

2.0 SUMMARY

This section provides information on the background of the Project, as described in **Section 3.0, Project Description**, assessed in this EIR, and a summary of the information in this EIR identifying the potential environmental impacts of the Project, the measures identified to mitigate these impacts, and the alternatives evaluated to provide additional information on ways to avoid or lessen these impacts.

OVERVIEW OF PROPOSED PROJECT

The Project site is located within the City of Glendale (the “City”). The Project site is located approximately 1,800 feet east of the boundary between the Cities of Glendale and Los Angeles. Interstate 5 (I-5; Golden State Freeway), State Route (SR) 134 (Ventura Freeway), and SR 2 (Glendale Freeway) provide regional access to the Project site.

The Project site consists of nine contiguous parcels located north of Broadway and west of S. Pacific Avenue. The addresses are 515 W. Broadway and 104 N. Kenilworth Avenue. The Project site is bound on the south by W. Broadway, on the west by N. Kenilworth Avenue, on the north by one-and-two story single and multi-family dwelling units, and on the east by S. Pacific Avenue.

The Project site is 1.78 acres (77,757 square feet) and is developed with a single-story retail store (Office Depot) and accompanying surface parking lot on W. Broadway and N. Kenilworth Avenue, and a 2-story apartment building containing approximately 10 residential units, and a small two-car garage facing N. Kenilworth Avenue. Neither of these buildings is identified as a historic resource.

The Project proposes to replace the existing building with a 5-story building with a single level of subterranean parking. The Project would provide 180 multifamily residential units spread between five floors, and 18,200 square feet of commercial space on the ground floor. The subterranean parking structure would accommodate 212 parking spaces. The Project is designed to include 22,000 square feet of common open space that includes the courtyard, recreation room, and 3,200 square feet of publicly accessible open space at the street front. The central courtyard area would include two covered seating areas, one with a trellis and the other with a solid roof. The patios, balconies, and roof decks will provide a total of 17,600 square feet of private open space. A selection of canopy and groundcover plant materials (e.g., trees, shrubbery, flowers) would be located along Broadway and would be designed to adhere to the Glendale design guidelines while seeking to compliment adjacent development. An extensive number of trees would be provided along the entire perimeter to provide a more attractive view for tenants, visitors, and the surrounding community.

The site is designated as Mixed Use on the City of Glendale General Plan Land Use Map and Commercial/Residential Mixed Use (SFMU) on the City's Zoning Map. The SFMU zoning classification allows for a mix of residential and commercial, just commercial, or just residential.

PROJECT OBJECTIVES

The State CEQA Guidelines require an EIR to include a statement of the objectives of the Project that address the underlying purpose. American General Design (Applicant) is proposing to develop a 5-story, mixed-use building with 180 residential units and 18,200 square feet of commercial space. The development would feature a podium type mixed-use design with a single-level subterranean parking, as well as an at-grade parking lot for use by commercial tenants. The objectives of the Project are to:

- Provide a well-designed mixed-use project that is compatible and complementary with surrounding land uses.
- Provide housing opportunities in an urban setting in close proximity to employment opportunities, public facilities, goods, and services.
- Provide affordable housing within the City of Glendale.
- Design a project with architectural features and materials appropriate for the location of the site, the size of the building, and surrounding uses.
- Implement the Redevelopment Plan objectives, but without redevelopment agency assistance.
- Increase property tax revenues to the City of Glendale.
- Generate construction employment opportunities in the City and in the region.

BACKGROUND

In 1992, the Glendale Redevelopment Agency¹ prepared and adopted the Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area (the "Redevelopment Plan Area"). The Redevelopment Plan Area includes 750 acres generally extending along the length of the San Fernando Road corridor and bounded by the I-5 Freeway and the Union Pacific Railroad/Los Angeles County Metropolitan Transportation Authority (UPRR/MTA) right-of-way to the west.

Assembly Bill (AB) x126 and AB1484 (collectively the "Dissolution Act") eliminated redevelopment agencies in California effective February 1, 2012. However, the City of Glendale elected to assume the

1 The Glendale Redevelopment Agency was created in 1972 for the purpose of improving, upgrading and revitalizing areas within the City that had become blighted because of deterioration, disuse, and unproductive economic conditions. It was a legal and separate public body, with separate powers and a separate budget from the City. ABx126 and AB1484 (collectively "The Dissolution Act") eliminated redevelopment agencies in California effective February 1, 2012. The City of Glendale elected to assume the power, duties, and obligations of the former Glendale Redevelopment Agency as the Glendale Successor Agency pursuant to the Dissolution Act.

power, duties, and obligations of the former Glendale Redevelopment Agency as the Glendale Successor Agency pursuant to the Dissolution Act. The Successor Agency² is responsible for winding down the activities of the former Glendale Redevelopment Agency as required by the Dissolution Act.

