



Prepared For:

City of Glendale
Planning and Neighborhood Services Division
633 E. Broadway, Room 103
Glendale, CA 91206

515 W. Broadway Mixed-Use Project

Environmental Impact Report

SCH No. 2014071092



Final
Environmental Impact Report

515 West Broadway Mixed-Use Project

City of Glendale

(SCH No. 2014071092)

Prepared for:

City of Glendale
633 E. Broadway, Room 103
Glendale, California 91206

Prepared by:

Meridian Consultants LLC
860 Hampshire Road, Suite P
Westlake Village, California 91361

December 2014

TABLE OF CONTENTS

| Section | Page |
|--------------------------------------|-------|
| 1.0 Introduction | 1.0-1 |
| 2.0 EIR Summary | 2.0-1 |
| 3.0 Responses to Comments | 3.0-1 |
| 4.0 Revisions to the Draft EIR | 4.0-1 |

1.0 INTRODUCTION

PURPOSE

This Final Environmental Impact Report (Final EIR) has been prepared for the 515 West Broadway Mixed-Use Project (“Project”) by the City of Glendale (the “City”). The purpose of a Final EIR is to provide an opportunity for the lead agency to respond to comments made by the general public and public agencies on the information, analysis, and conclusions in the Draft EIR.

The City prepared this Final EIR in accordance with the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000, et seq.) and the “Guidelines for the Implementation of the California Environmental Quality Act” (California Code of Regulations, Title 14, Section 15000, et seq., State CEQA Guidelines).

ORGANIZATION OF FINAL EIR

As required by the CEQA Guidelines Section 15132, this Final EIR includes the following information:

- The Draft EIR or a revision of the draft. This Final EIR incorporates the Draft EIR by reference.
- A list of persons, organizations, and public agencies commenting on the Draft EIR.
- The comments received on the Draft EIR.
- The responses to significant environmental points raised in the comments received.
- Revisions to the Draft EIR.

The Final and Draft EIR are available for review at the following locations:

City of Glendale
Community Development Department
Planning Division
633 East Broadway, Room 103
Glendale, California 91206

In addition, the Final EIR and Draft EIR are available on the City’s website at:

<http://www.glendaleca.gov>

ENVIRONMENTAL REVIEW PROCESS

The City is the Lead Agency responsible for preparation of this Final EIR because it has the principal responsibility for approving and implementing the Project.

The City conducted a preliminary review of the 515 West Broadway Mixed-Use Project and determined that preparation of an EIR was required to evaluate the potential significant effects of the Project on the environment. The Draft EIR included an analysis of potential environmental effects related to the following environmental topics:

- Aesthetics
- Air Quality and Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

The Draft EIR was made available for public review for 30 days, from October 15, 2014, through November 14, 2014.

A Notice of Availability (NOA) of the Draft EIR was published by the *Glendale News Press* newspaper on October 15, 2014, and filed with the Los Angeles County Clerk.

Following the completion of the 30-day public review period for the Draft EIR, the City prepared this Final EIR in accordance with Sections 15089 and 15132 of the CEQA Guidelines.

Prior to considering approval of the Project, CEQA Guidelines Section 15090 requires the City to certify the following:

- The Final EIR was completed in compliance with CEQA.

- The Final EIR was presented to the City Council, and the City Council reviewed and considered the information contained in the Final EIR prior to considering approval of the Project.
- The Final EIR reflects the City's independent judgment and analysis.

Section 15191 of the CEQA Guidelines requires the City to make one or more written findings of fact for each significant environmental impact identified in a certified Final EIR. The possible findings include the following:

- The Project was changed (including adoption of mitigation measures) to avoid or substantially reduce the magnitude of the impact.
- Changes to the Project are within another agency's jurisdiction and have been or should be adopted.
- Specific considerations make mitigation measures or alternatives infeasible.

After considering the information in the Final EIR and making the required findings, the City may consider approval of the Project. If impacts are identified in the Final EIR as significant and unavoidable, the City is required to prepare a Statement of Overriding Considerations, identifying the specific benefits of the Project that the City determines outweigh the unavoidable impacts of the Project.

Section 15097 of the CEQA Guidelines requires the City to adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure that the mitigation measures identified for the Project in the EIR are implemented.

2.0 SUMMARY

This section provides information on the background of the Project and a summary of the information in this Draft 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.

BACKGROUND

The Project site is also located in the San Fernando Road Corridor Redevelopment Project Area. In 1992, the Glendale Redevelopment Agency¹ prepared and adopted the Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area (the “Redevelopment Plan”). The Project site is located within the boundaries of the Redevelopment Project Area, which includes 750 acres generally located along the length of the San Fernando Road corridor in Glendale, as well as the portions of Broadway and Colorado Street that extend from San Fernando Road to downtown Glendale.

OVERVIEW OF PROPOSED PROJECT

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 1- and 2-story single- and multifamily 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; a 2-story apartment building containing approximately 10 residential units and a small two-car garage face N. Kenilworth Avenue.

Land uses surrounding the Project site include 1- and 2-story single- and multifamily dwelling units, a retail-commercial center to the east, a restaurant and church to the south, and a retirement home to the west.

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. ABx1 26 and AB 1484 (collectively, “The Redevelopment 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 Redevelopment Dissolution Act.

The 180 residential units would consist of 113 one-bedroom units, 60 two-bedroom units, and 7 studio units. The first floor would have 4 residential units. Standard residential units would be located on the second through fifth floors. The second through fifth floors would contain 46, 49, 43, and 38 residential units, respectively. The Project would designate 8 of the residential units as affordable housing units. The first floor on Broadway and S. Pacific Avenue would contain 18,200 square feet of commercial space to promote pedestrian activity.

The Project 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 purpose of the SFMU zoning district is to provide an appropriate mix of commercial and residential activities in conformance with the City's General Plan. This district allows for a mix of residential and commercial, or just commercial, or just residential (stand-alone) land uses. The only exception to this provision applies to lots fronting San Fernando Road, Broadway, and Colorado Street where commercial uses are required along the street frontage.

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 of subterranean parking, as well as at-grade and mezzanine parking 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.

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**, for each topic addressed in this Draft 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 |
|---|----------------------------------|--------------------------------------|-------------------------------|
| Aesthetics | | | |
| Project development would modify existing views across the site. Development of the Project would provide views of surrounding scenic vistas from the upper floors and outdoor terraces on the second through fifth floors. The mass of the proposed structures would potentially impact views across the Project site toward the Verdugo Mountains to the north and the San Rafael Hills to the northeast. However, existing views across the site toward 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. | Less than significant | No mitigation measures are required. | Less than significant |
| 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 structure visually compatible to similar projects located throughout the City of Glendale and would not degrade the quality of the site and its surroundings. The Project would be designed as a contemporary structure, utilizing various building materials in conformance with the City's Design Guidelines. Landscaping would be located on the frontage of Broadway and in the courtyards and internal open spaces. Many utility lines would be screened from public view, thus improving the visual character of the | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|---------------------------|--------------------------------------|-----------------------------|
| Project site. | | | |
| The lighting proposed would be limited to the amount required to safely light the driveway, the sidewalks along Broadway, the open space, and the 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 on-site 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 units north of the Project site. | Less than significant | No mitigation measures are required. | Less than significant |
| Residential uses adjacent to the north are the closest sensitive uses to the Project site. Shadows cast by the Project would have significant and 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. | Significant | No mitigation measures are feasible. | Significant and unavoidable |
| Air Quality and Greenhouse Gas Emissions | | | |
| 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|---|---------------------------|--------------------------------------|------------------------|
| 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 2012 Air Quality Management Plan (AQMP), the Project would be consistent with the projections in the 2012 AQMP. | | | |
| The SCAQMD daily construction emissions thresholds are 75 pounds/day of volatile organic compounds (VOCs), 100 pounds/day of 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 VOCs, 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. | Less than significant | No mitigation measures are required. | Less than significant |
| 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 VOCs, 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 VOCs, 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|---|---------------------------|--------------------------------------|------------------------|
| consumption of natural gas for space and water heating devices. Mobile emissions would be generated by 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. | | | |
| 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 as construction thresholds for NOx and CO, 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. | Less than significant | No mitigation measures are required. | Less than significant |
| No Project intersection falls under the SCAQMD's criteria requiring a more detailed localized CO impact analysis. | Less than significant | No mitigation measures are required. | Less than significant |
| 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. | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|------------------------------|---|------------------------------|
| <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 located in an urbanized area surrounded by commercial uses, a restaurant, a church, a retirement home, and medium-density residential uses. The Project would involve the development of a 5-story structure 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>Less than significant</p> | <p>No mitigation measures are required.</p> | <p>Less than significant</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> |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|---|---------------------------|--|------------------------|
| Noise | | | |
| 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 dB(A) or greater. Land uses located along study area roadways would not be affected by any additional traffic noise. | Less than significant | No mitigation measures are required. | Less than significant |
| 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 to 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. |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|--|--|-----------------------------|
| <p>Existing plus Project 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 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) CNEL, and interior noise impacts would be potentially significant.</p> | Potentially significant (interior and exterior noise levels) | <p>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) 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. | Less than significant |
| 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 | Potentially significant | <p>4.4-3 Demolition, earthmoving, and ground-impacting operations shall be conducted so as not to occur in the same period.</p> | Significant and unavoidable |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|---------------------------|--|--|
| <p>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 to sensitive uses. Nonetheless, potential impacts due to vibration would be considered significant.</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>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>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> | Potentially significant | <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 equipment and locate construction staging areas away from sensitive uses, where feasible. • 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, | <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>which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.</p> <ul style="list-style-type: none"> • 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 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|---------------------------|--------------------------------------|------------------------|
| <p>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 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> | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|---|----------------------------------|--------------------------------------|-------------------------------|
| 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 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. | Less than significant | No mitigation measures are required. | Less than significant |
| Public Services | | | |
| <i>Fire Protection and Emergency Services</i> | | | |
| 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. | Less than significant | No mitigation measures are required. | Less than significant |
| 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|---------------------------|--------------------------------------|--|
| 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 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. | | | |
| 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 impacts are considered to be significant. | Significant | No mitigation measures are feasible. | Significant and unavoidable cumulative impacts |
| 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|---|---------------------------|--------------------------------------|--|
| 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. | | | |
| 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 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. However, the Project would contribute to the significant impact and would be considered cumulatively considerable. For this reason, impacts are considered to be significant. | Significant | No mitigation measures are feasible. | Significant and unavoidable cumulative impacts |
| Schools | | | |
| The Project would add 20 students to Columbus | Less than | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|--|--|---|
| Elementary for a projected enrollment of 609 students, which would be 10 students below the operating capacity of 619 students; 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 8 students to Hoover High School for a projected enrollment of 1,766 students, which would be 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 less than significant for all schools. | significant for Columbus Elementary School, Toll Middle School, and Hoover High School | | |
| Recreation | | | |
| The City currently has a parkland-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. | Significant | 4.7-1 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. | Impacts would be significant and unavoidable. |
| 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|----------------------------------|--------------------------------------|-------------------------------|
| impacts but would contribute to the overall short-term construction impacts. | | | |
| Traffic | | | |
| Project construction would generate traffic from construction worker traveling to and from the Project site, 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, 86 PM peak-hour trips, and a total of 1,080 daily trips. The Project would generate 99 AM peak-hour trips, 179 PM peak-hour trips, and 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 902 daily trips. | Less than significant | No mitigation measures are required. | Less than significant |
| Utilities and Service Systems | | | |
| Water Service | | | |
| 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 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. | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|--|---------------------------|--|------------------------|
| 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 (gpd) below capacity, adequate capacity exists to treat Project-generated average effluent of 23,092 gpd. | 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 the assessment of a capital mitigation fee 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 at one of the landfills located within the County of Los 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 | Less than significant | No mitigation measures are required. | Less than significant |

