CHAPTER 1 Executive Summary

1.1 PURPOSE OF THE SUMMARY

This summary is intended to highlight the major areas of importance in the environmental analysis for the proposed project as required by Section 15123 of the CEQA Guidelines. The summary includes a brief description of the project, the project objectives, necessary actions, areas of controversy/issues to be resolved, the purpose of the Mitigation Monitoring Program (MMP), and a summary of alternatives to the proposed project. In addition, this chapter provides a table summarizing (1) potential environmental impacts that would occur as a result of the proposed project; (2) the level of significance of the environmental impacts prior to implementation of any applicable mitigation measures; (3) the recommended mitigation measures and/or project requirements that avoid or reduce significant environmental impacts; and (4) the level of significance after mitigation measures are implemented (refer to Table 1-1 [Summary of Environmental Effects and Project Requirements/Mitigation Measures] at the end of this chapter).

1.2 PROJECT DESCRIPTION

The purpose of the *Glendale Downtown Specific Plan* (DSP or "proposed project") is to guide development and design within the approximately 220 acres located in the center of the City of Glendale. The DSP consists of a comprehensive set of incentives, standards, and requirements that will implement the vision for the future development in Downtown Glendale. The DSP will act as the planning tool to guide and direct new development, economic development; streetscape improvements; transportation development; parking; pedestrian amenities; open space and land use; preservation of cultural resources; and art space. This is an urban design oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the DSP area. In order to achieve these goals the DSP proposes General Plan Amendments (GPA's), Zoning Changes (ZC), and District Design Standards.

1.2.1 Downtown Specific Plan Area Characteristics

Overall, the proposed project would develop up to approximately 3,980 residential units and up to a total of approximately 1.7 million square feet of retail/office, use, and generate approximately 3,390 jobs in the DSP area. The area is generally bounded to the north just above Glenoaks Boulevard, to the west by Central and Columbus Avenues, to the east along Maryland and Glendale Avenues, and to the south one block south of Colorado Street (see Figure 3-2). The East Broadway Neighborhood, a small portion of the South Brand Boulevard Specific Plan area, and adjacent C3 zones south of Colorado, between Columbus Avenue and Glendale Avenue, and the entire Glendale Central Redevelopment area, with the exception of a small segment north of Glenoaks Boulevard, fall within the DSP area.

The DSP Area has been divided into 11 different Neighborhoods, based on the existing building patterns within each area and the intended development envisioned for the districts. The following paragraphs briefly describe each district.

Alex Theatre District

The historic Alex Theatre is the focal point for this low-scale commercial strip of downtown Glendale. Concentrated along Brand Boulevard, north of Wilson and south of Lexington, this two-block commercial area features a variety of intimate-scale retail, restaurant and service uses located within traditional storefronts. The vision for the Alex Theatre District encourages entertainment activities, restaurants, small-scale retail businesses and other such active, pedestrian-oriented activities. New development must be sensitive to the landmark status of Alex Theatre and the traditional "old downtown main street" character of this section of Brand Boulevard.

Broadway Center District

Located south of Wilson, north of Broadway, east of Central and west of Brand, this two-block Broadway Center District features an existing high rise office tower, several commercial buildings, and a 1.4 acre vacant parcel. Apart from the existing office tower located in the north-west corner of Broadway and Brand and the existing office building on the north-east corner of Broadway and Central, this area is subject to possible redevelopment, with the opportunity for high-rise residential, office, or mixed-use development. The existing high-rise office building in the Broadway Center District and its proximity to significant retail activity areas in the Galleria and Town Center make this a prime target area for higher end, urban residential towers. Given a permitted height limit of sixteen stories by right and up to four additional stories through the Incentives and Bonus Program, the Broadway Center District would constitute the second cluster of high rise development noted in downtown.

Civic Center Districts

The Civic Center Districts feature two individual areas: the Glendale City Hall campus ("Old City Hall", Perkins Building, Municipal Services Building, the "old" Police Station Building, the "new" Police Station, the municipal parking structure, and the Glendale Court House) and Central Park, which contains the Adult Recreation Center and the Central Library. Both areas include the largest publicly-owned open space within the downtown, and will therefore are the principal parks for downtown residents, employees, and visitors.

East Broadway District

The East Broadway District was created in 2003 with the adoption of the City's first official mixed-use zoning districts: Residential Mixed-Use (RMU) and Commercial Mixed-Use (CMU). This area, located between the established Central Redevelopment Area and the Civic Center, combines a number of civic and cultural uses, and historic buildings. The vision for this area builds upon the mixed-use, moderate density of this area with newer mixed-use projects with upper level housing and retail along Broadway.

Galleria District

The Glendale Galleria District is fully developed with a regional shopping center. Its boundaries include Colorado on the south, Columbus on the west, Broadway on the north and Brand and Central on the easterly portions. The Glendale Galleria is subject to development agreements, parking lot lease agreements, and reciprocal easement agreements between the Glendale Redevelopment Agency, the Galleria owners, and the major department stores, as applicable. All new development in the Galleria

District not specifically addressed in the development agreement shall be subject to the Downtown Specific Plan. Over time, the vision for this area is to strengthen pedestrian connections between the Galleria and other parts of the downtown, and to increase the vitality and interest of the Galleria buildings at the street level to enliven the pedestrian experience.

Gateway District

Located at the northern portion of the DSP area, the Gateway District features the most visibly noted skyline of downtown Glendale. Characterized by high-rise development, the Gateway District is home to numerous corporate headquarters and businesses whose multi-storied towers are visible from the various view points throughout the City and the 134 Freeway. The vision for the area involves the continued promotion and location of corporate headquarters, new hotels, mixed-use and residential buildings, complimentary/accessory service and retail businesses at the street level, as well as the introduction of appropriate night-time entertainment uses.

Maryland District

The Maryland Avenue area is home to two of downtown's more recent commercial developments (the Maryland Exchange and the Marketplace), which include a number of restaurants, storefronts and office uses. Maryland lies between the downtown core and the East Broadway District to the east. The vision for the Maryland Avenue area entails a combination of entertainment, restaurant, retail and service uses, with the possibility of mixed-use residential development and convention/meeting facilities.

