of transportation control portions of the AQMP. In addition, both the project and Alternative 4, being mixed-use developments allow for multiple-use trips. Lastly, both the project and Alternative 4 would generate fewer vehicle trips than would be generated under the full buildout of the General Plan. Because of these fewer vehicle trips, the project and Alternative 4 would result in significantly lower emissions than would be produced by buildout of the site under the existing General Plan.

Construction activities under Alternative 4 would be similar to those of the project on a daily basis but may occur over a shorter period of time due to Alternative 4 being a smaller development. Despite this, the net increase in emissions would exceed the daily threshold recommended by the SCAQMD and be considered significant. Following the implementation of design features and mitigation measures proposed for the project, construction related emissions would be minimized. These measures would not, however, reduce the net increase in peak construction emissions below the threshold of significance.

The net increase in daily operational emissions associated with Alternative 4 is presented in **Table 8.0-8, Alternative 4 Future Operational Emissions**, along with the thresholds of significance recommended by the SCAQMD. As shown in **Table 8.0-8**, Alternative 4 would generate daily operational emissions of CO, VOC, and NO_x that would exceed the thresholds of significance recommended by the SCAQMD and contribute substantially to an existing or projected air quality violation. Alternative 4, however, would, eliminate the significant PM₁₀ emission impact experienced by the project.

**Table 8.0-8
Alternative 4
Future Operational Emissions**

Emissions Source	Emissions in Pounds per Day				
	VOC	NO _x	CO	SO _x	PM ₁₀
Vehicular Source	171.11	149.37	1599.24	1.47	134.74
Stationary Sources	25.24	31.62	16.81	0.00	0.07
Total	196.35	180.98	1616.24	1.47	134.81
Recommended Threshold	55.0	55.0	550.0	150.0	150.0
SIGNIFICANT IMPACT?	YES	YES	YES	NO	NO

Source: Impact Sciences, Inc. Emissions calculations are provided in *Appendix 8.0(a)*.

Implementation of Alternative 4 would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or state ambient air quality standards. This is because Alternative 4 would implement the same project design features as the project and would reduce the emissions generated by more than 1 percent on an annual basis. The project design feature would reduce 5.5 percent of the project's VOC emissions, 8.2 percent of the NO_x emissions, 9.9 percent of the CO emissions, 9.7 percent of the SO_x emissions, and 10.1 percent of the PM₁₀ emissions. This meets the AQMP performance standard for annual emissions reductions. Therefore, the impacts under Alternative 4 would be similar to the proposed project.

Implementation of the project would not expose sensitive receptors near roadway intersections to substantial pollutant concentrations. Alternative 4 would generate less vehicular traffic to and from the project site during the AM and PM peak hour period than the project when localized concentrations of CO are the highest. The resulting impact would be less than significant with the project or Alternative 4.

Alternative 4, like the proposed project, would develop additional urban uses on the project site, similar to uses already existing on and around the project site, and it does not include uses that would generate significant objectionable odors, although it is possible that odors from restaurant operations may be occasionally perceptible. Operation of either Alternative 4 or the proposed project would involve the disposal of refuse, which would be disposed of into appropriate trash collection containers and covered and enclosed as required by the City of Glendale. As a result, impacts from odors would remain less than significant.

Noise

Vehicular noise can potentially affect the site, as well as land uses located along the studied roadway system. The results of the modeled weekday roadway noise levels are provided below in **Table 8.0-9, Alternative 4 Operational Roadway Noise Levels**. Changes in CNEL levels as a result of this Alternative would range from 0.0 dB(A) to 3.5 dB(A). The 3.0 dB(A) threshold represents the point at which only the most sensitive individuals notice a change in noise levels. While overall impacts under Alternative 4, like the project, would be less than significant, this alternative would result in an increase in noise on Harvard west of Brand Boulevard that would be noticeable over existing conditions. The main reason for this increase in noise is the difference in speed limit in this area assumed under the project and Alternative 4. Under this alternative, this street segment would be a City street warranting a speed limit of 25 MPH and under the project this segment would be a garage entrance, a connector to an alleyway, and a circular drop off area warranting a speed limit of 15 MPH.