| Project Impacts | Impact without Mitigation | Mitigation Measures | Impact with Mitigation |
|---|---------------------------|--------------------------------------|---|
| 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. | | | |
| 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. | Less than significant | No mitigation measures are required. | Less than significant |
| 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. | Significant | No mitigation measures are feasible. | Significant and unavoidable cumulative Impact |

SUMMARY OF ALTERNATIVES

This Draft EIR considers a range of Alternatives to the Project in accordance with 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.

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.

Alternative 1—No Project/No Development Alternative

Evaluation of the No Project/No Development Alternative is required by Section 15126(2)(4) of the CEQA Guidelines. As required by the CEQA Guidelines, the analysis must examine the impacts that 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. These existing uses would continue, and the existing environmental conditions would be maintained. None of the impacts associated with construction and operational activities would occur if the No Project/No Development Alternative were selected. No short-term equipment noise and groundborne vibration impacts during construction, long-term exterior noise due to vehicle operations, cumulative construction noise impacts, long-term shade impacts on adjacent land uses, long-term and cumulative recreation impacts, cumulative impacts to fire, cumulative impacts to police, and cumulative impacts to solid waste disposal would occur as a result of this alternative. This alternative is environmentally superior to the Project for these reasons.

Alternative 2—All-Commercial Alternative

The All-Commercial Alternative includes 64,000 square feet of commercial retail space. Each of the four floors would average approximately 16,000 square feet of commercial retail space.

The subterranean parking structure would accommodate 320 parking spaces at grade and in a 1-level subterranean parking structure and would include 31 secured bicycle spaces.² Of the total amount of parking provided, 11 spaces would be designated as handicap-accessible spaces. Vehicle access to the parking structure would be from W. Broadway. As with the Project, this driveway would be controlled by a stop sign.

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. However, the All-Commercial Alternative would generate 77 AM peak-hour trips, 213 PM peak-hour trips, and a total of 3,416 daily trips. When compared to the Project, Alternative 2 would result in an increase of 22 AM peak-hour trips, 36 PM peak-hour trips, and 1,180 daily trips. The increase in traffic generated by the All-Commercial Alternative would be greater than the traffic generated by the Project.

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 allow for a 3-story Project building and a single-level subterranean parking structure consisting of 202 parking spaces.³ 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 number of residential dwelling units would reduce the amount of direct population generated under this alternative.

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

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

³ 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.

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 substantially lessen the overall level of impact when compared to the Project due to the reduction of residences and elimination of shade and shadow impacts on the Project site. Overall, the significant and unavoidable short-term noise and vibration impacts during construction, the Project on-site noise impact due to vehicle operations, the Project 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 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 only 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.

3.0 RESPONSES TO COMMENTS

INTRODUCTION

This section of the Final Environmental Impact Report (EIR) presents copies of comments on the Draft EIR received in written form during the public review period, and it provides the City of Glendale's ("City") responses to those comments. Each comment letter is numbered, and the subjects within each comment letter are identified by brackets and numbers. Comment letters are followed by responses, which are numbered to correspond with the bracketed comment letters.

The City's responses to comments on the Draft EIR represent a good-faith, reasonable effort to address the environmental issues identified by the comments. Under the California Environmental Quality Act (CEQA) Guidelines, the City is not required to respond to all comments on the Draft EIR, but only to those comments that raise environmental issues (refer to CEQA Guidelines, Section 15088[a]). Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comments themselves. In the case of specific comments, the City has responded with specific analysis and detail; in the case of a general comment, the reader is referred to a related response to a specific comment, if possible. The absence of a specific response to every comment does not violate CEQA if the response would merely repeat other responses.

Organization and Table of Comment Letters

The City received four letters containing comments on the Draft EIR, including one letter from a state agency (the California Department of Transportation, or "Caltrans"), and three letters from a property owner in Glendale. **Table 3.0-1, Comment Letters Received on the 515 West Broadway Mixed-Use Project Draft EIR**, provides a list of all comment letters received and the identification number for each letter.

Table 3.0-1
Comment Letters Received on the 515 West Broadway Mixed-Use Project Draft EIR

| Agency/Entity/Individual | Name of Commenter | Date of Comment | Letter No. |
|---|--------------------------------------|------------------------|-------------------|
| State Agencies | | | |
| State of California, Department of Transportation | Dianna Watson, IGR/CEQA Branch Chief | November 13, 2014 | 1 |
| Private Parties—Individuals | | | |
| Jill Suarez, Dilbeck Real Estate | Jill Suarez, Realtor/Property Owner | September 24, 2014 | 2 |
| Jill Suarez, Dilbeck Real Estate | Jill Suarez, Realtor/Property Owner | September 30, 2014 | 3 |
| Jill Suarez, Dilbeck Real Estate | Jill Suarez, Realtor/Property Owner | October 17, 2014 | 4 |

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

November 13, 2014

Ms. Kristen Asp, Senior Planner
City of Glendale
Planning and Neighborhood Services Division
633 East Broadway, Room 103
Glendale, CA 91206

RE: 515 W. Broadway, Mixed-Use Project
Draft Environmental Impact Report
SCH#2014071092, IGR#141028FL
Vic.: LA/SR-134 PM6.57, I-5 PM25.78

Dear Ms. Asp:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project includes the development of a 5-story mixed-use building with 180 multi-family residential dwelling units, 117 one-bedroom apartment units, and 60 two-bedroom apartment units. A total of 331 parking spaces and the project would provide 3,200 square feet of publicly accessible open space, 22,000 square feet of common open space, and 17,600 square feet of private open space.

Based on a review of the Draft Environmental Impact Report (DEIR) and Traffic Impact Analysis (TIA) submitted, we have the following comments:

Caltrans note that the TIA did not analyze traffic impacts to mainline SR-134, I-5, and SR-2, which indicated on page 4.8-1 that provide regional access in the project vicinity. Also, none of the freeways On/Off ramps of these state facilities have been analyzed. Caltrans is concerned when traffic impacts may result in unsafe conditions due to additional traffic congestion, unsafe queuing, and difficult maneuvering. As the existing conditions of these freeways and its facilities are already operate at undesirable level of service (LOS) of "E" and "F." Without the necessary traffic analysis, Caltrans cannot recognize this DEIR and TIA as adequately identifying and mitigating the project's impact to the State highway facilities.

1-1

On page 4.8-20, it indicated that the project generates a total of 75 AM and 93 PM peak hour trips,... which is less than the 150 trips threshold required by the CMP. No further analysis of potential impacts... is required." Although, the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. The CMP does

1-2

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Ms. Kristen Asp
11/13/2014
Page 2

not adequately address cumulative transportation impacts and does not analyze for safety, weaving problems, or delay. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis.

1-2

Please revise this Traffic Impact Analysis to include the above-mentioned, and as Caltrans requested in our NOP letter dated on August 6, 2014. Also we recommend traffic impact study to extend up to 10 year period that includes all the planned, approved, and in construction projects.

1-3

As a reminder, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water and it is not permitted to discharge onto State highway facilities.

1-4

Any work to be performed within the State Right-of-way will need an Encroachment Permit and any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631.

1-5

We acknowledge that the project's Construction Traffic Control Plan will carry out measures, such as listed on page 4.8-15 and -16, to reduce the impacts associated with construction activities.

1-6

If you have any questions or concerns regarding these comments and/or wish to schedule a meeting, please feel free to contact me at (213) 897 – 9140 or project coordinator Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov.

Sincerely,



DIANNA WATSON
Branch Chief, Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

**Letter No. 1: State of California, Department of Transportation, Dianna Watson, IGR/CEQA
Branch Chief, November 13, 2014**

Response 1-1

The comment indicates that the Traffic Impact Analysis (TIA) did not analyze traffic impacts to mainline SR 134, I-5, and SR 2, which provide regional access in the Project vicinity. Additionally, the comment notes that there was no analysis of the freeway on- and off-ramps for these State highway facilities. The comment also notes that traffic impacts may result in unsafe conditions due to additional traffic congestion, unsafe queuing, and difficult maneuvering. The comment indicates that the existing conditions of these freeways and facilities are already operating at an undesirable level of service (LOS) E and LOS F. The comment notes that without the necessary traffic analysis, Caltrans is unable to recognize the Draft EIR and TIA as adequately identifying and mitigating the Project's impact to State highway facilities.

Response. As identified in the Draft EIR, the Project would generate 75 AM and 93 PM peak-hour trips. Only 10 percent of these Project trips will use the nearest ramp (I-5 off-ramp at Colorado Blvd.). Therefore, it is expected that only 8 AM and 9 PM trips would be added to this segment of the I-5 and this off-ramp. This amount of trips is too small to cause a significant impact to either the I-5 mainline segment or the ramps.

In accordance with Section E of the LADOT Traffic Study Policies and Procedures, Freeway Impact Analysis Screening Criteria, the established criteria state that off-ramp analysis may be required if the Level of Service (LOS) of any ramps in the project study area operate at a Level of Service D or worse. Based on the existing traffic volumes at the I-5 northbound off-ramp at Colorado Blvd. (southbound off-ramp traffic volumes are minimal), and the given off-ramp capacity of 1,500 vehicles/hour/lane, the freeway off-ramp lanes are currently operating at LOS A during both the AM and PM peak hours. Therefore, the nearest off-ramp in the Project vicinity does not meet the established criteria for further off-ramp analysis. In addition, the Colorado Blvd. on- and off-ramps are each greater than one-half mile long, which provide adequate queuing for traffic entering and exiting the freeway without impacting the freeway mainline segments.