Mid-Orange District

The east side of Orange Avenue between Lexington Drive and Wilson Avenue is a transitional zone in height, use, and intensities between the mid-rise Orange-Central District and low-rise historic Alex Theatre District. Arts-oriented uses, such as galleries and stage theatres, are encouraged along these blocks.

Orange-Central District

Centrally located within downtown, the Orange-Central District is bordered by Doran Street on the north, Wilson Avenue on the south, Central Avenue on the west, and Orange Street to the east. The Orange-Central District currently features an amalgamation of surface parking lots, miscellaneous free-standing

businesses, and a few remaining older residential apartment buildings. Because of its walkable proximity to major retail and employment areas, the Orange-Central District is suitable for new urban housing development both as mixed-use or free-standing residential buildings. Central Avenue has the potential to be transformed over time into a boulevard lined with mid-rise housing, while Orange can provide a more pedestrian oriented scale. Areas adjacent to the Central- Orange District are defined by the complimentary, but less intense, West Central and Mid-Orange Districts that transition to existing low-rise areas of the downtown and adjoining neighborhoods.

Town Center District

The Town Center District, bordered on the south by Colorado, on the east by Brand, on the west by Central and on the north by the Galleria parking structure (between Broadway and Harvard), is subject to the Town Center Specific Plan. The Town Center District features a large-scale, mixed-use development. As a significant regional retail and entertainment destination with a residential component, the Town Center District plays an important role in the direction of development in other downtown districts.

Transitional Districts

Transitional Districts comprise all areas of the downtown not described by other districts, and generally provide transitions between different areas of the downtown and adjoining neighborhoods not part of the downtown Specific Plan. Transitional Districts consist of three non-contiguous areas:

West-Central Transitional District—Though not a part of the Central Glendale Downtown Redevelopment Project Area, the west side of Central Avenue and adjoining leg of Broadway provide an important transition between the high-intensity, mixed-activity downtown and a higher density residential neighborhood to the west. The West-Central Transitional District currently features a variety of lower-scale commercial and medical office buildings. The vision for this area involves mid-rise mixed-use development, with an emphasis on ground floor commercial uses along Central Avenue.

South Colorado Transitional District—This mixed-use area forms the southern edge of the downtown, and provides a transition from the downtown to surrounding neighborhoods. Colorado is a heavily traveled regional street, with good visibility for ground floor retail uses, and potential for upper level residential and commercial uses.

North Maryland Transitional District—Maryland Avenue, north of Wilson Avenue, is a transitional zone between the high-intensity and high-rise spine of Brand Boulevard and the low-rise residential neighborhood to the east. Currently, multi-level parking structures for adjoining office towers define much of this district. Future development in this district is envisioned as additional residential uses compatible with the adjacent neighborhood.

1.3 PROJECT OBJECTIVES

The Specific Plan identifies a vision for Downtown Glendale as an exciting, vibrant urban center which provides a wide array of excellent shopping, dining, working, living, and entertainment opportunities within a short walking distance. The DSP is an urban design oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the DSP area. The Plan's purpose is to:

- Provide a framework and a manual to guide responsible growth and development of downtown.
- Perpetuate a powerful physical image promoting the city's regional identity.
- Ensure downtown's long-term status as a good place to do business.
- Encourage excellence in design and quality of craftsmanship to enhance the downtown environment.
- Strengthen downtown's pedestrian, bicycle and transit oriented characteristics while ensuring vehicular access to downtown destinations.
- Attract a wide range of activities to maintain a dynamic atmosphere.
- Provide incentives for a wide range of downtown housing types.
- Present development regulations in a user-friendly, easy-to-follow manner.
- Preserve and enhance the distinctive character of Glendale's downtown buildings, streets and views.
- Concentrate growth in current transit-rich entertainment/employment centers to relieve development pressures on existing residential neighborhoods.

1.4 NECESSARY ACTIONS BY THE CITY OF GLENDALE

The City of Glendale will be required to undertake a number of actions in order to approve the proposed project. These actions include, but are not necessarily limited to, the following and are analyzed in the environmental analysis provided in this document.

- Certification of the Environmental Impact Report and adoption of Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring Program
- Adoption of the Glendale Downtown Specific Plan
- Adoption of the General Plan Amendments
- Adoption of associated zone changes (text and map amendments)
- Adoption of amendments to the South Brand Boulevard Specific Plan

A comprehensive description of the proposed project, as well as an identification of the federal, regional, and State responsible agencies that have discretionary authority over specific aspects of the proposed project, are provided in Chapter 3 (Project Description) of this EIR.

1.5 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

This EIR addresses environmental issues that are know or were raised by agencies or interested parties during the Notice of Preparation (NOP) public review period for the proposed project. A detailed summary of the NOP and scoping comments is provided in Appendix B of this document.

Table 1-2 Summary of NOP Comments

Issues Areas	*Subject*
Aesthetics	▪ Impacts of height vs. open space ▪ Impacts of massing of developments ▪ Impacts on cohesiveness of architecture and a "commitment to architectural style" ▪ Impact of view off of 134 freeway on/off ramps ▪ Impacts on the appearance of streets and corridors ▪ Impacts on the view of corridors to mountains
Air Quality	▪ No comments were received on this issue
Alternatives	▪ No comments were received on this issue
Biological Resources	▪ No comments were received on this issue
Cultural Resources	▪ Proposed Project and EIR should provide the public with a formal periodic evaluation on how the objectives of the Greater Downtown Strategic Plan have been met ▪ Proposed Project should provide public with performance measures as to the mitigation efforts of the negative declarations present in the Master EIR ▪ Impacts of proposed project on limiting the possible venues for cultural groups should be addressed ▪ Proposed project and EIR should provide steps as to how civic and cultural objectives will be achieved ▪ Impacts on the need for facilities ▪ Proposed project should include a comprehensive survey of historic resources in the proposed development area ▪ Proposed project should not use the Demolition Ordinance as a substitute for a comprehensive historic resources survey ▪ Property designated as a local, state or national landmark, or is eligible for landmark designation must be preserved in its entirety (examples include Glendale Federal Bank tower and annex) ▪ Proposed project should include an Adaptive Reuse Ordinance from the City that provides incentives, standards, and guidelines for preservation, restoration, and rehabilitation of cultural and historic resources
Geology/Soils	▪ No comments were received on this issue
Hazards & Hazardous Materials	▪ No comments were received on this issue
Hydrology/Water Quality	▪ No comments were received on this issue
Land Use/Planning	▪ Impacts on the deficiency of parkland land use
Noise	▪ Impacts of traffic noise due to an increase in traffic
Population/Housing	▪ Proposed project increases number of dwelling units proposed initially
Public Services	▪ Impact of proposed project on school capacity