Table 8.0-9
Alternative 4
Operational Roadway Noise Levels

Roadway Segment	Existing Noise Levels Without Project	Existing Noise Levels Plus Project	Change in Noise Levels	Significant Project Impact
Pacific Ave-North of Broadway	63.6	63.7	0.1	No
Pacific Ave-North of Colorado	62.9	62.9	0.0	No
Pacific Ave-South of Colorado	63.1	63.3	0.2	No
Central Ave-North of Broadway	66.9	67.3	0.4	No
Central Ave-North of Colorado	66.5	67.2	0.7	No
Central Ave-South of Colorado	67.0	67.1	0.1	No
Central Ave-South of Chevy Chase	65.9	66.0	0.1	No
Brand Blvd-North of Broadway	63.4	63.7	0.3	No
Brand Blvd-North of Colorado	63.6	64.3	0.7	No
Brand Blvd-South of Colorado	64.1	64.4	0.3	No
Brand Blvd-South of Chevy Chase	64.3	64.6	0.3	No
Glendale Ave-North of Broadway	66.6	66.8	0.2	No
Glendale Ave-South of Colorado	66.1	66.1	0.0	No
Broadway-West of Pacific	60.8	60.9	0.1	No
Broadway-West of Central	63.5	63.6	0.1	No
Broadway-West of Brand	63.0	63.1	0.1	No
Broadway-East of Brand	63.1	63.3	0.2	No
Broadway-East of Glendale	62.7	62.8	0.1	No
Harvard-West of Brand	58.6	62.1	3.5	No
Harvard-East of Brand	59.4	60.0	0.6	No
Harvard-East of Glendale	57.9	58.1	0.2	No
Colorado-West of Pacific	68.0	68.3	0.3	No
Colorado-West of Central	67.8	68.1	0.3	No
Colorado-West of Brand	66.9	66.9	0.0	No
Colorado-East of Brand	67.0	67.2	0.2	No
Colorado-East of Glendale	66.9	67.1	0.2	No
Chevy Chase Rd-West of Glendale	63.1	63.2	0.1	No

All values are listed in dB(A).

Source: Impact Sciences, Inc. Model results are contained in Appendix 8.0(b).

Implementation of Alternative 4, like the proposed project, could expose new on-site residences to significant roadway noise if outside useable areas such as patio areas, are provided along those roadway segments around the site experiencing noise levels above the 65 dB(A) threshold. These roadways include Colorado Street and Brand Boulevard. Impacts under Alternative 4 or the proposed project would be significant and unavoidable.

Implementation of Alternative 4, like the proposed project, would add new stationary noise sources to the site. These would include rooftop-mounted equipment, loading docks, parking garages, street

sweepers, and on-site entertainment uses. With the implementation of mitigation measures proposed for the project, impacts as a result of these noise sources would be reduced to a less than significant level.

Development activities associated with both the project and Alternative 4 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. Under either the project or Alternative 4, these construction equipment sources would cause significant and unavoidable vibration and noise impacts. These impacts could be reduced but not eliminated under Alternative 4 by the implementation of project mitigation measures.

Cultural Resources

Alternative 4 would be on the same site as the project. Consequently, impacts to undocumented cultural resources such as potential burial sites, archaeological sites or material, and paleontological sites and materials would be similar (mitigated to a less than significant level) to those of the proposed project. Project mitigation measures would apply to Alternative 4 to reduce cultural resources impacts. The resulting impacts would be less than significant under either the project or Alternative 4.

Development of Alternative 4 would retain some of the older buildings present on the site, consisting of the Pacific Bell building and Fire Station No. 21. Neither the Pacific Bell building nor the Fire Station No. 21 are historic resources. Retention of the Pacific Bell and the Fire Station No. 21 buildings under this alternative would not, therefore, avoid or lessen impacts to historic resources. Consequently, Alternative 4, like the proposed project, would result in less than significant impacts.

Hazards and Hazardous Materials

Implementation of Alternative 4, like the proposed project, 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, Alternative 4 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 level.

Alternative 4, like the proposed project, 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, Alternative 4 impacts would be reduced to a less than significant level.

Soils beneath the site are contaminated with several pollutants associated with past uses. Alternative 4, as with the proposed project, would require the disturbance of these soils for the development of the project. The construction and operation of this alternative 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, Alternative 4 impacts would be reduced to a less than significant level.

Ten parcels within the site are listed on various government databases, as compiled pursuant to Government Code Section 65962.5. Most of the parcels are located on the Resource Conservation and Recovery Act–Small Generator (RCRIS-SQG) and HAZNET lists as registered generators of hazardous or petroleum wastes. One of the parcels, the Union 76 Station (200 South Central Avenue) was listed as containing an Underground Storage Tank (UST) and one parcel, vacant Fire Station No. 21 (210 South Orange Street) was listed on the Historical UST list (meaning a UST was once located at this location). Alternative 4, like the proposed project, would include the disturbance of soil on the project site, which could contain contaminants from the properties on the government database. Phase I and/or Phase II Environmental Site Assessments are being or have been conducted on all the parcels that comprise the site to determine if past uses have resulted in contamination of soils. Any later determined soil contamination would be remediated under Alternative 4 with the incorporation of mitigation measures as recommended for the project. As such, Alternative 4 impacts would be similar to the project and would be reduced to a less than significant level.