The Project site is located within the Redevelopment Plan Area and is subject to its applicable provisions and guidelines. The primary objective of the Redevelopment Plan is to eliminate and prevent the spread of blight and deterioration within the Redevelopment Plan Area.

SUMMARY OF ALTERNATIVES

This EIR considers a range of Alternatives to the Project were in accordance with State CEQA Guidelines Section 15126.6. This section of the CEQA Guidelines requires that an EIR describe and evaluate a range of reasonable alternatives to a project to promote informed decision-making.

According to the CEQA Guidelines, the discussion of alternatives should focus on alternatives to a project or its location that can feasibly avoid or substantially lessen the significant effects of the proposed project. **Section 4.0, Environmental Impact Analysis**, of this EIR concludes that Project implementation would result in significant and unavoidable environmental impacts. These include Project-specific impacts: (1) short-term noise and vibration impacts during construction; (2) on-site noise and vibration impact due to vehicle operations; (3) long-term shade impacts on adjacent land uses; (4) long-term and cumulative impacts to recreation facilities; (5) long-term shade impacts on adjacent land uses; (6) cumulative impacts to fire; (7) cumulative impacts to police; and (8) cumulative impacts to solid waste disposal. In response to these impacts, the City of Glendale identified and considered several alternatives to the Project to determine if these alternatives could avoid or substantially lessen these significant impacts.

The Alternatives to the Project evaluated in this Draft EIR include:

- Alternative 1 – No Project/No Development
- Alternative 2 – All-Commercial Alternative
- Alternative 3 – Height and Density Reduction Alternative

A brief description of each of these Alternatives is provided below with a summary of the evaluation of each.

2 The Successor Agency undertakes enforceable obligations, performs duties pursuant to the enforceable obligations in compliance with the Dissolution Act. The Successor Agency staff also serves as staff to the Oversight Board.

Alternative 1 – No Project/No Development

The No Project/No Development Alternative is required to be evaluated by Section 15126(2)(4) of the State CEQA Guidelines. As required by the State CEQA Guidelines, the analysis must examine the impacts which might occur if the site is left in its present condition, as well as what may reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. Under the No Project/No Development Alternative, the Project site would remain in its current and existing condition. The single-story retail store (Office Depot) and accompanying surface parking lot, a 2-story apartment building containing 10 residential units, and a two-car garage would remain.

Alternative 2 – All-Commercial Alternative

The All-Commercial Alternative includes 80,000 square feet of commercial retail space. Each of the four floors would average approximately 16,000 square feet of commercial retail space.

The ground level parking in addition to a single level subterranean parking structure would accommodate 320 parking spaces, and would also include 31 secured bicycle spaces.³ Similar to the Project, the Alternative 2 building would be 60 feet above ground in height and would be designed as a contemporary structure utilizing various building materials to conform to the design guidelines for the SFMU zone. The size and massing of the All-Commercial Alternative building would be similar to the design of the Project building.

By eliminating the residential component from the Project, the commercial uses would not directly result in the generation of new residents within the City of Glendale, therefore leading to a reduction in demand for public services, recreation, and utilities.

This Alternative was chosen because it would lessen, but not avoid, the significant and unavoidable impacts to recreation facilities, and the significant and unavoidable cumulative impacts to recreation, fire, police, and solid waste. This Alternative would still result in significant and unavoidable short-term noise and vibration impacts during construction, exterior noise levels from vehicle operations, and cumulative noise impacts during construction.

Alternative 3 – Height and Density Reduction Alternative

The Height and Density Reduction Alternative considers development of the entire 1.78-acre site with a reduction of height by 2 stories. This alternative would include the development of 99 multifamily residential units and 18,200 square feet of commercial space in a 3-story building. This alternative would

³ 320 spaces (4 spaces per 1,000 square feet) would be required for commercial retail use.

allow for a 3-story Project building and a single-level subterranean parking structure consisting of 202 parking spaces.⁴ The layout of the land uses under this alternative would not change.

By reducing the amount of development, the construction duration of this alternative would also be reduced. In addition, a reduction in the amount of residential dwelling units would reduce the amount of direct population generated under this alternative.