Table 1-2 Summary of NOP Comments

Issues Areas	Subject
Recreation	▪ Impacts of proposed project on parkland per resident ▪ Impacts of increased population on the community park's and other recreational opportunities ▪ Proposed project should address creating a new urban park ▪ Impact of the proposed project's available recreation areas for seniors, urban dwellers, families, cultural groups, etc. ▪ Proposed project should have a Recreational Planning Area ▪ Proposed project and EIR should address the open areas such as Pan Pacific Park and Hancock Park ▪ Impacts on the need for facilities ▪ Impacts regarding the potential discovery of cultural resources as the result of project construction ▪ Proposed Projects impact on a park deficit south of freeway and in downtown
Transportation/ Traffic	▪ Proposed project and EIR should address the deterioration of traffic flow in the project area ▪ Proposed project should provide the public with the traffic conditions reported in Miles per Hour (MPH) in a manner that the general public can interpret and comprehend ▪ Impacts of bus stops, pedestrian crossing areas, and angled parking impede traffic flow ▪ Proposed project and EIR needs an analysis of existing transit and areas for opportunity (mobility plan) ▪ Impacts on specific trouble intersections ▪ Proposed project and the affect on bus stop locations ▪ Program EIR should include assumptions used to develop trip generation/distribution percentages and assignments ▪ Program EIR should include an analysis of ADT, AM, and PM peak hour volumes for existing and future conditions: existing traffic volumes, project and cumulative traffic volumes, future traffic volumes projections for the year 2025, existing level-of-service calculations
Utilities/Service Systems	▪ No comments were received on this issue.

1.6 MITIGATION MONITORING PROGRAM

CEQA requires that a public agency adopt a Mitigation Monitoring Program (MMP) for mitigation measures that have been incorporated into the proposed project in order to reduce or avoid significant effects on the environment. The MMP will be included as part of the Final EIR for the proposed project and will be designed to ensure compliance with adopted mitigation measures during project implementation, as required by *Public Resources Code* Section 21081.6.

This EIR discusses feasible mitigation measures (MMs) that may be implemented to reduce the significant environmental impacts. In addition, applicable local, state, and federal laws and regulations that are considered part of the project description, as well as project features that are identified in the DSP, and, therefore, are also part of the project description, are identified as Project Requirements (PRs) in the impact

analysis and will be included in the MMP to ensure compliance. The MMP for the proposed project, which includes both mitigation measures and Project Requirements, would obligate the City to monitor implementation of the mitigation measures and Project Requirements. The MMP would be reviewed by the City in conjunction with their consideration of the proposed project and certification of the Final EIR.

1.7 ALTERNATIVES

Three scenarios, representing a range of reasonable alternatives to the proposed project were selected for detailed analysis. The goal for evaluating any of these alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed project, while attaining most of the project objectives. Alternatives selected for further analysis include the following:

- **Alternative 1—No Project/Reasonably Foreseeable Development (Continuation of Existing General Plan):** Under this alternative, development in the project area would occur under the existing General Plan and zoning designations.

  Methodology for Selection of Alternative 1: This alternative evaluates the environmental effects of buildout of the DSP area according to the existing General Plan and zoning, which allows the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. Therefore, under Alternative 1, the impacts of the proposed project are compared to the impacts that would occur if the existing General Plan were implemented in the DSP area.

- **Alternative 2—Reduced Mid-rise Project (A):** This alternative could result in development of approximately sixty-six fewer residential units and approximately 37,500 less square footage for office uses. Building heights would be reduced in certain districts. Proposed retail development square footages would remain the same as under the proposed Specific Plan. Typologies and typical densities would also remain the same as under the proposed Specific Plan.

  Methodology for Selection of Alternative 2: This alternative would result in approximately one-third lower building height in certain identified districts compared to the proposed project, which would reduce many of the significant impacts of the proposed project.

- **Alternative 3—Reduced Low-rise Project (B):** This alternative would reduce the density and height of the proposed uses in the Specific Plan, and could result in development of approximately 546 fewer residential units and approximately 37,500 less square footage for office uses. Proposed retail development square footages would remain the same as under the proposed Specific Plan. Typologies and typical densities would also remain the same as under the proposed Specific Plan.

  Methodology for Selection of Alternative 3: Because this alternative would reduce the density and height of the proposed uses by approximately one-half in certain districts, it would reduce the overall significant impacts of the proposed project.

Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Aesthetics			
Impact 4.1-1 Implementation of the proposed DSP would result in additional visual massing from new buildings, but would not have an adverse effect upon scenic vistas. Existing views would be maintained from the main viewshed corridors along streets due to building setbacks, and this is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.1-2 Construction of new buildings in the DSP area would temporarily adversely alter the visual character and quality of the DSP area. However, the construction-related visual impacts would be temporary and are considered *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.1-3 Implementation of the proposed DSP would substantially adversely alter the visual character or quality of the DSP area over the long term. This is considered a *significant and unavoidable* impact.	**S**	No feasible mitigation available.	**SU**
Impact 4.1-4 Implementation of the proposed DSP would result in new sources of increased lighting and glare. Implementation of project design requirements and mitigation measures would ensure that impacts to light-sensitive off-site uses would be *less than significant*.	**S**	**MM 4.1-4(a)** Lighting fixtures constructed as part of new development shall be oriented and focused onto the specific onsite location intended for illumination (e.g., parking lots, driveways, and walkways) and shielded away from adjacent sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) and public rights-of-way to minimize light spillover onto off-site areas. **MM 4.1-4(b)** Ensure that lighting spillover onto adjacent sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) is reduced by minimizing interior nighttime lighting of new development. **MM 4.1-4(c)** Where appropriate and feasible, incorporate project design features to shield light and/or glare from vehicles entering or exiting parking lots and structures that face sensitive uses (e.g., schools, hospitals, senior housing, or other residential properties) by providing barriers so that light from vehicle headlights would not illuminate off-site sensitive uses.	**LTS**