The analysis was performed in accordance to Section E of the LADOT Traffic Study Policies and Procedures, Freeway Impact Analysis Screening Criteria because the City of Glendale does not have its own criteria regarding freeway ramp and mainline analysis. The LADOT criteria state that additional freeway segment analysis may be required if the project-related trips would result in a 1 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F. While the mainline freeway segment nearest the Project site is currently operating at LOS F during peak-hour

conditions, the Project-related increase in the capacity is negligible (0 percent). Therefore, no further analysis is warranted for the freeway mainline. There would be no significant impacts to the Project area freeways and their respective on- and off-ramps.

Response 1-2

This comment references page 4.8-20, which indicated that the Project generates a total of 75 AM and 93 PM peak-hour trips, which is less than the 150-trip threshold required by the Congestion Management Program (CMP). The comment further notes that Caltrans does not consider the Los Angeles County CMP criteria alone as adequate for an analysis of transportation impacts, pursuant to CEQA review, because the CMP does not adequately address cumulative transportation impacts and does not analyze safety, weaving problems, or delay. The comment notes that the Caltrans Guide directs preparers of the TIA to consult with the local district as early as possible to determine the appropriate requirements and criteria of significance to be used in the TIA.

Response. The Broadway Mixed-Use Traffic Impact Analysis is consistent with the traffic study guidelines as set forth by the City of Glendale and follows the requirements of the 2010 Congestion Management Program (CMP) for Los Angeles County. The City of Glendale's Transportation Division determined the scope of the TIA. Based on consultation with City staff, it was determined that a total of six intersections would be analyzed and evaluated for potential project-related traffic impacts. Moreover, a review was conducted of the Los Angeles County Metropolitan Transportation Authority intersections and freeway monitoring stations to determine if a CMP impact analysis would be required for the proposed Project. As discussed previously in **Response 1-1**, only 10 percent of the Project-generated 75 AM and 93 PM peak-hour trips will use the nearest ramp (I-5 off-ramp at Colorado Blvd.). Therefore, it is expected that only 8 AM and 9 PM trips would be added to this segment of the I-5 and this off-ramp. This amount of trips is too small to cause a significant impact to either the I-5 mainline segment or the ramps.

Response 1-3

The comment suggests that the TIA be revised to include Comments 1-1 and 1-2 above, and comments from the Caltrans NOP comment letter dated August 6, 2014. The comment further recommends that the traffic impacts extend to a 10-year period that includes all planned, approved, and in-construction projects.

Response. The Traffic Impact Analysis was prepared in accordance with the City of Glendale's Traffic Impact Guidelines. In accordance with the City's guidelines, the following scenarios were analyzed for the year 2017 (project completion year).

- Existing AM and PM peak conditions
- Existing AM and PM peak conditions with proposed Project
- Future conditions (Year 2017) without Project (existing plus related projects/ambient growth)
- Future conditions (Year 2017) with proposed Project

The City requires all projects that are planned or under construction to be included in the future conditions. Therefore, the Project future-year conditions were evaluated to year 2017 because no further project data was available to go beyond this date to year 2024 (10-year outlook).

Please refer to **Responses 1-2 and 1-3**, which explain that the TIA adequately addressed potential impacts to State facilities and that, for this reason, no further analysis is necessary.

Response 1-4

The comment indicates that stormwater runoff is a sensitive issue for Los Angeles and Ventura Counties. The comment further suggests that the Project be mindful of the need to discharge clean runoff water and notes that discharging runoff onto State highway facilities is not permitted.

Response. The City is a co-permittee on the Municipal Stormwater Permit issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). The Project will incorporate stormwater quality control features as required by this permit to ensure the Project does not result in water quality impacts.

Response 1-5

The comment states any work performed within the State right-of-way will require an Encroachment Permit, and any transportation of heavy construction equipment or transportation of materials, which requires the use of oversized transport vehicles on State highways, will require a Caltrans transportation permit. The comment further provides contact information for information on the permit process.

Response. The Project does not include any construction within the State right-of-way.

Response 1-6

The comment acknowledges the Project's Construction Traffic Control Plan will carry out measures, as indicated on pages 4.8-15 and 4.8-16, to reduce impacts associated with construction activities.

Response. The comment acknowledges the Project's Construction Traffic Control Plan on page 4.8-15 and 4.8-16 to reduce construction-related traffic impacts. The comment does not include any specific comment requiring a response.

From: Jill Suarez [<mailto:jillsuarez@earthlink.net>]
Sent: Wednesday, September 24, 2014 6:53 PM
To: Asp, Kristen
Subject: 515 W Broadway Mix Use Project

Hi

I have been unable to attend meetings about this project and I am just getting to know a little about it. I own a property that backs to the Office Depot parking lot at 504 Wilson. The proposed project is going to negatively effect the value of my property and it is going to impact privacy and the quality of life in a negative way. I am guessing that a project of this magnitude will be under construction for 1-2 years with dust and noise directly impacting my property. Currently the property is tenant occupied and my tenants have already expressed that they will need to move if this project gets approved because they do not want to be neighbors with a massive construction project. If this is approved it will immediately impact me financially in a negative way. Would you want to rent a house with a massive construction project behind it? I doubt it.

2-1

Not only is this project too large but the impact that the project will have on parking and traffic will be substantial. Currently there is little or no available street parking on Wilson due to its current density.

2-2

If the City approves a project of this magnitude they are being irresponsible. The project is offering inadequate on site parking with 212 spaces for 180 units and of the 212 parking spaces 40 are tandem? This is barely one space per apartment and given the projected rents on these apartments it will take two working people to afford them with 2 cars. The residents alone will need a minimum of 300-360 spaces plus the developer should have 20 spaces as guest parking.

2-3

Surely with a building housing over 400 people 212 spaces is ridiculous unless the plan is to take the over flow to the neighboring streets. The 18,200 square feet of commercial space will also create more traffic with people driving to the complex for work and due to the lack of space they will also be looking for parking on the neighboring streets. This project needs to be scaled down considerably and the parking needs to be increased. There are many residential streets in Glendale below Glenoaks that you can't even park on on a Saturday because the area has too many units and too few parking spaces. Wilson is already one of those streets and this project is going to make it even worse.

2-4

The traffic on Pacific is also going to increase. Glendale has been ranked as one of the cities with the worst drivers. I feel the over development and the city density is partly to blame for this. Drivers are distracted trying to secure a parking space while people having to walk long distances to get to and from their cars are increasing the pedestrian traffic. Glendale is not Boston or New York it does not have a subway infrastructure to allow high density housing and car less living. People cannot get around the City easily without a car. The average resident of Glendale is not giving up their car to live in a mix use building. Today's lifestyle means two adults two cars to get to and from work, commitments, kid events...

2-5

I object to this project as it stands and further object to any parking variances they apply for.

2-6

Please email me with the current status of this project.

Regards,
Jill Suarez

818-398-2814 Cell

Jill Suarez
Realtor
Dilbeck Real Estate
1030 Foothill Blvd
La Canada CA 91011
818-398-2814 Cell

Letter No. 2: Jill Suarez, September 24, 2014**Response 2-1**

The comment states the Project will negatively affect the value of the property located at 504 Wilson Avenue, which is located immediately north of the Office Depot parking lot. The comment notes that the Project will negatively impact the privacy and quality of life for this property, including dust and noise that will directly impact the property during construction.

Response. With respect to the comment regarding property value, CEQA Guidelines 15131 states that economic or social effects of a project shall not be treated as significant effects on the environment, and analysis of these effects is not required in an EIR.

As identified in the EIR, construction activities would result in temporary, short-term increases in noise levels in the surrounding area. Construction noise would be mitigated to the fullest extent feasible but would likely result in occasional noise levels that would exceed the City's 65 A-weighted noise level [dB(A)] exterior-noise standard on some of the surrounding residential properties. As discussed in **Section 4.4, Noise**, of the Draft EIR, a multifamily residential use is located immediately northeast of the Project site. High noise-producing activities during construction would be scheduled between the hours of 7:00 AM and 5:00 PM in compliance with the City's Noise Ordinance to minimize disruption to the residents of adjacent properties. The Draft EIR does disclose that there will be some brief periods of time when construction noise will be noticeable; however, the temporary noise impacts that may result from construction of the Project would be mitigated to the fullest extent feasible.

In order to reduce significant temporary noise impacts that may occur due to construction equipment to the fullest extent feasible, the following mitigation measures would be implemented:

4.4-6 The following construction best management practices (BMPs) shall be implemented to reduce construction noise levels:

- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- 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.
- Turn off construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, when not in use for more than 30 minutes.
- Post construction hours, allowable workdays, and the phone number of the job superintendent clearly 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.

4.4-7 Construction staging areas along with the operation of earthmoving equipment within the Project area shall be located as far away from vibration-and noise-sensitive sites as possible.

Additionally, **Section 4.2, Air Quality**, of the Draft EIR discusses air quality impacts during construction. The maximum daily emission on any given day during construction would not exceed South Coast Air Quality Management District (SCAQMD) thresholds for criteria pollutants. Although emissions for volatile organic compounds (VOCs), respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) are below SCAQMD thresholds, standard measures in compliance with SCAQMD rules and regulations would be implemented. The maximum daily emissions on any given day during construction would not exceed SCAQMD thresholds for criteria pollutants. Although emissions for VOCs, PM₁₀, and PM_{2.5} are below SCAQMD thresholds, standard measures in compliance with SCAQMD rules and regulations would be implemented. PM₁₀ is caused by road dust, diesel soot, combustion products, the abrasion of tires and brakes, and construction activities, and would be below SCAQMD thresholds. SCAQMD Rule 403, Fugitive Dust, requires the use of stringent best available control measures to minimize PM₁₀ emissions during grading and construction activities. Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. Best Available Control Measures may include applying water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, ceasing construction activity when winds exceed 25 mph, and establishing a permanent groundcover on finished sites. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Compliance with Rule 403 would minimize the generation of fugitive dust. The Project would be in compliance with Rule 403 and would mitigate temporary dust impacts that may result from construction to the fullest extent feasible.

Response 2-2

The comment notes that the Project is too large and will have substantial impacts on parking and traffic. The comment further suggests that there is currently little or no available parking on Wilson Avenue due its current density.

Response.