This Alternative was chosen because it would substantially lessen, but not avoid, the significant and unavoidable impacts to recreation facilities, and would substantially lessen, but not avoid, the significant and unavoidable cumulative impacts to recreation, fire, police, and solid waste. This Alternative would still result in significant and unavoidable short-term noise and vibration impacts during construction and cumulative noise impacts during construction.

Environmentally Superior Alternative

State CEQA Guidelines, Section 15126.6(e)(2) requires an EIR to identify an environmentally superior alternative among those evaluated in an EIR. Of the alternatives considered in this section, the No Project/No Development Alternative is environmentally superior to the other alternatives because this alternative would avoid the significant and unavoidable impacts identified for the Project.

According to the State CEQA Guidelines, if the No Project/No Development Alternative is identified as the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Of the other alternatives considered, Alternative 3—Height and Density Reduction Alternative would be considered environmentally superior because it would result in the greatest incremental reduction of the overall level of impact when compared to the Project due to the reduction in intensity of residences and elimination of shade and shadow impacts on the Project site. It should be noted, however, that Alternative 3 would not result in the avoidance of a significant environment impact when compared to the Project. Overall, the significant and unavoidable short-term noise and vibration impacts during construction, the long-term on-site noise impact due to vehicle operations, the long-term shade impacts on adjacent land uses, the long-term and cumulative impacts to recreation facilities, and the cumulative impacts to fire, police, and solid waste would not be eliminated by this alternative.

Furthermore, Alternative 3 would not meet certain objectives of the Project. Alternative 3 would provide 81 fewer residential units. Fewer units and less floor space would result in less property tax

4 Note: The parking spaces are determined according to the Glendale Municipal Code Section 30.32 and would provide 129 parking spaces for studio, 1- and 2-bedroom units and 73 spaces for 18,200 square feet commercial office space for a total of 202 parking spaces.

revenue to the City than what would be provided by the Project. Fewer housing opportunities in an urban setting would also be provided under Alternative 3, thus partially meeting the objectives of Project. Finally, the reduced density under this alternative may not be sufficient to offset the cost of the land, and thus may not be economically feasible for the Applicant for this reason.

Alternative 2—All-Commercial Alternative would avoid the significant exterior noise impact because the 65 dB(A) exterior threshold only applies to private outdoor balconies or patios. Alternative 2 would also result in a substantial reduction in the significant and unavoidable recreation impact when compared to the Project. However, the significant and unavoidable short-term and cumulative noise and vibration impacts during construction and the cumulative impacts to fire, police, and solid waste would not be eliminated by Alternative 2. Furthermore, the All-Commercial Alternative would increase the amount of air emissions, greenhouse gas emissions, vehicle-related noise, and vehicular traffic generated when compared to the Project. Therefore, Alternative 2 would not be considered the environmentally superior alternative.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Concerns related to the potential environmental effects of the Project that were raised include potential air quality impacts from construction and operation of the Project, potential cultural resource impacts during construction, and potential traffic impacts on local and County roadways in the Project vicinity. These concerns have been addressed in **Section 4.0, Environmental Impact Analysis** in the Draft EIR.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A summary of the potential environmental impacts of the Project and the measures identified to mitigate these impacts is provided in **Table 2.0-1, Summary of Project Impacts** below for each topic addressed in this EIR. **Table 2.0-1** has been arranged in four columns: the identified impact under each EIR issue area; the level of significance prior to implementation of mitigation; mitigation measures that would avoid or reduce the level of impacts; and the level of significance after implementation of mitigation measures, if applicable. Compliance with existing City programs, practices, and procedures are assumed for purposes of determining the level of significance prior to mitigation.

A summary of the alternatives to the Project to promote informed decision making are provided after **Table 2.0-1**.