LTS = Less Than Significant S = Potentially Significant SU = Significant and Unavoidable

Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
		MM 4.1-4(d) Where appropriate and feasible, incorporate project design features to provide landscaping, physical barriers, screening, or other buffers to minimize project-generated illumination from entering off-site areas and to prevent glare or interference with vehicular traffic. **MM 4.1-4(e)** To the extent feasible, locate and orient driveways into parking lots, parking structures, and subterranean garages in a manner that will not result in headlights from vehicles entering or exiting the parking areas directly lighting any off-site sensitive uses. **MM 4.1-4(f)** To the extent practical, minimize the height of new lighting structures for surface parking areas, vehicular access ways, and walkways. **MM 4.1-4(g)** To the extent feasible, proposed new structures shall be designed to maximize the use of textured or other non-reflective exterior surfaces and non-reflective glass.	
Impact 4.1-5 Implementation of the proposed project would result in new sources of increased shade. This is considered a potentially significant impact. Because no feasible mitigation is available to reduce shading to a less-than-significant level, this impact is considered *significant and unavoidable*.	**S**	No feasible mitigation is available.	**SU**
Air Quality			
Impact 4.2-1 Implementation of the proposed project would not provide new sources of regional air emissions that would conflict with, and impair, implementation of the Air Quality Management Plan. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.2-2 Construction activities associated with the proposed project could contribute substantially to an existing or projected air quality violation for criteria air pollutants. This is considered a potentially significant impact. Implementation of mitigation measures MM 4.2-2(a) through MM 4.2-2(~~g~~s) would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be considered *significant and unavoidable*.	**S**	**MM 4.2-2(a)** Project applicants shall require by contract specifications that all diesel-powered equipment used be retrofitted with after-treatment products (e.g., engine catalysts) to the extent that they are readily available in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(b)** Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site use low-NO_X diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(c)** Project applicants shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) be utilized to the extent that the equipment is readily available and cost effective in the South Coast Air Basin. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(d)** Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(e)** Project applicants shall require by contract specifications that construction-related equipment, including trucks and heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than ~~30~~5 minutes. Contract specifications shall be included in project construction documents, which shall be	**SU**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(f)** Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(g)** As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following: Application of soil stabilizers to inactive construction areas Quick replacement of ground cover in disturbed areas Watering of exposed surfaces three times daily Watering of all unpaved haul roads three times daily Covering all stock piles with tarp Reduction of vehicle speed on unpaved roads Post signs on-site limiting traffic to 15 miles per hour or less Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads Cover ~~or have water applied to the exposed surface of~~ all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM_{10} generation	

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
		Pave roads and road shoulders that have exposed soil ▪ Suspend all excavating and grading operations when winds (as instantaneous gusts) exceed 25 mph **MM 4.2-2(h)** Project applicants shall require by contract specification that construction equipment used for construction of projects meets or exceed Tier 2 standards use emulsified diesel fuels, and equip construction equipment with oxidation catalysts, particulate traps or other verified or certified retrofit technologies to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(i)** Project applicants shall require by contract specification that electricity from power poles rather than temporary diesel or gasoline power generators be used during construction activities to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(j)** Project applicants shall require by contract specification that construction parking be configured to minimize traffic interference to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(k)** Project applicants shall require by contract specification that temporary traffic controls such as a flag person be provided during all phases of construction to maintain smooth traffic flow. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(l)** Project applicants shall require by contract specification that dedicated turn lanes be provided and/or utilized for movement of construction trucks and equipment on and off site to the extent feasible. Contract specifications shall be included in project construction	

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
		documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(m)** Project applicants shall require by contract specification that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(n)** Project applicants shall require by contract specification that construction trucks be routed away from congested streets or sensitive receptor areas to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(o)** Project applicants shall require by contract specification that traffic flow during construction be improved by signal synchronization to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(p)** Project applicants shall require by contract specification that high-pressure-low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50% or other application techniques with equivalent or higher transfer efficiency be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(q)** Project applicants shall require by contract specification that required coatings and solvents with a VOC content lower than required under Rule 1113 be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(r)** Project applicants shall require by contract specification	