As discussed in the Draft EIR, when compared to existing conditions, the Project would generate an increase of 75 AM and 93 PM peak-hour trips and an increase of 902 daily trips. The traffic impact analysis (TIA) included an internal trip capture reduction as a result of the mixed uses proposed on the Project site. The level of service (LOS) would remain unchanged as a result of the operation of the Project and the generation of 902 daily trips. When compared to existing conditions, implementation of the Project would not result in a significant increase to traffic.

The Project will provide parking in compliance with the City's requirements. As discussed below in **Response 2-3**, the Project will provide 394 parking spaces for residences, guests, and commercial customers. The Project will meet the applicable requirements; therefore, no impact on parking in the surrounding area is anticipated.

Response 2-3

The comment indicates the Project will offer inadequate on-site parking with 212 spaces for 180 units. Of the 212 parking spaces, 40 are tandem. The comment further states that this amount of parking is equivalent to approximately one space per apartment, and the projected rent for these apartments would require two working people with two cars to afford the rent. The comment also recommends the Project include a minimum of 300–360 parking spaces in addition to 20 guest parking spaces.

Response. The Draft EIR discussed that parking would include a total of 331 parking spaces, including 212 subterranean-level parking spaces and 119 street-level parking spaces. The plans for the Project were revised to add 72 mezzanine-level parking spaces, to increase subterranean-level parking spaces from 212 to 221, and to decrease street-level parking spaces from 119 to 101. As revised, the Project would provide a total of 394 parking spaces and not 212 spaces as indicated in this comment. Of the 394 parking spaces, 221 parking spaces would be located in the subterranean parking garage and reserved exclusively for residents. Of the 394 parking spaces provided, 152 (76 pairs) are tandem, with each set of tandem spaces assigned to a single residential unit. Additionally, the Project includes 101 additional parking spaces to accommodate the proposed commercial use.

Response 2-4

The comment indicates that 212 parking spaces provide limited parking for 400 residents, unless the plan is for parking to overflow into the neighboring streets. The comment indicates that there would be high traffic volume in the surrounding area and that a higher volume would result from Project residents looking for parking in the surrounding streets and from employees driving to the Project site for work. The comment recommends that the Project be scaled down and parking spaces be increased. The comment concludes that Wilson Avenue is already a crowded street and the Project will worsen existing conditions.

Response. As discussed previously in **Responses 2-2 and 2-3**, the Project includes the amount of parking required by the City's zoning code. The Project would generate additional traffic within the immediate area. However, as identified in **Table 4.8-4, Existing plus Project Traffic Contribution**, in **Section 4.8, Traffic and Transportation**, of the Draft EIR, the Project would not result in a significant impact at any of the six study area intersections located in the vicinity of the Project site. When compared to existing conditions, implementation of the Project would not result in a significant increase to traffic. Furthermore, **Table 4.8-7, Cumulative with Project Levels of Service**, in **Section 4.8** of the Draft EIR indicates that cumulative traffic at these analyzed intersections would not result in significant impacts to the current level of service to the area.

Response 2-5

The comment suggests that the traffic on Pacific Avenue will increase as a result of the Project. The comment further notes that drivers are distracted, trying to secure parking spaces, while pedestrian traffic has increased because people walk long distances to get to and from their cars. The comment indicates that Glendale lacks mass transportation infrastructure to allow high-density housing and carless living.

Response. As discussed previously in **Response 2-4**, when compared to existing conditions, implementation of the Project would not result in a significant increase in traffic. As discussed in **Response 2-4**, The Project would provide sufficient parking. The City has also made a commitment to provide quality local mass transit through the Glendale Beeline Bus system, which has 2.2 million annual riders and operates nine fixed routes serving Glendale, La Cañada Flintridge, a portion of Burbank, and the unincorporated communities of La Crescenta and Montrose.

Response 2-6

The comment expresses that Ms. Jill Suarez objects to the current Project and to any parking variances the Project applies for.

Response. The Project's parking requirements are based on the California Density Bonus Law (Senate Bill [SB] 1818), which allows a reduction in parking requirements when an applicant provides affordable units. The Project would include 8 units for very low income households and therefore would comply with the requirements. The reduction based on SB 1818 is not a parking variance.

From: Jill Suarez [<mailto:jillsuarez@earthlink.net>]
Sent: Tuesday, September 30, 2014 5:14 PM
To: Asp, Kristen
Subject: RE: 515 W Broadway Mix Use Project

Thank you Kristen for your reply. I do have a question. What are the normal parking requirements for a project of this size per current city code and do we know how many 1 bedroom, 2 bedroom and 3 bedroom units there will be? Thank you and I appreciate that you took time from your day to respond. I know that you are short handed and that construction has increased quite a bit. Thank you for your dedication. I know you do not have an easy job! Have a great evening!

3-1

Best Regards,

Jill Suarez

Dilbeck Real Estate
1030 Foothill Blvd.
La Canada CA 91011
(818)398-2814 C
(818)949-7615 W
CalBRE #01022390
WWW.JILLSUAREZ.COM
REALTOR

Letter No. 3: Jill Suarez, September 30, 2014

Response 3-1

The comment asks for the normal parking requirements for a project of this size per the Municipal Code and the number of the Project's 1-bedroom, 2-bedroom, and 3-bedroom units.

Response. The comment contains an inquiry regarding parking requirements and a description of bedroom units for the proposed project. The Project includes 113 one-bedroom units, 60 two-bedroom units and 7 studios. The Zoning Code requirements for residential parking are as follows: 2 spaces for one- and two-bedroom units up to 1,500 square feet; 2.5 spaces for three-bedroom units 1,501–2,000 square feet; 3 spaces for 4+ bedrooms and units greater than 2,000 square feet; and one-quarter space per unit for guest parking. Per California Density Bonus Law (SB 1818), when an applicant provides affordable units, the parking requirements are 1 space for zero (studio) and one-bedroom units, and 2 spaces for two-bedroom units.

The City's zoning code requires 346 parking spaces for residents; however, with the reduction per SB 1818, the Project is required to provide 233 parking spaces. The Project will provide, the Project will provide 293 parking spaces reserved for residents, which exceeds and complies with the parking requirements.

From: Jill Suarez [<mailto:jillsuarez@earthlink.net>]
Sent: Friday, October 17, 2014 4:33 PM
To: Asp, Kristen
Subject: RE: 515 W Broadway Mix Use Project

Thanks Kristen for the information what a great trade off for the developer all they have to do is mark a few units affordable and they get to cut way back on parking. Glendale is going to forever be changed with all these apartments being built. It's not just this project but all the others combined. If you drive around Glendale you see enough "For Rent" signs posted that indicate that we are not really experiencing a rental shortage at least not to the extent that we need 4,000 units built. Thank you for sending the environmental link it was stating that Office Depot has 1000+ trips a day and I really doubt that number is correct do you know how they came up with that statistic? The place is never busy and there are hardly ever any cars there...the real number is probably half that amount if that. I'm tempted to hire someone to sit and count cars all day. ☺ Thanks again for all the information have a great weekend!

4-1

*Best Regards,
Jill Suarez*

Letter No. 4: Jill Suarez, October 17, 2014**Response 4-1**

The comment addresses the response to the inquiry above dated September 30, 2014. The comment indicates that a few affordable units allowed the developer to greatly reduce parking. The comment further notes that cumulative projects in Glendale are changing the City. The comment also indicates that the City is not experiencing a rental shortage requiring 4,000 units to be built.

The comment suggests that the number of trips generated per day by the existing Office Depot store is incorrect and nowhere near 1,000 trips per day. The comment further indicates that the Office Depot is never busy and that the real number is half of that amount.

Response. Per the California Density Bonus Law (SB 1818), when an applicant provides affordable units the parking requirements are 1 space for zero (studio) and one-bedroom units, and 2 spaces for two-bedroom units. Based on SB 1818, the Project is permitted a density bonus. The Project provides affordable units within the City. The Project includes 180 residential units that would provide housing opportunities in an urban setting. Additionally, the Draft EIR also analyzed cumulative projects within the City. Zoning code requirements are 2 spaces for one- and two-bedroom units. Based on the City's zoning code, the Project would be required to provide 346 residential parking spaces. Per SB 1818, the Project would be required to provide 233 residential parking spaces. The Project would provide 293 parking spaces for residential use, which complies with the requirements.

As discussed in **Section 4.8, Traffic and Transportation**, vehicle trip generation rates are determined for daily traffic, AM peak-hour inbound and outbound traffic, and PM peak-hour inbound and outbound traffic for the Project. By multiplying the traffic generation rates by the land use quantities, the traffic volumes are determined. The traffic generation rates are from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, ninth edition. The trip generation analysis is based on the ITE land use code 820 (Retail) for AM Peak Hour Trip rate and land use code 867 (Office Supply Superstore) for PM Peak Hour trip rate.

4.0 REVISIONS TO THE DRAFT EIR

In accordance with the CEQA Guidelines Section 15132 (a), this section of the Final EIR provides changes to the Draft EIR that have been made to clarify, correct, or supplement the environmental impact analysis for the Project. Such changes are a result of recognition of inadvertent errors or omissions as well as individual, public, and agency comments received in response to the Draft EIR. The changes described in this section do not result in any new or increased significant environmental impacts that would result from the Project.

Provided below are corrections and additions to the Draft EIR, including. Changes are identified below by the corresponding Draft EIR section and subsection, if applicable, and the page number. Additions are underlined and deletions are shown in strikethrough (~~strikethrough~~) format.

TABLE OF CONTENTS

The following revisions have been made to address revisions to the plans for the Project. Mezzanine-level parking was added to the Project. This change has not increased the height of the building. Parking plans are illustrated in revised **Figures 3.0-3, 3.0-4, and 3.0-5**. Updated figures have been included at the end of this section.