**Table 2.0-1
Summary of Project Impacts**

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<i>Aesthetics</i>			
<p>Existing views across the site would be modified with Project development. Development of the Project would provide views of these visual resources from the upper floors and outdoor terraces on the second and fifth floors. The mass of the proposed structures would potentially impact views across the Project site towards the Verdugo Mountains to the north and the San Rafael Hills to the northeast. However, existing views across the site towards the Verdugo Mountains are currently obstructed. While portions of the San Rafael Hills are visible from this portion of the City, views of the mountains from the Project site are also obstructed by existing development and vegetation. Because the existing views of the Verdugo Mountains are obstructed, the Project would not degrade the views with development.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The proposed building would be taller than the existing buildings east, west, north, and south of the Project Site. However, the architectural design would result in a visually compatible structure when compared to the</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>surrounding uses while improving site conditions. The Project would be designed as a contemporary structure, utilizing various building material in conformance with the City’s Design Guidelines. Furthermore, the Project would provide canopy and ground cover plant materials (i.e. drought-tolerant trees, shrubbery, flowers) along the frontage of Broadway. Many utility lines would be screened from public view, thus improving the visual character of the Project site.</p>			
<p>The lighting proposed would be limited to the amount required to safely light the driveway, the sidewalks along Broadway, open space, and courtyard areas within the Project site. All outdoor lighting would be directed onto the driveway, walkways, and public areas and away from adjacent properties and public rights-of-way to avoid any potential light or glare impacts. Therefore, the new onsite lighting would not result in substantial increases in light or glare that would affect any light-sensitive uses on or near the site, such as the residential uses east, south, and west of the Project site.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Residential uses adjacent to the north are the closest sensitive uses to the Project site. Shadows cast by the Project would have significant and</p>	<p>Significant</p>	<p>No mitigation measures are feasible.</p>	<p>Significant and unavoidable</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>unavoidable impacts for the nearby residential uses to the north of the Project site during the winter. Commercial and retail land uses are located to the east and west of the Site. A commercial shopping center and a church are located south of the Project Site. No shadow impacts would occur along the southern portion of Broadway due to the placement of the Project relative to the sun's rising and setting patterns.</p>			
Air Quality and Greenhouse Gas Emissions			
<p>The Project would generate approximately 468 residents, which would account for approximately 15 percent of the anticipated increase of residents within the City between 2014 and 2020. This total is within the growth projections for the City of Glendale as adopted by Southern California Association of Governments. Because the South Coast Air Quality Management District (SCAQMD) has incorporated these same projections into the Air Quality Management Plan (AQMP), the Project would be consistent with the projections in the 2012 AQMP.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The SCAQMD daily construction emissions thresholds are 75 pounds/day of volatile organic compounds (VOC), 100 pounds/day of</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>nitrogen oxides (NOx), 550 pounds/per day of carbon monoxide (CO), 150 pounds/day of sulfur oxides (Sox), 150 pounds/day of particulate matter less than 10 microns (PM10), and 55 pounds/day of particulate matter less than 2.5 microns (PM2.5). Construction of the Project would result in maximum unmitigated daily emissions of 71.29 pounds/day of VOC, 13.79 pounds/day of NOx, 28.32 pounds/day of CO, 0.10 pounds/day of SOx, 5.13 pounds/day of PM10, and 2.68 pounds/day of PM2.5, which do not exceed SCAQMD thresholds for criteria pollutants.</p>			
<p>Operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activity on the Project site after occupancy. The SCAQMD daily operation emission thresholds are 55 pounds/day of VOC, 55 pounds/day of NOx, 550 pounds/day of CO, 150 pounds/day of SOx, 150 pounds/day of PM10, and 55 pounds/day of PM2.5. Operational emissions would result in a net total of 9.91 pounds/day of VOC, 8.27 pounds/day of NOx, 46.20 pounds/day of CO, 0.08 pounds/day of SOx, 5.43 pounds/day of PM10, and 1.59 pounds/day of PM2.5. Stationary emissions would be generated by the consumption of</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>natural gas for space and water heating devices. Mobile emissions would be generated by the motor vehicles traveling to and from the Project site. The emissions associated with the Project would not exceed the SCAQMD's recommended operational emission thresholds.</p>			
<p>The SCAQMD localized significant thresholds (LST) are 106.5 pounds/day of NOx, 722.6 pounds/day of CO, 6.1 pounds/day of PM10 and 3.7 pounds/day of PM2.5 during construction. The operational LST thresholds are the same for NOx and CO as construction and are 1.7 pounds/day for PM10 and 1.0 pound/day for PM2.5. The Project would result in 32.93 pounds/day of NOx, 23.35 pounds/day of CO, 2.70 pounds/day of PM10, and 1.67 pounds/day of PM2.5 during construction. The Project would result in 0.72 pounds/day of NOx, 14.59 pounds/day of CO, 0.12 pounds/day of PM10, and 0.12 pounds/day of PM2.5 during operation. Therefore, potential construction and operation emissions would not exceed SCAQMD LST thresholds.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>No Project intersection falls under the SCAQMD's criteria requiring a more detailed localized CO impact analysis.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>During Project construction, certain pieces of construction equipment could emit odors associated with exhaust. Any unforeseen odors generated by the Project will be controlled in accordance with SCAQMD Rule 402 (Nuisance). In addition, odors emitted from certain pieces of construction equipment would dissipate quickly and be short term in duration.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The Project would result in short-term emissions of greenhouse gas emissions (GHGs) during construction. Operational emissions would be generated by both area and mobile sources because of normal day-to-day activities. Taking the existing office supply superstore and 10 multifamily residential units into account, the Project would result in a net increase of 2,061 metric tons of carbon dioxide (MTCO₂E) equivalents per year, which is less than the SCAQMD's screening threshold of significance for all land use projects of 3,000 MTCO₂E per year.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Land Use and Planning			
<p>Development of the Project would be allowed by the City's General Plan Mixed Use land use designation and SFMU zoning, both of which allow for residential use. The Project site is</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>located in an urbanized area surrounded by commercial uses, a restaurant, church, retirement home, and medium density residential uses. The Project would involve the development of a 5-story project with residential and commercial uses configured and designed to be compatible with surrounding uses. The Project would not divide the established community structure.</p>			