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		that construction materials that do not require painting be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit. **MM 4.2-2(s)** Project applicants shall require by contract specification that pre-painted construction materials be utilized to the extent feasible. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Glendale prior to issuance of a grading permit.	
Impact 4.2-3 Operation of the proposed project would generate emissions that exceed South Coast Air Quality Management District thresholds for VOC, NO_X, CO, and PM_{10}. No feasible mitigation is available to reduce this impact to a less-than-significant level. Therefore, this is considered a *significant and unavoidable* impact.	**S**	No feasible mitigation is available.	**SU**
Impact 4.2-4 Construction and operation of the proposed project could result in a cumulatively considerable net increase of criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or state ambient air quality standard. This is considered a significant impact. Implementation of mitigation measures MM 4.2-2(a) through MM 4.2-2(g) would reduce this impact, but not to a less-than-significant level. Therefore, this impact would be considered *significant and unavoidable*.	**S**	No feasible mitigation is available.	**SU**
Impact 4.2-5 Operation of the proposed project would generate increased local traffic volumes, but would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations. This would be considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.2-6 Construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people. Implementation of mitigation measure MM 4.2-6 would ensure that this impact would remain *less than significant*.	**LTS**	**MM 4.2-6** Trash receptacles within the project area will be required to have lids that enable convenient collection and loading and will be emptied on a regular basis, in compliance with City of Glendale regulations for the collection of solid waste.	**LTS**
Biological Resources			
Impact 4.3-1 Implementation of the project would not result in loss of a State or federally listed endangered, threatened, or species of concern. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.3-2 Implementation of the project would not result in a potential reduction in nesting opportunities for resident and migratory avian species of special concern. This is considered a *less-than-significant* impact.	**S**	**MM 4.3-2(a)** To ensure that avian species of concern, protected migratory species (e.g., MBTA), or raptors species are not injured or disturbed by construction in the vicinity of nesting habitat, the project applicant shall implement the following measures: 1. When feasible, all tree removal shall occur between August 30 and February 15 to avoid the breeding season of any raptor species that could be using the area, and to discourage hawks from nesting in the vicinity of an upcoming construction area. This period may be modified with the authorization of the DFG; or if it is not feasible to remove trees outside this window then, prior to the beginning of mass grading, including grading for major infrastructure improvements, during the period between February 15 and August 30, all trees within 350 feet of any grading or earthmoving activity shall be surveyed for active raptor nests by a qualified biologist no more than 30 days prior to disturbance. If active raptor nests are found, and the site is within 350 feet of potential construction activity, a fence shall be erected around the tree(s) at a distance of up to 350 feet, depending on the species, from the edge of the canopy to prevent construction disturbance and intrusions on the nest area. The appropriate buffer shall be determined by the City in consultation with CDFG. 2. No construction vehicles shall be permitted within restricted areas	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		(i.e., raptor protection zones), unless directly related to the management or protection of the legally protected species. 3. In the event that a nest is abandoned, despite efforts to minimize disturbance, and if the nestlings are still alive, the developer shall contact CDFG and, subject to CDFG approval, fund the recovery and hacking (controlled release of captive reared young) of the nestling(s). 4. If a legally protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young of the year are no longer dependent on the nest site as determined by a qualified biologist. **MM 4.3-2(b)** Large trees identified as windrows shall be retained to the extent feasible. If removal is required, these trees shall be replaced within the DSP area at a 2:1 ratio by native trees that would be similar in height at maturity.	
Impact 4.3-3 Implementation of the project could result in loss of indigenous trees that are protected by City's Municipal Code; however, adherence to the City's permitting process would ensure that this impact remains *less-than-significant*.	**LTS**	No mitigation is required.	**LTS**
Cultural Resources			
Impact 4.4-1 Implementation of the proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and this would be considered a significant impact. Compliance with the identified mitigation measure would reduce this impact to *less than significant*.	**S**	**MM 4.4-1** In the event that archeological resources are unearthed during project subsurface activities, all earth disturbing work within a 200-meter radius must be temporarily suspended or redirected until an archeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.4-2 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature and this would be considered a significant impact. Implementation of the identified mitigation measure would reduce this impact to *less than significant.*	**S**	**MM 4.4-2** In the event that paleontological resources are unearthed during project, subsurface activities, all earth disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.	**LTS**
Impact 4.4-3 Construction activities under the proposed project could result in the disturbance of human remains, including those interred outside of formal cemeteries. However, compliance with the identified mitigation measures would ensure that this impact remains *less than significant.*	**S**	**MM 4.4-3** If human remains are unearthed during construction of any project under the DSP, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant of the deceased Native American, who will then serve as consultant on how to proceed with the remains.	**LTS**
Impact 4.4-4 Implementation of the proposed project would result in new development, perhaps including demolition, on or near sites with known historic resources and on potentially historic sites. This is considered a potentially significant impact. Because no feasible mitigation is available for demolition of historic resources to reduce the impact to a less-than-significant level, this impact is considered *significant and unavoidable.*	**S**	**MM 4.4-4(a)** To the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of known historic resources shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation. Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historic resource in accordance with the Interior Secretary's Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required. **MM 4.4-4(b)** Historic street lamps, if any, should be repaired and reused, and not replaced by contemporary fixtures, when maintenance or streetscape improvements occur, unless reuse or repair is demonstrated to be infeasible. **MM 4.4-4(c)** In the event that a future development project within the Downtown Specific Plan Area is proposed on or immediately surrounding a site containing a known historic resource, environmental review of the development project shall consider the impacts to the known historic resource and, if needed, shall include a study conducted	**SU**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		by a qualified historian or architectural historian to determine whether the proposed development project would materially alter in an adverse manner those physical characteristics of the known historic resource that conveys its historical significance. If the project would demolish a historic resource or if it is determined that the development project would materially alter in an adverse manner those physical characteristics that convey the resource's historic significance, the City shall impose any and all measures to avoid or substantially lessen the impact, unless the City, after having analyzed the significant impacts and proposed mitigation measures in an Environmental Impact Report, finds such mitigation measures are infeasible and adopts a statement of overriding considerations. Potential modifications to a site-specific development project to avoid or mitigate adverse impacts on historic resources include, but are not limited to: (1) Site plan modifications that incorporate the historic resource into the proposed project, and if necessary, rehabilitation of the historic resource. Rehabilitation of architecturally or historically significant buildings shall meet the U.S. Secretary of the interior's Standards for Rehabilitation; (2) Design changes related to height density, upper story step-backs, architectural features, or materials; and (3) Changes in the proposed development program to include compatible uses. **MM 4.4-4(d)** In the event that a future development project within the Downtown Specific Plan Area is proposed on a site containing a potential historic property, the City shall require, as part of the environmental review of the project, an intensive level survey to determine whether the property is a historic resource under CEQA. If the intensive level survey determines that the potential historic property is a historic resource, the City shall undertake the analysis and impose mitigation measures required under mitigation measures MM 4.4-4(a) through (c).	