The following revisions have been made to reflect revisions to the figures:

Page

ii

| <u>Figure</u> | <u>Page</u> |
|---|-------------|
| 3.0-3 Main Level Floor Plan <u>Subterranean Level Parking Floor Plan</u> | 3.0-7 |
| 3.0-4 Second Level Floor Plan <u>First Level Floor Plan (Ground Level)</u> | 3.0-8 |
| 3.0-5 Third Level Floor Plan <u>Mezzanine Level Parking Floor Plan</u> | 3.0-9 |
| 3.0-6 Fourth Level Floor Plan <u>Second Level Floor Plan</u> | 3.0-10 |
| 3.0-7 Fifth Level Floor Plan <u>Third Level Floor Plan</u> | 3.0-11 |
| 3.0-8 East and South Elevations <u>Fourth Level Floor Plan</u> | 3.0-12 |
| 3.0-9 West and North Elevations <u>Fifth Level Floor Plan</u> | 3.0-13 |

| | | |
|--------|--|--------|
| 3.0-10 | Overall Landscape Site Plan East and South Elevations..... | 3.0-14 |
| 3.0-11 | West and North Elevations..... | 3.0-15 |
| 3.0-12 | Overall Landscape Site Plan..... | 3.0-16 |

1.0 INTRODUCTION

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 1.0-1 | The residential units would consist of 17 <u>113</u> one-bedroom apartment units; 60 two-bedroom apartment units; and 3 <u>7</u> studio units. |

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 1.0-4 | This Draft EIR evaluates the proposed 515 Broadway Mixed-Use Project (“Project”). It was designed to implement the City of Glendale’s (the “City”) and the Successor Agency’s (the “Agency”; previously the Glendale Redevelopment Agency) goals of revitalizing the San Fernando Road Corridor Redevelopment Project area. The Project is a mixed-use, 5-story building that would consist of 180 residential units, 18,200 square feet of commercial space, and 334 <u>394</u> parking spaces. The residential units would consist of 17 one-bedroom apartment units; 60 two-bedroom apartment units; and 3 <u>7</u> studio units. |

2.0 SUMMARY

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 2.0-1 | The Project proposes to replace the existing building with a 5-story building with a single level of subterranean parking, <u>as well as at-grade parking and mezzanine-level parking.</u> The Project would provide 180 multifamily residential units spread between five floors, and 18,200 square feet of commercial space on the ground floor. <u>The Project would provide a total of 394 parking spaces.</u> The subterranean parking structure would accommodate 212 <u>221</u> parking spaces; <u>72 parking spaces would be mezzanine-level parking, and 101 parking spaces would be at-grade parking.</u> |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 2.0-2 | 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 <u>single level</u> of subterranean parking, as well as an at-grade and mezzanine-level parking lot for use by commercial tenants. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 2.0-4 | The All-Commercial Alternative includes 80,000 <u>64,000</u> square feet of commercial retail space. Each of the four floors would average approximately 16,000 square feet of commercial retail space. |

3.0 PROJECT DESCRIPTION

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 3.0-2 | 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 following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 3.0-2 | The CEQA Guidelines require an EIR to include a statement of the objectives of the Project that address its 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 <u>would feature a podium-type mixed-</u> |

use design with a single-level of subterranean parking, as well as at-grade and mezzanine parking for use by commercial tenants.

Page**Revision**

3.0-5

The 180 residential units would consist of ~~117~~ 113 one-bedroom units, 60 two-bedroom units, and ~~3~~ 7 studio units. The first floor would have 4 residential units; ~~4 of the 7 studio units are designated as live/work units.~~ Standard residential units would be located ~~from~~ on the second through fifth floors. ~~The 4 live/work units would be located on the ground floor on Kenilworth Avenue.~~ The second through fifth floors would contain 46, 49, 43, and 38 residential units, respectively. The Project would designate ~~9~~ 8 of the residential units as affordable housing units. The first floor on Broadway and S. Pacific Avenue would contain 18,200 square feet of commercial space to promote pedestrian activity. **Figure 3.0-3, Subterranean Level Parking Floor Plan; Figure 3.0-34, Main Level First Level Floor Plan (Ground Floor); Figure 3.0-5, Mezzanine Level Parking Floor Plan; Figure 3.0-46, Second Level Floor Plan; Figure 3.0-57, Third Level Floor Plan; Figure 3.0-68, Fourth Level Floor Plan; and Figure 3.0-79, Fifth Level Floor Plan,** illustrate the general layout for each floor of the project, respectively.

The following revision has been made to address a minor and necessary text edit.

Page**Revision**

3.0-6

**Table 3.0-1
Proposed Development**

| Unit Type | Number/ Size of Units | First Floor | Second Floor | Third Floor | Fourth Floor | Fifth Floor |
|------------------------------------|----------------------------------|---------------------------|-------------------------|------------------------|-------------------------|------------------------|
| Commercial/Retail | 18,200 sq. ft. | 18,200 sq. ft. | – | – | – | – |
| One-bedroom units | 113 | 4 | 31 | 31 | 28 | 23 |
| Two-bedroom units | 60 | – | 15 | 15 | 15 | 15 |
| Studio units | 7 | <u>4</u> | – | <u>3</u> | – | – |
| Street-level parking | – | 119 <u>101</u> | – | – | – | – |
| <u>Mezzanine-level parking</u> | <u>72</u> | | | | | |
| Subterranean parking | 212 <u>221</u> | – | – | – | – | – |

Note: sq. ft. = square feet.

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 3.0-6 | The architectural design of the proposed building incorporates design features associated with the Modern style, including clearly delineated planes, volumes, and lines. Figure 3.0-810, East and South Elevations , and Figure 3.0-911, West and North Elevations , provide elevations of the proposed buildings. As shown in Figure 3.0-810 and Figure 3.0-911 , these elevations illustrate the primary building materials proposed for the exterior of the building, including stucco, concrete, wood, stone, plaster, and metal. Materials would be graffiti resistant, antireflective, and repaintable. The total height of the building would be approximately 65 feet. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 3.0-6 | Development standards for the SFMU zone require 140 square feet of open space per residential unit, and a minimum of 10 percent of the lot area must be landscaped. Figure 3.0-1012, Overall Landscape Site Plan , illustrates the conceptual landscape plan and displays the amenities of the Project on the ground level. The Project would designate 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 complement 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 following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 3.0-15 | A total of 331 <u>394</u> parking spaces would be located within a single-level subterranean parking garage and at-grade <u>street-level and mezzanine-level</u> parking, as shown in Figures 3.0-3 through 3.0-5 . Specifically, 212 <u>221</u> parking spaces would be located |

within the subterranean parking area, and 72 parking spaces would be mezzanine-level parking reserved for residents; the remaining 119 101 parking spaces would be at-grade parking reserved for commercial tenants. The subterranean parking garage and mezzanine-level parking would be accessible from Kenilworth Avenue, and at-grade parking would be accessible from W. Broadway and Pacific Avenue. One loading space is also proposed at the ground-floor level. Of the 394 parking spaces provided, 152 (76 pairs) are tandem. No tandem spaces proposed will serve more than one residential unit.

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 3.0-17 | The Project includes the provision of affordable housing in accordance with the Glendale Municipal Code Chapter 30.36, Density Bonus Incentives, which allows for consideration of concessions to allow for an increase in the height/stories of the project to 65 feet/5 stories where 60 feet/4 stories are permitted. To qualify for this concession, the Applicant is proposing to provide 5 percent of the total units <u>base density</u> units for very low income households (9 <u>8</u> units). This incentive applies to all zones where residential developments of 5 or more dwelling units are proposed and where the applicant proposes density beyond that permitted by the applicable zone. The incentives allowed by Chapter 30.36 include a reduction in site development standards or a modification of zoning code or architectural design requirements that exceed the minimum building standards, including but not limited to a reduction in setback and square footage requirements and in the number of parking spaces. An applicant seeking a density bonus, incentive, or concession is required to submit a Density Bonus Housing Plan identifying the allowed number of units, the number requested, and the amount of density bonus and the number and type of incentives or concessions requested. |

4.1 AESTHETICS

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 4.1-3 | The closest shadow-sensitive uses located within the vicinity of the Project site are seven single-family residential units and two apartment buildings 1- and 2-story single- and multifamily dwelling units located to the north (see Figure 4.1-1, Sensitive Receptors). |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 4.1-11 | <p>Figure 4.1-132, Existing On-Site View 6, provides a view from the northern portion of the Project site looking east toward Pacific Avenue. Short-distance views are characterized by a vacant parking lot and vegetation along the northern residential boundary. Midrange views are of Pacific Avenue and trees, and lights. Long-distance views include the commercial shopping center directly east of the Project site.</p> <p>Figure 4.1-123, Existing On-Site View 7, provides a view from the northern portion of the Project site looking south toward Broadway. Short-distance views are of the Office Depot and its large parking lot. Midrange views are of Broadway and its pertaining lights. Long-distance views are of the church that is located directly south of the Project site, across Broadway.</p> |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|---|
| 4.1-22 | <p>The Project site is located within the San Fernando Road Corridor Redevelopment Project Area. A main objective of the San Fernando Road Corridor Redevelopment Project Area is to intensify development on underutilized land. The proposed Project's use and design would be compatible with the goals in the San Fernando Road Corridor Redevelopment Project Area. The City of Glendale Community Development Division <u>Department</u> has a multistage design review process for proposed projects. The Stage I Design Review was approved on July 8, 2014. The Project would be required to undergo a Stage II City design review to ensure conformance to the City's Design Guidelines.</p> |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 4.1-24 | <p>The driveway entrance for the subterranean parking structure <u>and mezzanine-level parking</u> is located on Kenilworth Avenue; at-grade parking would be accessible from Broadway and Pacific Avenue. The Project would utilize light shields so that no substantial light trespassing or glare impacts from vehicles entering and exiting the parking garage would occur. Therefore, the Project would not result in substantial light or glare impacts.</p> |

4.3 LAND USE

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.3-9 | The development features a mixed-use building with at-grade parking, <u>mezzanine-level parking</u> , and a single-level subterranean parking garages. As noted previously, the Project would consist of 18,200 square feet of commercial space and 180 residential units on four <u>four</u> floors above the ground floor commercial space. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.3-10 | The Project requires the following discretionary approvals: Design Review, and Height and Density Bonus Incentives . These approvals would ensure consistency with the City's goals and policies. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 4.3-11 | A total of 331 <u>394</u> parking spaces would be provided on-site <u>on site</u> and <u>would</u> comply with the Glendale Municipal Code (GMC). ¹ The ground-level parking lot will provide 119 <u>101</u> parking spaces that would be fronted by the commercial uses and would not be visible from the street. <u>The mezzanine-level parking would provide 72 parking spaces reserved for residents.</u> The subterranean parking lot would provide the remaining 212 <u>221</u> parking spaces and would <u>also</u> be reserved for residents. Access to the ground-level parking would be provided on Pacific Avenue and along Broadway. Access to the subterranean garage <u>and mezzanine-level parking</u> would be provided via one driveway on Kenilworth Avenue. The Project would provide open space areas in the courtyard in the central portion of the site and along Broadway. An analysis of the Project's consistency with the applicable goals of the land use plans, policies, and regulations of the General Plan and the San Fernando Road Corridor Redevelopment Plan is provided below. |