<p>The Project would be consistent with applicable goals within the Land Use, Housing Element, Circulation, Safety, Open Space and Conservation, Recreation, Air Quality, and Noise Elements of the General Plan. The Project would also be consistent with the goals of the Redevelopment Plan.</p>	<p>Less than Significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Noise			
<p>The existing uses on the Project site generate vehicular related noise along Broadway and Pacific Avenue. Existing average daily trips for the existing office supply superstore along Broadway and Pacific Avenue total approximately 1,080 trips. A doubling of roadway volumes would result in an increase in vehicle-generated noise by 3 dB(A). Because the Project is forecast to result in an increase of 902 daily trips, the Project would not increase roadway noise levels by 3</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
dB(A) or greater. Land uses located along study area roadways would not be affected by any additional traffic noise.			
Due to the level of traffic noise along Broadway and Pacific Avenue, normal daytime parking-structure average noise levels would not likely be audible due to the masking of noise by these sources. Furthermore, all floors and walls would conform to California Building Code compliant walls, which would further reduce short-term noise levels generated within the subterranean parking structure.	Less than significant	No mitigation measures are required.	Less than significant
Other noise sources that may be associated with the parking structure areas include the use of sweepers in the early morning or late evening hours.	Potentially Significant	4.4-1 On-site sweeper operations shall be restricted to between the hours of 7:00 AM and 10:00 PM.	Less than significant
Future residents located on the Project site, as well as off-site uses, including nearby sensitive receptors, may experience noise due to an increase in human activity within the area from people living on the premises and utilizing the on-site amenities including common areas.	Less than significant	No mitigation measures are required.	Less than significant
Existing exterior noise levels in the project vicinity range from 58.5 dB(A) to 70.6 dB(A). These noise levels are not uncommon for a typical urban setting. As previously mentioned, the	Potentially significant (interior and exterior noise levels)	4.4-2 Prior to the issuance of occupancy permits, noise sensitive residential land uses shall be designed so that interior noise levels attributable to exterior sources do not exceed 55 dB(A) during the daytime and 45 dB (A)	Less than significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>Project is forecast to result in 902 additional daily trips. On-site roadway noise as a result of the proposed Project would be similar to existing conditions, since the slight increase in trips generated would not be enough to noticeably increase ambient noise levels. However, as noted in Exhibit 1 and 2 in the City’s General Plan Noise Element, the exterior 2030 noise contours for the Project site would be greater than 65 dB(A) CNEL and could result in interior noise levels above the 55 dB(A) threshold during the daytime and 45 dB(A) threshold during the nighttime. The Project includes private outside patios or balconies for each unit. Noise levels would be greater than the City’s exterior noise threshold of 65 dB(A) for patio/balcony areas, and exterior noise impacts would be potentially significant.</p> <p>Average sound transmission loss between the exterior and interior environment is a minimum of 20 db(A) with windows closed. Since ambient noise levels range from 58.5 db(A) to 70.6 db(A) in the vicinity of the Project, interior noise levels would be between 38.5 db(A) and 50.6 db(A). Therefore, interior noise levels in the apartment building would be above the interior threshold of 45 dB(A)</p>		<p>during nighttime when doors and windows are closed. An acoustical analysis of the noise insulation effectiveness of proposed construction shall be required and documented during permit review, showing that the building materials and construction specifications are adequate to meet the interior noise standard. Examples of building materials and construction specifications which may be used to meet the interior noise standard include but are not limited the following:</p> <ul style="list-style-type: none"> • Windows shall be doubled paned, mounted in low air filtration rate frames, and have a minimum sound transmission coefficient rating of 30 or greater. • Air conditioning units may be provided to allow for windows to remain closed. • Roof or attic vents facing southward shall be baffled. 	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>CNEL, and interior noise impacts would be potentially significant.</p>			
<p>Land uses surrounding the Project site consist mostly of residential and commercial uses. Loaded trucks are capable of producing approximately 87 VdB at 25 feet, which is the approximate distance to multifamily uses northeast of the site. This would exceed the threshold of 80 VdB for residences and buildings where people normally sleep. High noise-producing (and vibration-producing) activities during construction would be scheduled to occur between the hours of 7:00 AM and 5:00 PM to minimize disruption on sensitive uses. Nonetheless, potential impacts due to vibration would be considered to be significant.</p>	<p>Potentially significant</p>	<p>4.4-3 Demolition, earthmoving, and ground-impacting operations shall be conducted so as not to occur in the same period.</p> <p>4.4-4 Select demolition method to minimize vibration, where possible (e.g., sawing masonry into sections rather than demolishing it by pavement breakers).</p> <p>4.4-5 Operate earthmoving equipment on the construction site as far away from vibration sensitive sites as possible.</p>	<p>Significant and unavoidable</p>
<p>Noise levels generated during construction would primarily affect the commercial and residential uses to the northeast of the Project site. Noise levels generated by heavy equipment can range from approximately 73 dB(A) to noise levels in excess of 80 dB(A) when measured at 50 feet. Potential construction-related noise impacts are considered significant due to exceeding the noise threshold of 65 dB(A) for residential and 70 dB(A) for the surrounding uses, as allowed by the Glendale Municipal Code.</p>	<p>Potentially significant</p>	<p>4.4-6 All construction activity within the City shall be conducted in accordance with Section 8.36.080, construction on buildings, structures and projects, of the City of Glendale Municipal Code.</p> <p>4.4-7 The following construction best management practices (BMPs) shall be implemented to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Ensure that construction equipment is properly muffled according to industry standards and be in good working condition. • Place noise-generating construction 	<p>Although the mitigation measures identified would reduce noise levels to the maximum extent feasible, impacts during construction would remain significant and unavoidable.</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>Construction traffic would generate noise along access routes to the proposed development areas. Given that it takes a doubling of average daily trips on roadways to increase noise by 3 dB(A), the noise-level increases associated with construction-vehicle trips along major arterials in the City of Glendale would be less than 3 dB(A), and potential impacts would be less than significant.</p>		<p>equipment and locate construction staging areas away from sensitive uses, where feasible.</p> <ul style="list-style-type: none"> • Schedule high noise-producing activities between the hours of 7:00 AM and 5:00 PM to minimize disruption on sensitive uses. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. <p>4.4-8 Construction staging areas along with the operation of earthmoving equipment within the Project area shall be located as far away</p>	