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Geology and Soils			
Impact 4.5-1 Implementation of the proposed project would not expose people or structures to adverse effects involving strong seismic groundshaking and seismic-related ground failure, including liquefaction. With adherence to Building Code regulations, this impact would be *less than significant.*	**LTS**	No mitigation is required.	**LTS**
Impact 4.5-2 Implementation of the proposed project would not lead to development on potentially unstable soils that could cause lateral spreading, subsidence, liquefaction, or collapse. Adherence to the Building Code would ensure this remains a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.5-3 Implementation of the proposed project would not lead to development on expansive soil. With adherence to Building Code requirements, this impact would be *less than significant.*	**LTS**	No mitigation is required.	**LTS**
Impact 4.5-4 Implementation of the proposed project would not result in soil erosion or the loss of topsoil. With adherence to the City's Building and Safety Code, this impact would be *less than significant.*	**LTS**	No mitigation is required.	**LTS**
Hazards and Hazardous Materials			
Impact 4.6-1 The proposed project includes sites which were compiled pursuant to Government Code Section 65962.5 and could therefore result in a significant hazard to the public or environment. Implementation of mitigation measures MM 4.6-1(a) and MM 4.6-1(b) and compliance with all environmental review processes and regulations would reduce this impact to a *less-than-significant* level.	**S**	**MM 4.6-1(a) Prepare a Phase I Environmental Site Assessment (ESA).** When sites that are listed in the ERS initiate project development, the project sponsor shall obtain a Phase I ESA for the proposed site. The Phase I ESA shall be prepared in accordance with ASTM E-1527-05 "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (November 1, 2005). The purpose of a Phase I ESA is to identify environmental conditions at a proposed project site that may suggest environmental contamination. The Phase I ESA report shall be prepared by a Registered Environmental Assessor or similarly qualified individual	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		prior to initiating any construction activities at the site. If recommended in the Phase I ESA, the project sponsor shall undertake (or require the responsible party to undertake) a Phase II ESA soil sampling plan; or if any environmental contamination is identified by the Phase I ESA, the project sponsor shall implement (or require the responsible party to implement) the recommendations of the report to further investigate and to remove any soil contamination. **MM 4.6-1(b)** In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the DSP area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Glendale Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.6-2 Implementation and construction of the proposed project could involve the transportation, use, storage, and/or disposal of hazardous materials; however, compliance with Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the *California Health and Safety Code*, would reduce impacts to *less-than-significant* levels.	**LTS**	No mitigation is required.	**LTS**
Impact 4.6-3 The proposed project could impair the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan resulting in a significant impact. Implementation of mitigation measures MM 4.6-3(a) through MM 4.6-3(c) would ensure this potentially significant impact would be reduced to a *less-than-significant* level.	**S**	**MM 4.6-3(a)** Prior to issuance of building permits, the City shall, in consultation with the Planning Department, Public Works Department—Traffic and Transportation Division, Fire Department, and Police Department, develop an Emergency Evacuation/Management Plan for the Specific Plan Area. This Emergency Evacuation/Management Plan shall be integrated with the existing Emergency Evacuation/Management Plan for the downtown area and be consistent with the City of Glendale General Plan Safety Element goals and policies **MM 4.6-3(b)** The construction contractors for future projects within the DSP area shall notify the City of Glendale Police Department, Fire Department, Public Works Department—Traffic and Transportation Division, and the City Planning Department that project activities shall impede movement (such as road or lane closures) along roads within the DSP area in order to allow for these first emergency response teams to reroute traffic to an alternative route, if needed. Notification will occur at least three working days in advance allowing time for the appropriate City departments to act accordingly. Consultation with the City will dictate the amount of time necessary to give notice of such an event. **MM 4.6-3(c)** The construction contractors for future projects within the DSP area shall keep at least one lane of traffic open at all times within the DSP area in order to allow for movement of emergency response teams to and through the project site, if needed	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.6-4 Implementation of the proposed project would not create a significant hazard to the public or the environment though upset and accident conditions involving hazardous materials. This impact is considered *less than significant*	**LTS**	No mitigation is required.	**LTS**
Impact 4.6-5 The proposed project could result in a significant impact to an existing or proposed school within a one-quarter mile due to hazardous emissions or the handling of hazardous or acutely hazardous materials. Compliance with all applicable federal, state, and local regulations related to hazardous materials would reduce the impact to a *less-than-significant* level.	**LTS**	No mitigation is required.	**LTS**
Impact 4.6-6 The proposed project area contains four helipads currently in operation, which would not result in a significant safety hazard for people residing or working in the project area. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Hydrology and Water Quality			
Impact 4.7-1 Construction and Implementation of the Downtown Specific Plan could result in the violation of water quality standards or waste discharge requirements. However, compliance with existing regulations, implementation of mitigation measures, and the use of BMPs would reduce the potential impacts to a *less-than-significant* level.	**S**	**MM 4.7-1(a)** Prior to the issuance of a grading or building permit for individual projects, the project developer shall file a NOI with California to comply with the requirements of the National Pollution Discharge Elimination System General Construction Permit (Municipal Code Title VII, Chapter 8 7823(d)), including the Small LUP General Permit, if applicable. This will include the preparation of a SWPPP incorporating BMPs for construction-related control of erosion and sedimentation contained in stormwater runoff. The SWPPP may include, but would not necessarily be limited to, the following applicable measures: ▪ Minimum required pavement widths for residential streets needed to comply with all zoning and applicable ordinances ▪ Use permeable materials for private sidewalks, driveways, parking lots, or interior roadway surfaces ▪ Reduce the overall imperviousness associated with parking lots by	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		using pervious materials in spillover parking areas. ▪ Direct rooftop runoff to pervious areas and avoid routing rooftop runoff to the roadway or the stormwater conveyance system. ▪ Biofilters including vegetated swales and strips ▪ Extended/dry detention basins ▪ Infiltration basin ▪ Infiltration trenches or vaults ▪ Infiltration basin ▪ Infiltration trenches or vaults ▪ Catch basin inserts ▪ Continuous flow deflection/separation systems ▪ Storm drain inserts ▪ Media filtration ▪ Foundation planting ▪ Catch basin screens ▪ Normal flow storage/separation systems ▪ Clarifiers ▪ Filtration systems ▪ Primary waste water treatment systems ▪ Dry Wells ▪ Cistern **MM 4.7-1(b)** Individual project applicants shall prepare and implement a Standard Urban Storm Water Mitigation Plan (SUSMP) per the requirements of Chapter 13.42, Stormwater and Urban Runoff Pollution Prevention Control and Standard Urban Storm Water Mitigation Plan of the Glendale Municipal Code to ensure that stormwater runoff is managed for water quality concerns through implementation of appropriate and applicable BMPs.	