1 City of Glendale, Municipal Code, Chapter 30.32, Parking and Loading (2004).

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|---|
| 4.3-14 | <p>Development of the Project would not result in any physical changes to W. Broadway, and all lanes within the minor arterial streets would remain the same. The Project would provide 331 <u>394</u> parking spaces within a single-level subterranean parking garage, and as well as at-grade street-level and mezzanine-level parking. Specifically, 212 <u>221</u> parking spaces would be located within the subterranean parking garage; and the remaining 119 <u>101</u> parking spaces would be at-grade <u>parking</u>, and the remaining <u>72</u> <u>parking spaces would be mezzanine-level parking.</u> The subterranean parking garage <u>and mezzanine-level parking</u> would be accessible from Kenilworth Avenue, and at-grade parking would be accessible from W. Broadway and Pacific Avenue. The subterranean parking structure would be designed <u>according</u> to City of Glendale Building Codes requirements for subterranean parking structures. Sight lines follow City of Glendale Department of Public Works standards to ensure safe entry and exit from the parking structure. For these reasons, the Project would be consistent with these goals.</p> |

4.4 NOISE

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|--------------------|--|
| 4.4-15 | <p>The Project would include a total of 331 <u>394</u> parking spaces located within a single-level subterranean parking garage and at-grade street-level and mezzanine-level parking. The subterranean parking garage <u>and mezzanine-level parking</u> would be accessible from Kenilworth Avenue, and at-grade parking would be accessible from W. Broadway and Pacific Avenue. In general, noise associated with parking structures is not at levels that exceed community standards based on the time-weighted CNEL scale. Parking structures can be a source of annoyance due to automobile engine start-ups and acceleration, the activation of car alarms, tire squealing, and door slamming. When parking structures are above ground and not fully contained within structures, noise from these sources can often reach between 50 and 75 dB(A) at a distance of 50 feet from the structure. Since this parking would be in an enclosed subterranean garage, noise emanating from the parking structure would be contained and buffered by the perimeter concrete walls on the perimeter of the parking structure and would not generally effect nearby sensitive receptors. Furthermore, all floors and walls would</p> |

conform to the California Building Code (CBC), which regulates the materials and design requirements of all buildings in the State of California. CBC Section 1207.2, Air-Borne Sound, states, “Walls, floors, and ceilings separating dwelling units from each other or from the public shall have a sounds transmission class (STC) of not less than 50 (45 if field tested) for air-borne noise tested.”² The new construction standards would reduce interior noise by a minimum of 20 dB(A). Such provisions would further reduce short-term noise levels generated within the subterranean parking structure. As such, on-site parking structure noise would be less than significant.

4.5 POPULATION AND HOUSING

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 4.5-4 | The residential component of the mixed use Project would develop 180 residential units in a 5-story building. Five percent of the total units would be reserved for very low income households (9 <u>8</u> units). Based on an average household size of 2.6 residents per unit for residential units, the Project would generate approximately 468 residents, given the conservative assumption that all new residents would come from outside the City. |

4.6 PUBLIC SERVICES

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.6.1-5 | The Project would develop a mixed-use building with 180 residential units, 18,200 square feet of ground-floor commercial space in a 5-story building, and a single subterranean-level parking garage that would provide 212 <u>221</u> parking spaces <u>and 72 mezzanine-level parking spaces</u> , reserved for tenants. A total of 119 <u>101</u> at-grade parking spaces would be available for use by commercial tenants. |

2 California Building Code, sec. 1207.2, Air-borne Sound (2013).

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 4.6.2-4 | The Project would develop a mixed-use building with 180 residential units; 18,200 square feet of ground-floor commercial space; at-grade <u>and mezzanine-level parking</u> ; and a subterranean parking structure that would provide 331 <u>394</u> parking spaces, as well as residential amenities. |

4.8 TRAFFIC AND TRANSPORTATION

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.8.5 | A total of 331 <u>394</u> parking spaces would be located within a single-level subterranean parking garage, <u>a mezzanine level</u> , and at grade. Specifically, 212 <u>221</u> parking spaces would be located within the subterranean parking area <u>and 72 parking spaces would be mezzanine-level parking</u> reserved for residents; the remaining 119 <u>101</u> parking spaces would be at-grade <u>parking</u> . The subterranean parking garage <u>and mezzanine-level parking</u> would be accessible from Kenilworth Avenue, and at-grade parking would be accessible from W. Broadway and Pacific Avenue. In addition, on-street parking is allowed on both sides of W. Broadway and Kenilworth Avenue. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 4.8.19 | Vehicular access to the subterranean parking garage <u>and mezzanine-level parking</u> would be accessible from Kenilworth Avenue, and at-grade parking would be accessible from W. Broadway and Pacific Avenue. Both driveways would provide full access to the Project site for entry and exit movements. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.8.20 | The Project would use the existing network of regional and local roadways located in the vicinity of the Project site. Vehicle access to the subterranean garage <u>and mezzanine-level parking</u> would be from Kenilworth Avenue, and the at-grade parking would be |

accessible from W. Broadway and Pacific Avenue. The driveways would provide full access to the site for ingress and egress movements. Alternative egress movements would result in less than significant impacts to traffic.

4.9 UTILITIES

The following revision has been made to address a minor and necessary text edit.

| Page | Revision |
|------|----------|
|------|----------|

4.9.1-23

**Table 4.9.1-3
Project Water Demand**

| Use | Size of Use | Demand Factor | Daily Demand (gpd) | Annual Demand (gallons) | Annual Demand (afy) |
|-------------------------------|------------------------------|---|---|--|-------------------------------|
| One-bedroom unit | 117 <u>113</u> du | 150/unit ¹ | 17,550 | 6,405,750 <u>6,186,750</u> | 19.66 <u>18.99</u> |
| Two-bedroom unit | 60 du | 200/unit ¹ | 12,000 | 4,380,000 | 4.93 <u>13.44</u> |
| Studio unit | 3 <u>7</u> du | 100/unit ¹ | 300 <u>700</u> | 109,500 <u>255,500</u> | 0.34 <u>0.78</u> |
| Live/Work | 4 du | 80 gal/unit ² | 320 | 116,800 | 0.36 |
| Commercial space | 18,200 sq. ft. | 150 <u>100</u> /1,000 sq. ft. ¹ | 2,730 <u>1,820</u> | 54,750 <u>664,300</u> | 0.17 <u>2.04</u> |
| Irrigation | 14,910 sq. ft. | — | 773.3 | 282,246 | 0.87 |
| <i>Subtotal</i> | | | 33,673.3 <u>32,843.3</u> | 11,349,046 <u>11,987,805.5</u> | 26.33 <u>36.12</u> |
| Credit (Existing Development) | | | 3,720.7 | (1,358,055.5) | (4.17) |
| Total | | | 29,952.6 <u>29,122.60</u> | 9990990.50 <u>10,629,749</u> | 22.16 <u>31.95</u> |

Note: du = dwelling unit; gpd = gallons per day; sq. ft. = square feet.

¹ 125 percent sewage generation loading factor.

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.9.1-23 | This amount represents an estimated net increase of 22.16 <u>31.95</u> afy for the Project site compared with existing uses. The Project would add 180 residential units to the site, which currently has 10 dwelling units in the existing residential apartment building, and 18,200 square feet of commercial space. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|--|
| 4.9.2-3 | As discussed previously, 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 at 88 million gpd below capacity, adequate capacity exists to treat Project-generated average effluent of 23,092 <u>22,198</u> gpd (see Table 4.9.2-2, Proposed Project Sewage Generation). Therefore, the Project would not require the expansion or construction of sewage treatment facilities, the construction of which could cause significant environmental effects. |

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 4.9.2-3 | As shown in Table 4.9.2-2, Proposed Project Sewage Generation , the Project would, on average, generate 23,092 <u>22,198</u> gpd of sewage. |

The following revision has been made to address a minor and necessary text edit.

Page**Revision**

4.9.2-4

**Table 4.9.2-2
Proposed Project Sewage Generation**

| Use | Units | Average Loading Factor | Daily Generation (gpd) |
|--|---------------------------|--|--|
| One-bedroom unit | 117 <u>113</u> | 120 gpd/unit | 14,040 <u>13,560</u> |
| Two-bedroom unit | 60 | 160 gpd/unit | 9,600 |
| Studio units | 3 <u>7</u> | 80 gpd/unit | 240 <u>560</u> |
| Commercial space | 18,200 sq. ft. | 120 <u>80</u> gpd/1,000 sq. ft. | 2,184 <u>1,456</u> |
| Subtotal | | | 26,064 <u>25,176</u> |
| Credit (<i>Existing Development</i>) | | | (2,978) |
| Total | | | 23,092 <u>22,198</u> |

*Notes: Sewage generation rates were based on the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates Table, effective June 6, 1996.
gpd = gallons per day; sq. ft. = square feet.*

The following revision has been made to address a minor and necessary text edit.

Page**Revision**

4.9.2-4

Sewage generated on the Project site would be conveyed to the HTP for treatment, as discussed previously. With the HTP currently operating at 88 million gpd below capacity, the addition of approximately ~~23,092~~ 22,198 gallons of average Project sewage per day would not result in the plant exceeding capacity. Therefore, adequate capacity exists to treat the sewage increase generated by the Project, and the impact of the Project on the sewage treatment system is less than significant.

5.0 ALTERNATIVES

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|-----------------|
|-------------|-----------------|

| | |
|-------|---|
| 5.0-4 | Alternative 2—All-Commercial Alternative |
|-------|---|

The All-Commercial Alternative includes ~~80,000~~ 64,000 square feet of commercial retail space. Each of the four floors would average approximately 16,000 square feet of commercial retail space.

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|-----------------|
|-------------|-----------------|

| | |
|-------|--------------------------|
| 5.0-4 | <i>Aesthetics</i> |
|-------|--------------------------|

Similar to the Project, the maximum height of the structure under Alternative 2 would be approximately ~~65~~ 60 feet above adjacent grade and ~~5~~ 4 stories. Therefore, the height of the proposed structures would not significantly obstruct views across the Project site as existing views of the Verdugo Mountains and San Rafael Hills are already obstructed. Due to the same height and building mass of the structure, this Alternative would result in similar shade/shadow impacts as the Project, which would be significant and unavoidable.

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|-----------------|
|-------------|-----------------|

| | |
|-------|--------------------|
| 5.0-5 | Air Quality |
|-------|--------------------|

Both Alternative 2 and the Project would involve the construction of a ~~5~~ 4-story commercial building with one level of subterranean parking.