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
		from vibration-and noise-sensitive sites as possible.	
<p>Cumulative development from related projects would not result in a cumulative impact in terms of a substantial permanent increase in ambient noise levels. A substantial permanent increase is most likely to originate from an increase in noise levels from roadway traffic. Overall, the Project’s traffic contribution would not be considered cumulatively considerable and would be less than significant.</p> <p>With regard to stationary sources, a cumulatively significant impact could result from cumulative development. The major stationary sources of noise that would be introduced in the area by related projects would include parking structures and sweeper operations. Since these projects would be required to adhere to City noise standards, all the stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Moreover, due to distance, it is unlikely that noise from multiple related projects would interact to create a significant combined noise impact. Because of this, it is not anticipated that a significant cumulative increase in</p>	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>permanent ambient noise levels would occur and, therefore, the impact would be less than significant.</p>			
<p>The closest related project, the CCTAN/Colorado Mixed Use Project at 507-525 W. Colorado Street, is located approximately 1,550 feet south of the Project site. This related project would not be located close enough to the Project site such that significant noise or vibration impacts would occur from concurrent construction. It should be noted that the mitigation measures identified for the Project would also apply to the CCTAN/Colorado Mixed Use Project and any other related projects, and would reduce noise levels to the maximum extent feasible.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>Noise impacts are localized in nature and decrease with distance. Consequently, in order to achieve a cumulative increase in noise, more than one source emitting high levels of noise would need to be in close proximity to the noise receptor. As previously indicated, the closest related project is the CCTAN/Colorado Street Mixed-Use Project, which is located approximately 1,550 feet south from the Project site and would not result in cumulative noise impacts during construction. This related project would not be located close enough to the Project site such that</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>significant construction noise impacts would occur from concurrent construction. The combined construction noise impact of the related projects and the Project's contribution would not be cumulatively significant.</p>			
Public Services			
Fire Protection & Emergency Services			
<p>The new residential units would create additional demand on the Glendale Fire Department, specifically to Station 21, which would have first response duties. The increase in residents within the City would not substantially impact the current fire services and would not result in the need for any new or the physical alteration to any existing governmental facility.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
<p>The additional residents associated with the Project would result in an increase in emergency medical responses. The Project is located within the response district for BLS 21, which currently averages 340 calls per month. The Project would generate an additional 39 emergency medical services (EMS) calls every month, above the considered performance workload of 350 responses per month for a BLS ambulance. The Project site is located within a 1-mile radius of BLS</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>21. Therefore, BLS 21 would handle the EMS calls from the Project site, and if necessary would receive support from BLS 22 or 26. As such, the Project would not result in the need for any new or the physical alteration to any existing governmental facility.</p>			
<p>Impacts associated with these additional residents would include an increase in emergency medical responses, fire protection responses, fire prevention inspections, public education activities, participation in community events, and ongoing relations with businesses and homeowners associations. The increases in residents and commercial tenants within the City could result in the need to expand existing fire facilities or the need for new fire facilities to maintain existing fire services. For these reasons, implementation of related projects was considered to result in a significant fire service impact. As discussed previously, the Project would not result in significant impacts to the Glendale Fire Department on a project-specific level. The Project, however, would contribute to the significant impact and would be considered to be cumulatively considerable. For this reason, fire</p>	<p>Significant</p>	<p>No mitigation measures are feasible.</p>	<p>Significant and unavoidable cumulative impacts</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
impacts are considered to be significant.			
Police Protection			
The new residential units would create additional demand on Glendale Police Department, specifically in Reporting District No. 263 in the southern portion of the City. The 2014 officer-to-population ratio within the City is 1.24 sworn officers per 1,000 residents. The increase in residents within the City would not substantially impact the current officer-to-population ratio and would not result in the need for any new or the physical alteration to any existing governmental facility.	Less than significant	No mitigation measures are required.	Less than significant
The increase in City residents by the Project would generate additional calls for service. The Project would generate approximately 27 calls per month, or approximately 324 calls per year, for police services which would not seriously impact police department operations. The Project would not result in the need for any new or the physical alteration to any existing governmental facility.	Less than significant	No mitigation measures are required.	Less than significant
Implementation of related projects and the associated increase in population would increase the demand for police protection services and could require the need for the	Significant	No mitigation measures are feasible.	Significant and unavoidable cumulative impacts