During the construction of Alternative 4, activities could physically interfere with an adopted emergency response or emergency evacuation plan. Similar to the proposed project, mitigation would be required to notify the City of Glendale Police and Fire Department of construction activities that would impede traffic to allow for rerouting of traffic to alternative routes, if needed. Impacts under Alternative 4 would be similar to those of the proposed project and would be less than significant.

Public Services

Fire Protection Services – Alternative 4, like the proposed project, would increase demand on the City of Glendale Fire Department for fire protection services and emergency medical services. The Glendale Fire Department has indicated that it has adequate staff and equipment to meet these additional demands for fire protection services. In addition, while the number of emergency medical services calls would increase, these would not be substantial. As a result, the impacts to fire protection services and emergency medical services from either Alternative 4 or the proposed project would be less than significant.

Police Services – Alternative 4, like the proposed project, would increase the City of Glendale Police Department calls for service. Alternative 4, however, would result in fewer calls for service due to having a smaller commercial component and a larger residential component. Daily visitor under Alternative 4 would be approximately 25,265 persons generating a total of approximately 9 calls for service per day. Alternative 4, like the proposed project, would result in impacts to the City of Glendale Police Department due to inadequate staffing levels. Alternative 4, like the proposed project, would be required to provide additional police service staffing through the allocation of City funds to reduce impacts to a less than significant level.

Schools – Alternative 4, like the proposed project, would generate new students in the Glendale Unified School District. Alternative 4 would directly result in the generation of approximately 78 grade K-6 students, 25 grade 7-8 students, and 53 grade 9-12 students for a total of 156 students. This would be an increase of 41 students over the proposed project.

In addition, Alternative 4 due to the introduction of 336 households from project employment could indirectly generate approximately 57 grade K-6 students, 18 grade 7-8 students, and 39 grade 9-12 students for a total of 114 students. This would be a decrease of 30 students over the proposed project.

Combined student generation under Alternative 4 would be approximately 11 students more than the proposed project. With the incorporation of design features, requiring the payment of school fees, as required by the project, Alternative 4 impacts would be reduced to a less than significant level.

Library Services – Alternative 4, like the proposed project, would result in an increase in demand for library services. Alternative 4 would result in a total population increase of 2,221 persons in the City of Glendale and would decrease the existing resident to book ratio from 3.59 to 3.55. The proposed project would reduce the resident to book ratio from 3.59 to 3.55. As such, the reduction would be similar under

Alternative 4. Under both Alternative 4 and the proposed project, impacts would be less than significant.

Utilities and Service Systems

Water – Alternative 4, as with the proposed project, would result in an increased demand for water. Alternative 4 would result in a demand for water of 154 acre-feet per year compared to the proposed project demand at 232 acre-feet per year. The provision of water as a result of the proposed project implementation would be within the established projections of the GWP, Alternative 4, which demands less water than the proposed project, would also be within the established projections (refer to the Water Supply Assessment contained within **Appendix 4.12** of this EIR). Impacts under Alternative 4 and the proposed project would be less than significant.

Energy – Alternative 4, as with the proposed project, would result in an increase in demand for electricity and natural gas. Alternative 4 would result in a demand for electricity of 7.4 million kilowatt hours per year and a demand for natural gas of 2.5 million cubic feet per month. The proposed project would result in a greater demand for electricity of 9.2 million kilowatt hours per year and less demand for natural gas at 2.4 million cubic feet per month. Adequate supplies and distribution facilities exist for the implementation of Alternative 4. Impacts under Alternative 4 and the proposed project would be less than significant.

Sewer – Alternative 4, like the proposed project, would result in an increase in demand for sewer services. Alternative 4 would result in 123, 447 gallons of sewage per day. The proposed project would result in the generation of 118, 567 gallons of sewage per day. There is adequate treatment capacity at the Hyperion Treatment Plant to accommodate either Alternative 4 or the proposed project. In addition, there is adequate capacity in the City's sewage collection system to accommodate either Alternative 4 or the proposed project. Impacts under Alternative 4 and the proposed project would be less than significant.