7.0 OTHER CEQA SECTIONS

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 7.2-1 | <p>The Project proposes to replace the existing structures with a 5-story mixed-use building with <u>mezzanine-level parking and</u> a single-level <u>of</u> subterranean parking, as well as an at-grade parking lot for use by commercial tenants. The Mixed-Use Project would provide 180 residential units and 18,200 square feet of commercial space. The subterranean parking structure would accommodate 331 <u>394</u> parking spaces, with <u>72 mezzanine-level parking spaces and</u> 212 <u>221</u> parking spaces located in a single-level subterranean parking garage for residents, and 119 <u>101</u> <u>at-grade</u> parking spaces <u>located at-grade reserved</u> for use by commercial tenants. 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.</p> |

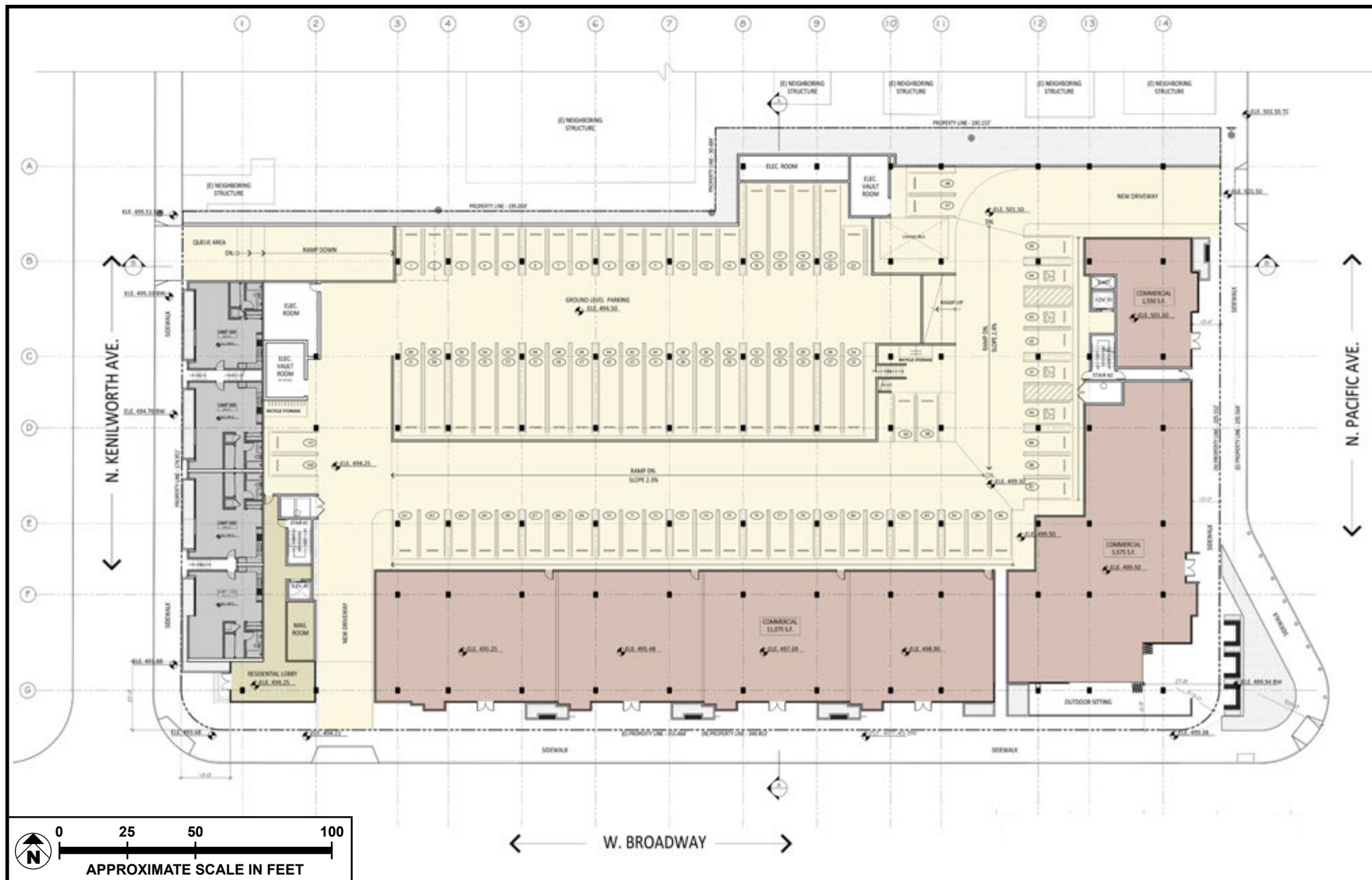
8.0 ORGANIZATIONS AND PERSONS CONSULTED

The following revision has been made to address a minor and necessary text edit.

| <u>Page</u> | <u>Revision</u> |
|-------------|---|
| 8.0-1 | <p>COMMUNITY DEVELOPMENT DEPARTMENT</p> <p>Mark Barry, Principal Development Officer Erik Krause, Principal Planner Rathar Duong Kristen Asp, <u>Senior</u> Planner</p> <p><i>Public Works Department</i></p> <p>Mike Whiederkehr, Assistant Integrated Waste Management Administrator Wayne Ko, PE, Principal Traffic Engineer</p> |