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.7-2 Implementation of the Downtown Specific Plan would result in increased water demands within the City of Glendale, but would not result in substantial depletion of groundwater supplies, and would not substantially interfere with groundwater recharge. This is considered to be a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.7-3 Construction and Operation of the Downtown Specific Plan would not substantially alter the existing drainage patterns of the area or result in substantial erosion or siltation on or off site, nor would it increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. This is considered to be a less-than-significant impact.	**LTS**	**MM 4.7-3** Individual projects within the DSP area shall comply with the provision of the SUSMP to include drainage improvements, such as catch basins, surface parking drains, and other drainage improvements as necessary. These improvements must be constructed as part of the proposed project in accordance with standard engineering practices and BMP.	**LTS**
Impact 4.7-4 Construction and implementation of the Downtown Specific Plan could contribute runoff water which would provide substantial sources of polluted runoff. However, compliance with existing regulations would ensure that impacts would be *less than significant*.	**S**	**MM 4.7-1(a)–(b)** and **MM 4.7-3** would also apply to this impact.	**LTS**
Land Use/Planning			
Impact 4.8-1 Implementation of the proposed project could involve new uses and structure that may result in intensification of development within the DSP that creates incompatibilities with adjacent land uses.	**LTS**	No mitigation is required.	**LTS**
Impact 4.8-2 Implementation of the proposed project development would not conflict with goals and policies the City of Glendale General Plan, Zoning Code, or SCAG policies and plans. This is considered a less-than-significant impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.8-3 The economic impacts of the proposed project would not result in urban blight or urban decay. This is considered a less-than-significant impact.	**LTS**	No mitigation is required.	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Noise			
Impact 4.9-1 Construction activities associated with the proposed project would generate noise levels that exceed the noise standards established by the City of Glendale Noise Regulations. This is considered a potentially significant impact. Implementation of mitigation measures MM 4.9-1(a) through MM 4.9-1(d) would reduce this impact, but noise levels could still be substantial. However, the project's construction noise impacts would be temporary, would not occur during recognized sleep hours, and would be consistent with the exemption for construction noise that exists in the Municipal Code. Therefore, this impact would be considered *less than significant*.	**S**	**MM 4.9-1(a)** All construction activity within the City shall be conducted in accordance with Section 8.36.080 of the City of Glendale Municipal Code. **MM 4.9-1(b)** The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels: ▪ Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period ▪ 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 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses ▪ Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources ▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take	**LTS**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit. **MM 4.9-1(c)** The project applicant shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the DSP area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit. **MM 4.9-1(d)** The project applicant shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	
Impact 4.9-2 Operation of the proposed project could expose noise-sensitive land uses to noise levels that exceed the standards established by the City of Glendale Municipal Code. As no feasible mitigation is available to reduce this impact, this would be considered a *significant and unavoidable* impact.	**S**	No feasible mitigation available.	**SU**

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Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.9-3 Construction activities associated with the proposed project could generate or expose persons or structures to excessive groundborne vibration. While implementation of mitigation measures MM 4.9-1(a) through MM 4.9-1(d), MM 4.9-3(a), and MM 4.9-3(b) would minimize this impact, it would not reduce it to a less-than-significant level. This is considered a *significant and unavoidable* impact.	**S**	**MM 4.9-3(a)** Prior to issuance of a grading permit, the developer shall establish a 50-foot buffer zone around identified historic structures, and shall provide for temporary fencing and private security patrols to prevent human and vehicular/equipment access to the structures during construction of the proposed project. **MM 4.9-3(b)** Pile-driving shall be prohibited within 200 feet of identified fragile structures within and around the DSP area. Mitigation measures **MM 4.9-1(a)** through **MM 4.9-1(d)** also apply to this impact.	**SU**
Impact 4.9-4 Operation of the proposed project would not generate and expose sensitive receptors on- or off-site to excessive groundborne vibration or groundborne noise levels. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.9-5 Operation of the proposed project would not generate increased local traffic volumes that would cause a substantial permanent increase in ambient noise levels in the project vicinity. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.9-6 Construction activities associated with the proposed project would result in a substantial temporary or periodic increase in ambient noise levels. While implementation of mitigation measures MM 4.9-1(a) through MM 4.9-1(d) would minimize this impact, it would not reduce it to a less-than-significant level. Therefore, this impact would be *significant and unavoidable*.	**S**	MM 4.9-1(a) through MM 4.9-1(d) would also apply to this impact.	**SU**
Impact 4.9-7 Operation of the proposed project would not result in temporary or periodic increases in ambient noise levels. There would not be a substantial temporary or periodic increase and, thus, this impact would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**

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Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Population and Housing			
Impact 4.10-1 Implementation of the proposed project would not induce substantial population growth in the area beyond that already forecasted for the City of Glendale. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.10-2 Implementation of the proposed project would designate new land uses and encourage the redevelopment of existing residential land uses, thereby creating the potential for displacement of existing residential units. Because the number of residential units affected would be minimal and a net increase of replacement housing would be constructed within the DSP area, this is considered a *less-than-significant impact.*	**LTS**	No mitigation is required.	**LTS**
Impact 4.10-3 Implementation of the proposed project would designate new land uses and encourage the redevelopment of existing residential land uses, thereby creating the potential for displacement of existing residents. Because the number of residents affected would be minimal and a net increase of replacement housing would be constructed within the DSP area, this is considered a *less-than-significant impact.*	**LTS**	No mitigation is required.	**LTS**
Public Services			
Impact 4.11-1 Implementation of the DSP would increase the demand for fire protection services and could require the construction of new or physically altered facilities to accommodate the increased demand. As no feasible mitigation is available, impacts to fire protection services would be *significant and unavoidable*. All other impacts to fire protection services would be *less than significant*.	**S**	No feasible mitigation available.	**SU**

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Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.11-2 The increase in residential population as a result of the DSP could require the construction of new or physically altered police facilities to accommodate the increased demand in services. This is considered a potentially significant impact. As no feasible mitigation exists to reduce this impact, it remains *significant and unavoidable*.	**S**	No feasible mitigation available.	**SU**
Impact 4.11-3 Implementation of the DSP would increase the number of students in the GUSD and contribute to an existing overcapacity problem, which is a potentially significant impact. However, with payment of statutory school impact fees, this impact would be reduced to a less-than-significant level.	**S**	No mitigation is required.	**LTS**
Impact 4.11-4 Development under the DSP would increase demand for library services by residents of the project and occasional and incidental use of library facilities by project employees, which could result in the need for new or altered library facilities. This is considered a potentially significant impact; however, with the current ratio of volume of books per resident, this impact would be reduced to *less than significant*.	**S**	No mitigation is required.	**LTS**
Recreation			
Impact 4.12-1 Implementation of the proposed project could result in the increased use of parks and recreational facilities, and could cause or accelerate the substantial physical deterioration of these facilities. As no feasible mitigation exists to reduce this impact, it remains *significant and unavoidable*.	**S**	No feasible mitigation available.	**SU**