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>construction of new or physically altered facilities to accommodate the increased demand associated with the related projects. This would result in a significant cumulative impact. As discussed previously, the Project would not result in significant impacts to the Glendale Police Department on a project-specific level. The Project, however, would contribute to the significant impact and would be considered to be cumulatively considerable. For this reason, impacts are considered to be significant.</p>			
Schools			
<p>The Project would add 20 students to Columbus Elementary for a projected enrollment of 609 students, which would be 10 students below the operating capacity of 619 students; would add 6 students to Toll Middle School for a projected enrollment of 1,148 students which would be below the operating capacity of 1,801 students; and would add 8 students to Hoover High School for a projected enrollment of 1,766 students which is below the operating capacity of 3,074 students. All schools serving the Project site are currently operating under capacity, and would not require the provision of new or physically alter existing school facilities. Potential school impacts would be considered</p>	<p>Less than significant for Columbus Elementary School, Toll Middle School, and Hoover High School</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
less than significant for all schools.			
Recreation			
<p>The City currently has a park land-to-resident ratio of approximately 1.46 acres of parkland for every 1,000 residents. Existing park facilities are currently heavily used due to the deficit in parkland in the City. The increase in use of neighborhood and community parks in the City that would result from the increase in residents associated with the Project is considered significant. While Harvard Mini Park, Pacific Park and the Community Center, and the Pacific Community Pool are physically the closest facilities to the Project site, all parks in the city could be affected as residents could use any park and recreation facility anywhere in the City.</p>	Significant	<p>4.7-1 The applicant shall pay the Parks & Library Impact Fee pursuant to Glendale Municipal Code Section 4.10 that was in effect at the time the project was deemed complete for Stage I Design Review.</p>	<p>In accordance with the requirements of the City of Glendale Municipal Code Section 4.10 (Ordinance No. 5820 and Resolution No. 07-164 as amended on Resolution 10-199, 11-93, 11-123, 12-86, 13-102, 14-10), the project applicant shall pay the Development Impact Fee to the City. The current fee schedule for pipeline projects is \$7,000 per residential unit, and \$2.67 per commercial square foot which is scheduled to increase to the full fee per unit based on City Council direction.</p>
<p>The recreational amenities are incorporated into the design of the Project and would be constructed concurrently with the Project. Construction of the recreational amenities would not result in significant impacts, but would contribute to the overall short-term construction impacts.</p>	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Traffic and Transportation			
<p>Project construction would generate traffic from construction worker travel, as well from the arrival and departure of trucks delivering construction materials, and the removal of debris generated by on-site activities. When compared to existing conditions, implementation of the Project would not result in a significant increase to traffic. The existing office supply superstore generates 24 AM Peak Hour trips and 86 PM Peak Hour trips and a total of 1,080 daily trips. The Project would generate 99 AM Peak Hour trips and 179 PM Peak Hour trips, for a total of 1,982 daily trips. When compared to existing conditions, implementation of the Project would result in an increase of 75 AM Peak Hour trips, 93 PM Peak Hour trips, and an increase of 902 Daily Trips.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>
Utilities and Service Systems			
Water Service			
<p>New development on the Project site would result in an increase in demand for operational uses, including landscape irrigation, maintenance and other activities on the site. Projected water demand for the Project would be 22.16 acre-feet per year. According to the City's Urban Water</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
Management Plan (UWMP), water supplies in the City would remain adequate through the year 2035 to meet the demands of existing uses and projected growth, with a small surplus at that time.			
Sewer			
Sewage from the Project site goes to the Hyperion Treatment Plant, which Glendale has access to through the Amalgamated Agreement. With the Hyperion Treatment Plant currently operating 88 million gallons-per-day below capacity, adequate capacity exists to treat Project-generated average effluent of 23,092 gallons-per-day.	Significant	4.9.2-1 The Project applicant shall pay a sewer capacity increase fee for the Project's sewage increase to the lines within the specific drainage basin where the particular Project is located to alleviate sewer impacts. These collected fees shall be deposited by the City of Glendale into a specially created account to be used to fund capacity improvements to the drainage basin.	Less than significant
The Project would be responsible for a percentage of the total capital budget for the sewer basin in which it is located, which would result in a capital mitigation fee assessed to the Project.	Significant	4.9.2-2 Each project shall contribute sewer capacity increase fees for improvements and upgrades to alleviate sewer impacts within the specific drainage basin where the particular project is located. Fees would be determined based on the City's sewer capacity increase fee methodology. These collected fees would be deposited into a specially created account to be used to fund capacity improvements of the specific drainage basin.	Less than significant
Solid Waste			
Solid waste generated on the Project site would be deposited at the Scholl Canyon Landfill, which is owned by the City of Glendale, or one of the landfills located within the County of Los	Less than significant	No mitigation measures are required.	Less than significant