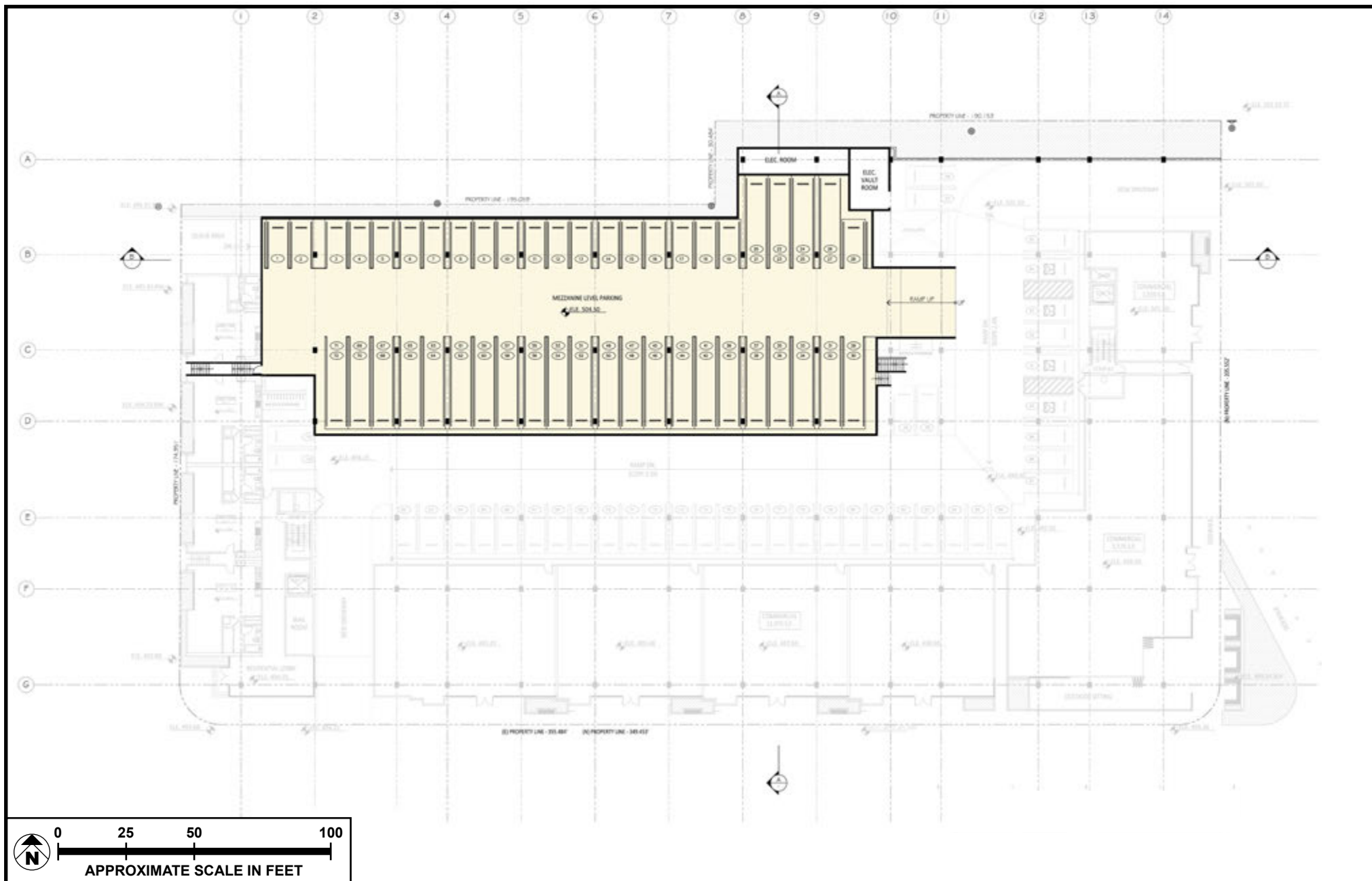


Subterranean Level Parking Floor Plan



SOURCE: American General Design – November 2014

FIGURE 3.0-4



SOURCE: American General Design – November 2014

FIGURE 3.0-5

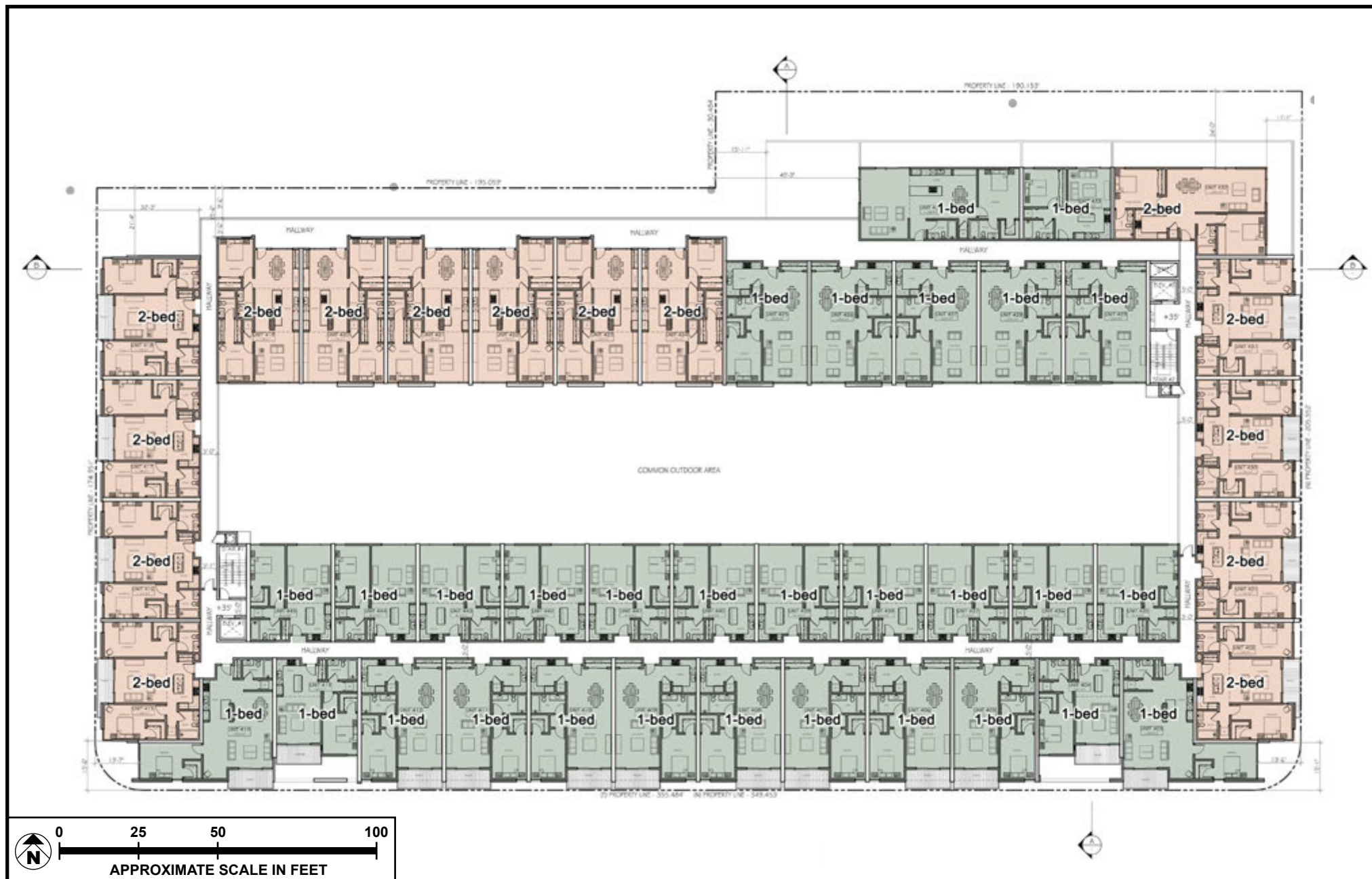


Second Level Floor Plan



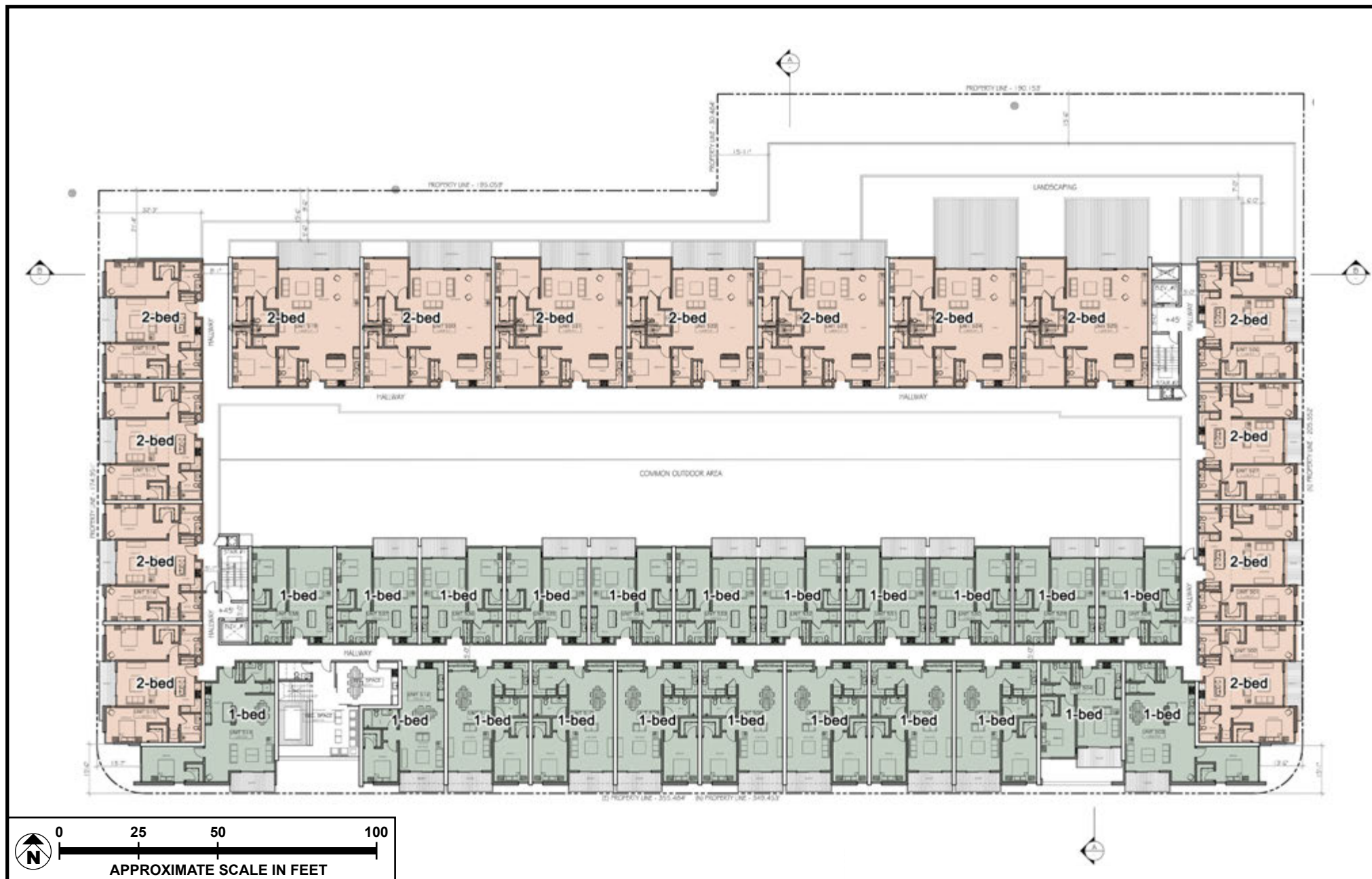
SOURCE: American General Design – November 2014

FIGURE 3.0-7



SOURCE: American General Design – November 2014

FIGURE 3.0-8



SOURCE: American General Design – November 2014

FIGURE 3.0-9



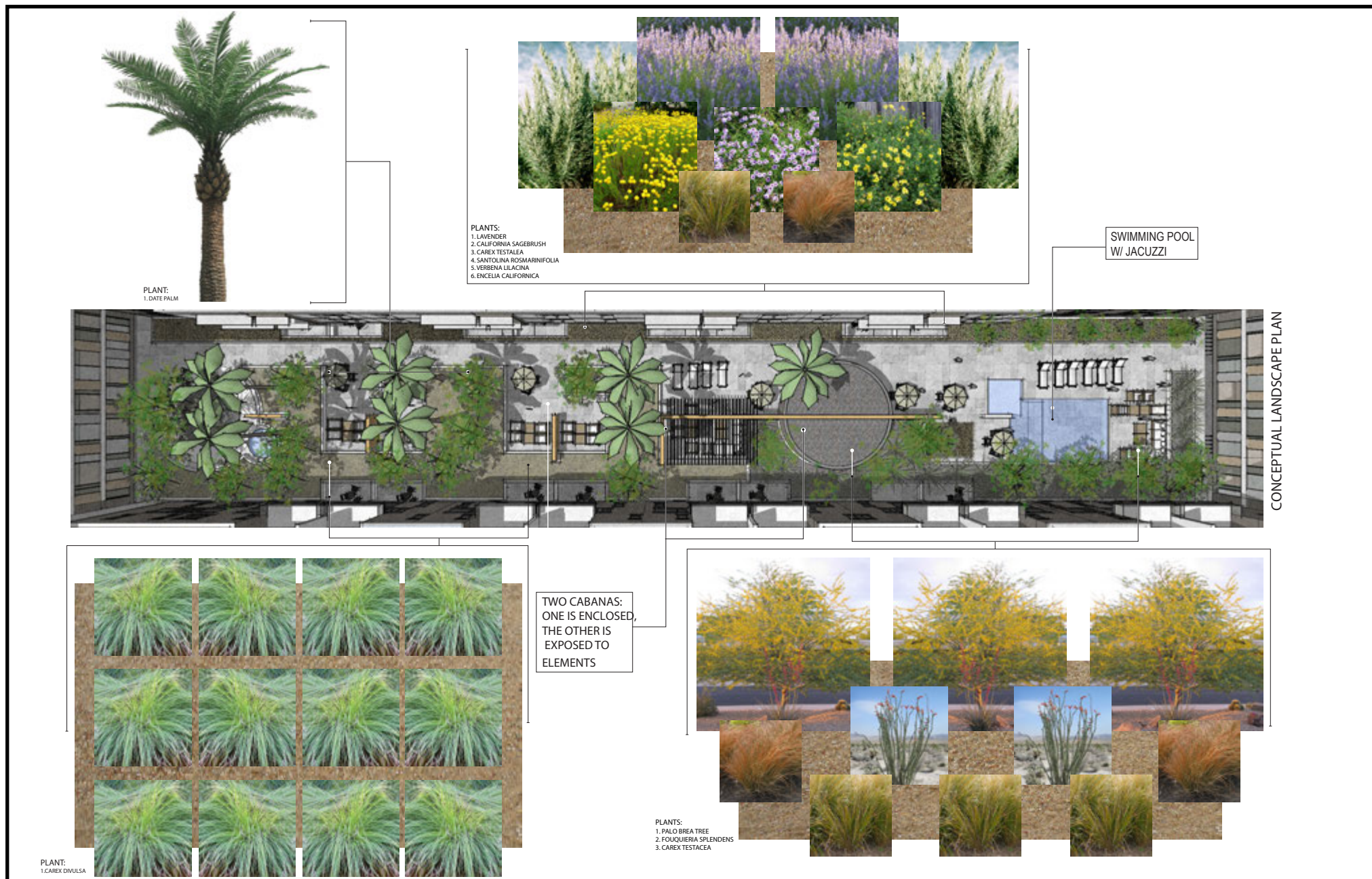
West Elevation



North Elevation

SOURCE: American General Design – November 2014

FIGURE 3.0-11



SOURCE: American General Design – November 2014

FIGURE 3.0-12