Solid Waste – Alternative 4, like the proposed project, would result in an increase in the demand for solid waste services. Alternative 4 would result in the generation of 3,069 tons per year of solid waste. The proposed project would result in generation of 3,317 tons per year of solid waste. There is adequate landfill capacity at the Scholl Canyon Landfill to accommodate either Alternative 4 or the proposed project. Impacts under Alternative 4 and the proposed project would be less than significant.

Alternative 4, like the proposed project, would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by Assembly Bill 939. In addition, Alternative 4, like the proposed project, would comply with the applicable Municipal Code sections by enclosing trash collection areas. Impacts under Alternative 4 and the proposed project would be less than significant.

Recreation

Alternative 4, like the proposed project, would result in an increase in demand for existing neighborhood and community parks. The City currently has a park land-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. Existing park facilities are currently heavily used due to the deficit in park land in the City. Alternative 4 would result in the direct and indirect generation of approximately 2,221 persons, which would use City parks, while the proposed project would result in direct and indirect generation of approximately 2,122 persons using City parks. There is not adequate park space to accommodate either Alternative 4 or the proposed project. Under both Alternative 4 and the proposed project, the impact on recreational resources would be significant and unavoidable.

SIGNIFICANT AND UNAVOIDABLE IMPACTS OF ALTERNATIVE 4

In conclusion, Alternative 4 would reduce the significant and unavoidable air quality PM₁₀ operational emissions associated with the proposed project to a less than significant level. However, as more fully analyzed in the Comparison of the Alternatives to the Proposed Project section below, Alternative 4 would not fully attain the following basic project objectives:

- Provide an expanded economic base for the City that maximizes property and sales tax revenue while balancing urban design principles.
- 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 form a central gathering place for the Glendale community;
- 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 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 uses.
- Develop a regional open-air commercial center to attract consumers/visitors from outside Glendale.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 8.0-10, Comparison of Alternatives to the Proposed Project, presents a summary comparison of post mitigation project impacts with those of each alternative, assuming feasible mitigation measures are also implemented for each alternative. This table presents the level of significance for impacts resulting from each project alternative, by issue area, as compared to the impact of the project. For example “LS” (greater) indicates the levels of significance of the project alternative are “less than significant,” but the impacts are “greater” than those of the proposed project.

**Table 8.0-10
Comparison of Alternatives to the Proposed Project**

Impact Area	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Land Use and Planning	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Population and Housing	LS (Less)	LS (Less)	LS (Less)	LS (Greater)
Aesthetics	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Geology and Seismic Hazards	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Hydrology and Water Quality	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Traffic – Construction	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Traffic – Operational	LS (Less)	LS (Less)	SU (Less)	SU (Similar)
Air Quality – Construction	LS (Less)	SU (Similar)	SU (Similar)	SU (Similar)
Air Quality – Operational	LS (Less)	SU (Less)	SU (Less)	SU (Less)
Noise – Construction	LS (Less)	SU (Similar)	SU (Similar)	SU (Similar)
Noise – Operational	LS (Less)	LS (Similar)	LS (Greater)	LS (Greater)
Cultural Resources	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Hazards/Hazardous Materials	LS (Less)	LS (Similar)	LS (Similar)	LS (Similar)
Public Services	LS (Less)	LS (Less)	LS (Less)	LS (Greater)
Utilities and Service System	LS (Less)	LS (Less)	LS (Less)	LS (Similar)
Recreation	LS (Less)	SU (Less)	SU (Less)	SU (Greater)

KEY

(Level of Impact in Comparison to the Proposed Project):

LS = Less Than Significant

SU = Significant and Unavoidable

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. This would ideally be the alternative that avoids all of the significant impacts identified for the proposed project. CEQA *Guidelines* Section 15126.6 (d)(2) states that if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Alternative 1

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.

Alternative 2

Of the other alternatives considered, the No Project/Development Consistent With Existing Plan (Alternative 2) would reduce the 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, as previously discussed in this chapter, 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.

Alternative 3

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 levels 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.

As previously mentioned during the discussion of Alternative 3, this alternative does not meet a key project objective to maximize property and sales tax revenues while balancing urban design principles. This alternative also does not as fully meet the related objective to eliminate blight and revitalize the Central Glendale Redevelopment Project Area.

The 30 percent reduced size of Alternative 3 equates to a proportionally reduced amount of retail commercial and residential development which would generate less future property and sales tax revenues as compared to the project. The reduced size of Alternative 3 would also likely require greater initial Agency financial participation. Specifically, Alternative 3 reduces the amount of retail and commercial space by approximately 145,000 square feet, and the number of residential units by 101. Overall, decreased revenue from a smaller amount of commercial space, higher proportional development costs, and smaller number of residential units would result in a project with a value approximately \$23,256,000 less than the proposed project. The size of the project and its ability to generate property and sales tax revenues are directly linked with maximizing property and sales tax revenues while balancing urban design principles. At a reduced size Alternative 3 would not generate as much property and sales tax revenue as the project. This reduction in value and revenue would create a gap in project financing. It most likely would become the Agency's responsibility to bridge that financial gap.