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>Angeles. The annual disposal rate at the Scholl Canyon facility is 200,000 tons per year. Combined with the increase of 151.3 tons per year in solid waste generated by the Project, the annual disposal amount would increase to approximately 200,151.3 tons per year. With a total remaining capacity of 3.4 million tons, the Scholl Canyon facility would meet the needs of the City and the Project for approximately 15 years. Because the Project would be required to implement a waste-diversion program aimed at reducing the amount of solid waste disposed in the landfill, the amount of solid waste generated would likely be less than the amount estimated.</p>			
<p>As part of the Project, the Applicant would implement a waste diversion program in an effort to help the City meet its waste diversion goal of 50 percent as mandated by State law (Senate Bill 1016 and Assembly Bill 939). The Project would enclose trash collection areas and would provide a recycling area to reduce the amount of solid waste sent to the landfill. It is anticipated that waste carts for household trash, recycling, and green waste will be provided.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>

Project Impacts	Impact without Mitigation	Mitigation Measures	Impact with Mitigation
<p>There is presently insufficient permitted disposal capacity within the existing system serving Los Angeles County. The Project, in combination with other development, could contribute to insufficient permitted disposal capacity by contributing additional solid waste to regional landfills. Development under the Project would also contribute construction debris to regional landfills, increasing the cumulative effect. Therefore, the Project's contribution to the cumulative impact would be considered cumulatively considerable, and would be a significant and unavoidable impact.</p>	<p>Significant</p>	<p>No feasible mitigation measures exist.</p>	<p>Significant and unavoidable cumulative Impact</p>