

2.0 SUMMARY

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

OVERVIEW OF PROPOSED PROJECT

The Project site is located in the northern downtown portion of the City of Glendale, approximately 10 miles north of the City of Los Angeles Civic Center and 5 miles west of the City of Pasadena Civic Center. SR-134 and SR-2 (the Ventura and Glendale Freeways) and Interstate 5 (the Golden State Freeway) provide regional access to the Project site. From a local perspective, the Project site is located at 126 to 132 South Kenwood Street in downtown Glendale. The Project site is located in the East Broadway District as defined in the City's Downtown Specific Plan (DSP).

The Project site consists of three adjoining parcels: a vacant lot (126 South Kenwood), a single-family Craftsman residence (128 South Kenwood) and a multifamily residential triplex (132 South Kenwood). The multifamily residential triplex consists of a single-family Craftsman residence and a rear duplex building that includes two residential units above a double-car garage. The approximately 0.52-acre Project site is bordered by South Kenwood Street to the west, a 5-story, 35-unit residential condominium building to the north, a public alley located parallel between South Kenwood Street and South Jackson Street to the east, and three 2-story multifamily residential buildings to the south on Harvard Street.

The applicant, Westlife Real Estate Management, LLC, is proposing to develop a new 44-unit, multifamily residential project on the site, including a publicly accessible open space area, landscaping, lighting, utilities, subterranean parking garage, and associated amenities. The two existing single-family homes and duplex on the site would be demolished as part of the Project.

The residential units would be designed in a variety of layouts and sizes to include one-bedroom, two-bedroom, and three-bedroom units that surround a central courtyard open towards the north. The proposed 5-story structure would be approximately 74 feet 6 inches in height to the stair tower and have a floor-area ratio (FAR) of 2.75. As previously indicated, the Project site is located with the East Broadway District of the DSP which permits by right a maximum of four stories/65 feet and FAR of 2.50. Developments seeking incentives in the East Broadway District are permitted a maximum of five stories/80 feet and FAR of 2.75. The applicant is proposing to use the DSP open space incentive to obtain a maximum height and density bonus.

In conformance with DSP Section 7.2.4 Public Open Space, the Project is providing additional publicly accessible open space in order to obtain the maximum number of stories and FAR in the DSP East Broadway District. The DSP provides for every one (1) square foot of publicly accessible open space

provided above the total minimum required, an additional ten (10) square feet (SF) of floor area may be added. The Project is eligible for a height and density bonus by offering an additional 563 SF of publicly accessible open space over the minimum 1,125 SF of open space required by code. A total of 1,688 SF of publicly accessible open space is provided just south of the building and adjacent to the public sidewalk. This area has been designed to encourage casual use by neighborhood residents. It features outdoor seating benches, a fountain element and landscaping planters with shade trees, and is completely open to the sky. This area complies with the standards set forth for the DSP open space incentive.

Parking for the Project would be provided on site in conformance with Glendale Municipal Code (GMC) requirements. The Project would require 89 parking spaces (one space for one-bedroom units, two spaces for two or more bedroom units, and one guest space for every 10 units). The project is providing 89 spaces consisting of 68 standard spaces and 21 spaces in a tandem configuration. Five of the spaces would be for guest parking. Parking would be located in a two-level subterranean parking garage. One vehicular access point to the garage would be provided from the alley at the rear of the Project site. There would be no driveway access proposed on Kenwood Street.

The architectural design of the proposed Project would be a contemporary style with a variety of exterior materials and architectural details consistent with this style. The proposed materials consist of smooth finish cement plaster, painted brick veneer, prefabricated aluminum louvers set within an aluminum clad frame system, cable rail balcony railings, and steel canopies. The base of the building would be faced with painted white brick veneer. The upper four floors would feature aluminum frame and prefabricated aluminum louver systems. This treatment would be used on the three exposed elevations (west facing Kenwood, south facing the existing, 2-story residential developments, and east facing the alley); the north elevation abutting the 5-story condo project is simply finished with smooth stucco with control joints in a grid pattern, with several slightly recessed panels that help break up the wall surface. Details are consistent with the proposed contemporary style with simple, rectilinear transitions between the different materials and building elements. The volume of the building would be broken down through the use of a projecting metal grid frame that is punctuated by louvered metal panels, stucco walls, windows and recessed balconies.

PROJECT OBJECTIVES

The CEQA Guidelines require an EIR to include a statement of the objectives of the Project that address the underlying purpose. The applicant, Westlife Real Estate Management, LLC, is proposing to develop a new 44-unit, multifamily residential project on the site. The objectives of the Project are to:

- Support the goals of the Downtown Specific Plan for the East Broadway District;
- Redevelop underutilized property to provide additional housing opportunities in downtown Glendale in close proximity to employment opportunities, public facilities, goods and services;

- Provide well-designed development that is compatible and complementary with surrounding land uses;
- Utilize architectural design, lighting, and landscape design to enhance the architectural character of the proposed buildings and contribute to creating an attractive downtown Glendale.
- Provide property tax revenues to the City of Glendale;
- Generate construction employment opportunities in the City and in the region.

SUMMARY OF ALTERNATIVES

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

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

- Alternative 1—No Project/No Development
- Alternative 2—Relocation of Craftsman Homes
- Alternative 3—Development of Site with Craftsman Homes Remaining

According to the CEQA Guidelines, the discussion of alternatives should focus on alternatives to a project or its location that can feasibly avoid or substantially lessen the significant effects of the proposed project. **Section 4.0, Environmental Impact Analysis**, of this EIR concludes that Project implementation would not result in significant and unavoidable environmental impacts. Nonetheless, the City of Glendale identified and considered several alternatives to the Project to determine that would provide for a range of alternatives to the Project. These alternatives included the No Project Alternative, Relocation of the Craftsman Homes, and Development of Site with Craftsman Homes.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Concerns related to the potential environmental effects of the Project that were raised include potential impact to local Glendale historic resources. These concerns have been addressed in **Section 4.0, Environmental Impact Analysis** in the Draft EIR.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

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

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
Cultural Resources (Historic Resources)			
<p>The subject property does not meet the criteria of the Glendale Register of Historic Resources or the California Register of Historical Resources, and does not meet the definition of a “historical resource” or “historically significant” property under the California Environmental Quality Act. Additionally, the two Craftsman homes at 128 and 132 South Kenwood Street that make up the subject property, do not, as a pair or grouping of properties, have historic significance or meet the eligibility criteria for the various register programs, including the City’s Historic District Overlay Zone.</p> <p>The subject properties were not associated with an important builder, architect, resident, or group who significantly contributed to the history of the nation, state, region, or city. After a review of residents living at both homes, no persons of significance or potential significance were found to be associated with 128 and 132 South Kenwood Street.</p>	<p>Less than significant</p>	<p>No mitigation measures are required.</p>	<p>Less than significant</p>