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Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.12-2 Implementation of the proposed project could have an adverse physical effect on the environment associated with the construction or expansion of recreational facilities. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Transportation/Traffic			
Impact 4.13-1 The proposed project would generate new traffic volumes at the project site, and add traffic volumes to the study intersections that would be considered significant. As not all of this new traffic volume can be mitigated for, impacts would be *significant and unavoidable*.	**S**	The following mitigation has been approved as part of the Town Center project, Commonwealth Office project, and the City's Capitol Improvement Program (CIP): ▪ **Chevy Chase Drive at Brand Boulevard**: Convert northbound through-right turn lane to through lane only; add northbound right-turn only lane (Town Center project). ▪ **Colorado Street at Central Avenue**: Install third westbound through lane and an exclusive right-turn only lane as well as convert existing eastbound right-turn only lane to a combination through right turn lane (Town Center project). ▪ **Colorado Street at Brand Boulevard**: Install northbound, southbound and eastbound right-turn only lanes (Town Center project). ▪ **Colorado Street at Glendale Avenue**: Convert existing northbound combination through-right turn lane to through only lane; add northbound right-turn only lane (Town Center project). ▪ **Broadway at Central Avenue**: Convert northbound and westbound combination through-right turn lanes to through only lanes; add exclusive right-turn only lanes northbound and westbound (Town Center project). ▪ **Broadway at Brand Boulevard**: Add northbound right-turn only lane; add third southbound through lane (Town Center project). ▪ **Broadway at Glendale Avenue**: Add third northbound through lane during the p.m. peak hour only by prohibiting on-street parking along the east side of Glendale Avenue, south of Broadway; add southbound right turn only lane (Town Center project).	**SU**

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Table 1-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
		▪ **SR-134 Westbound On-Ramp/Goode Avenue at Central Avenue**: Restripe to provide fourth lane (one left-turn lane, one combination through-left turn lane, one through lane and one right-turn lane) (Commonwealth Office project). ▪ **SR-134 Westbound On-Ramp/Goode Avenue at Brand Boulevard**: Restripe southbound Brand Boulevard north of Goode Avenue such that the inside (#1) southbound through lane is a "trap" lane aligning with the inside lane of the southbound dual left-turn lanes at Sanchez Drive; the #2 southbound lane north of Goode will align to become an optional left-turn or through lane (Commonwealth Office project). ▪ **SR-134 Eastbound Off-Ramp/Sanchez Drive**: Widen to provide fourth lane (one combination through-left turn lane, one through lane, one combination through-right-turn lane, one right turn lane) (CIP). ▪ **Glendale Avenue at Monterey Road**: Improve northbound Glendale Avenue approach to Monterey Road to provide dual left-turn lanes, one through lane and one combination through-right turn lane (CIP). ▪ **SR-134 Eastbound Ramps at Glendale Avenue**: Realign the #1 northbound through lane on Glendale Avenue south of the eastbound off-ramp to be a trap lane to the dual northbound left-turn lanes at Monterey Road (CIP). The remaining intersections were found to be unmitigatable.	
Impact 4.13-2 The proposed project would not exceed a level of service standard established for Los Angeles County highway impacts. Impacts would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.13-3 The proposed project would not increase hazards due to a design future or incompatible uses. Impacts would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**

LTS = Less Than Significant S = Potentially Significant SU = Significant and Unavoidable

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Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.13-4 The proposed project could result in inadequate emergency access; however, adherence to mitigation measures identified within Impact 4.6-3 of this EIR would ensure impacts remain *less than significant*.	**LTS**	**MM 4.6-3(a)** through **MM 4.6-3(c)** would also apply to this impact.	**LTS**
Impact 4.13-5 The proposed project would provide adequate parking through actively reducing auto traffic in downtown Glendale by creating incentive programs, and through the development of additional parking on site. Impacts would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.13-6 The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Impacts would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Utilities and Service Systems			
Impact 4.14-1 Implementation of the DSP would generate an additional demand for water; however, the additional demand would be adequately served by anticipated water entitlements and resources. Impacts are considered *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.14-2 Implementation of the DSP would not require the construction of new water treatment facilities, or the expansion of existing facilities. Impacts are considered *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.14-3 Implementation of the DSP would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. Impacts are considered *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.14-4 Implementation of the DSP would not require the construction of new wastewater treatment facilities, or the expansion of existing facilities. Impacts are considered *less than significant*.	**LTS**	No mitigation is required.	**LTS**

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Impact(s)	*Level of Significance Prior to Mitigation*	*Mitigation Measure(s) and/or Project Requirements*	*Level of Significance After Mitigation*
Impact 4.14-5 Implementation of the DSP would increase wastewater generation such that ~~treatment facilities~~ existing wastewater conveyance capacity would be inadequate to serve the DSP's projected wastewater flows in addition to the provider's existing commitments. Impacts are considered *significant and unavoidable*.	**S**	No feasible mitigation is available.	**SU**
Impact 4.14-6 Implementation of the DSP would increase the generation of solid waste, but would be served by landfills with adequate capacity to accommodate the increase. This is considered a *less-than-significant* impact.	**LTS**	No mitigation is required.	**LTS**
Impact 4.14-7 Implementation of the DSP would increase the demand for electricity, but would not require or result in the construction of new energy production or transmission facilities, the construction of which could cause significant environmental effects. Impacts would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**
Impact 4.14-8 Implementation of the DSP would increase the demand for natural gas, but would not require or result in the construction of new energy production or transmission facilities, the construction of which could cause significant environmental effects. Impacts would be *less than significant*.	**LTS**	No mitigation is required.	**LTS**

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