The ability to generate property and sales, and the degree of Agency financial participation are linked to the project objective to eliminate blight and revitalize the Central Glendale Redevelopment Project Area. Alternative 3 would eliminate blighting conditions on site and would likely spur some additional private redevelopment activities in the vicinity of the project. However, it is the overall sales and property tax revenue generation of the project that becomes the catalyst for, and is so critical to, further Agency assisted blight elimination revitalization and redevelopment activities within the Central Glendale Redevelopment Project Area. Alternative 3 would generate less property and sales tax revenue to assist other revitalization and redevelopment activities. In addition, by requiring greater Agency financial participation, Alternative 3 would divert revenues away from for other revitalization and redevelopment activities in the Central Glendale Redevelopment Project Area. Thus Alternative 3 would not as effectively meet this project objective as the proposed project.

Alternative 3 would not create a regional open-air marketplace to attract retail and specialty uses that are not currently represented in the City, and would not develop a regional open-air commercial center to attract consumers/visitors from outside Glendale. The emphasis in these two closely related objectives is "regional." According to the International Council of Shopping Centers (ICSC), in reference to commercial retail and mixed use development, "regional" is defined as a minimum 400,000 square feet of retail with at least one department store. Due to the reduced size, Alternative 3 would have difficulty attracting the type and quality of unique retail and specialty uses that are not currently represented in the City and that would create a regional commercial draw for consumers, visitors and specialty retailers.

Other project objectives are to provide employment opportunities to Glendale residents and housing opportunities in a mixed-used urban setting. A 30 percent reduction in the commercial and residential components of the project produces a commensurate reduction in employment and housing opportunities. In this regard Alternate 3 does not as effectively fulfill these project objectives.

Alternative 4

Alternative 4, the Design Alternative, meets some, but not all, of the basic project objectives. However, some of the project objectives would not be met as fully by this alternative. This alternative would redevelop the site and eliminate the existing blighted conditions on site. It would also create a diversity of housing and commercial uses on the site and create employment opportunities. However, the design and layout of Alternative 4 does not maximize the value of the project either in terms of primary economics and user-friendly physical layout, or in terms of secondary benefits to the Central Glendale Redevelopment Project Area in general.

The Design Alternative would include 457 residential units, while the project includes 338 units. The Glendale Redevelopment Agency has a goal to provide a maximum number of housing units on the site commensurate with the proposed project, including an ownership component that balances with the retail/commercial and open space components.

Alternative 4 also does not meet the project objective to maximize the potential property and sales tax revenue while balancing urban design principles for the following reasons. First, the amount of proposed retail and other sales tax generating revenue sources would be diminished by approximately 94,000 square feet in favor of additional housing units. Second, development costs would be increased by the retention and rehabilitation of some of existing buildings on the site requiring extensive rehabilitation and retrofitting without a corresponding increase in project revenues. Rather, under Alternative 4, revenues would decrease from a reduction of retail and commercial space, leading to an overall loss of project value. This reduction in value would likely require the Agency to participate financially to a much greater degree than with the proposed project.

In addition, because Alternative 4 would generate less property and sales tax revenue it would not as effectively meet the project objective to eliminate blight and revitalize the Central Glendale Redevelopment Project Area.

Also, because Alternative 4 keeps all existing streets open it would not create a project with the same amount of pedestrian orientation and amenities as the proposed project. Alternative 4 provides a

pedestrian-oriented open-air commercial and residential center with a network of landscaped streets, sidewalks, paseos, promenades, and public space that forms a central gathering place for the Glendale Community, but to a lesser degree. However, because Alternative 4 plan keeps all the existing streets open and adds a new street across the site the emphasis on open space and the amount of landscaping, paseo, promenade and pedestrian oriented space available to the public as a central gathering place is less than that being provided by the project.

In summary, none of the alternatives as completely meet the basis project objectives as does the proposed project. In addition, these alternatives do not appear to be financially feasible, given the limited amount of public money available to invest in the project. All the alternatives would create less real estate value in relation to development costs. The bottom line for these alternatives may require the Agency to provide a substantially larger amount of financial assistance than it would with the proposed project. For these reasons, these alternatives are not considered to be feasible by the Agency.