

3.0 PROJECT DESCRIPTION

The description of the 126, 128, and 132 Kenwood Street Project (the “Project”) presented in this section serves as the basis for the environmental analysis contained in this Environmental Impact Report (EIR). This section identifies the location, objectives, and characteristics of the Project, and the intended uses of this EIR, as required by Section 15124 of the State California Environmental Quality Act (CEQA) Guidelines.

PURPOSE OF PROJECT DESCRIPTION

The purpose of the Project Description in an EIR is to describe a project in a manner that is meaningful to the public, reviewing agencies, and decision makers. As described in Section 15124 of the CEQA Guidelines, a complete Project Description must contain the following information: (1) a precise location and the boundaries of the project, which is shown on a detailed map, along with a regional map of the location of the project; (2) a statement of the objectives sought by the project, which should include the underlying purpose of the project; (3) a general description of the project’s technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the EIR. This includes a list of the agencies that are expected to use the EIR in their decision making, a list of permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements imposed by federal, State, or local laws, regulations, and policies. The State CEQA Guidelines state that an adequate Project Description need not be exhaustive, but should provide a level of detail necessary for the evaluation and review of the potentially significant environmental effects of the project.

PROJECT LOCATION AND SITE CHARACTERISTICS

Figure 3.0-1, Regional Location, illustrates the location of the Project site in the easterly 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 in downtown Glendale. As illustrated on **Figure 3.0-2, Project Location**, 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 identified in the City’s Downtown Specific Plan (DSP). The DSP designates the blocks between East Wilson Avenue and East Colorado Street within the East Broadway District for midrise and moderate-density residential uses to help support the retail area developing along East Broadway, as well as the retail, restaurant, and entertainment uses further west in downtown.

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.

Figure 3.0-3, Aerial Photograph, shows existing land uses in the Project area. The approximately 0.52 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.

PROJECT OBJECTIVES

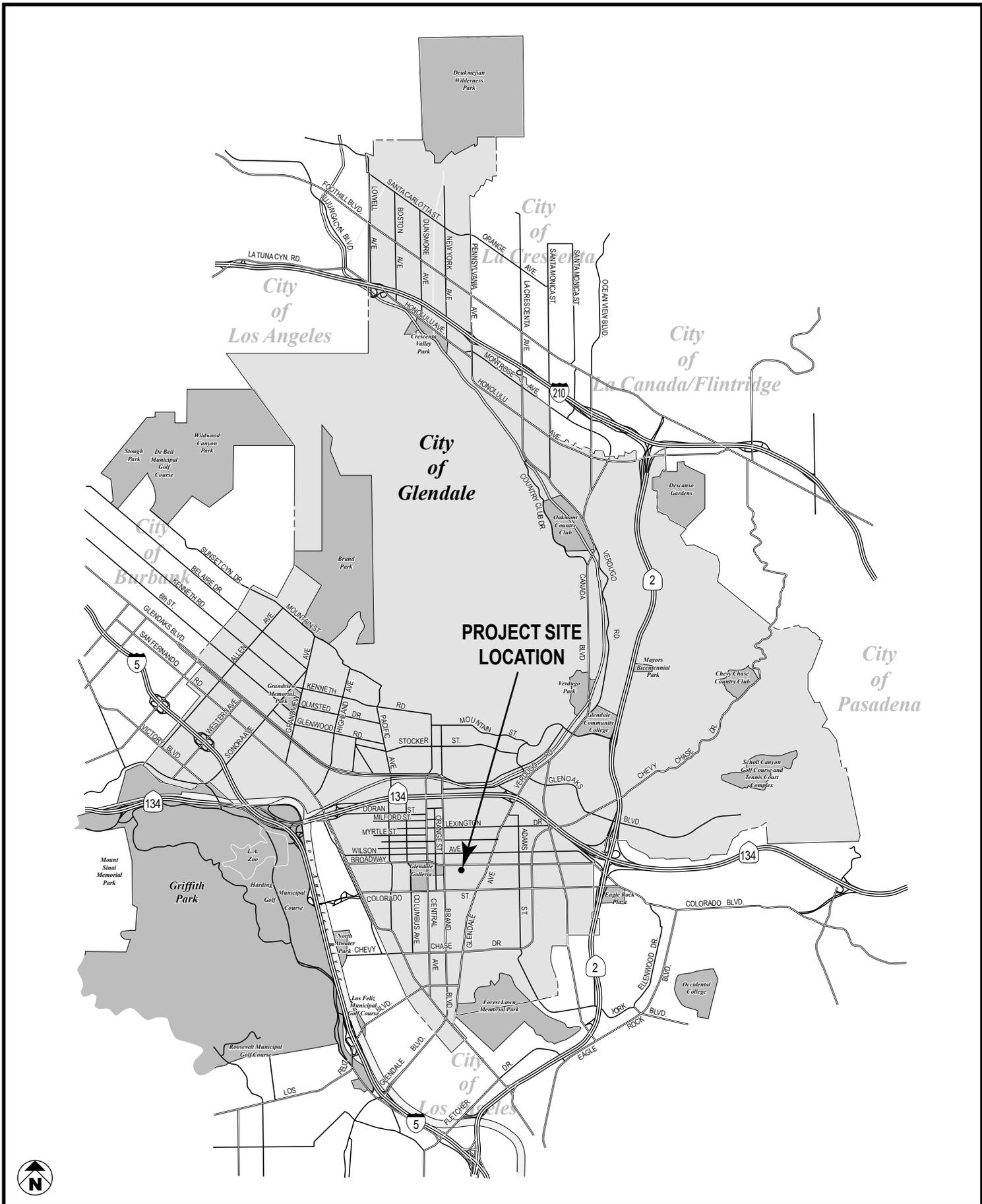
The CEQA Guidelines require an EIR to include a statement of the objectives of the Project that address the underlying purpose. The applicant, Westlife Real Estate Management, LLC, is proposing to develop a new 44-unit, multifamily residential project on the site. The objectives of the Project are to:

- 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.

PROJECT CHARACTERISTICS

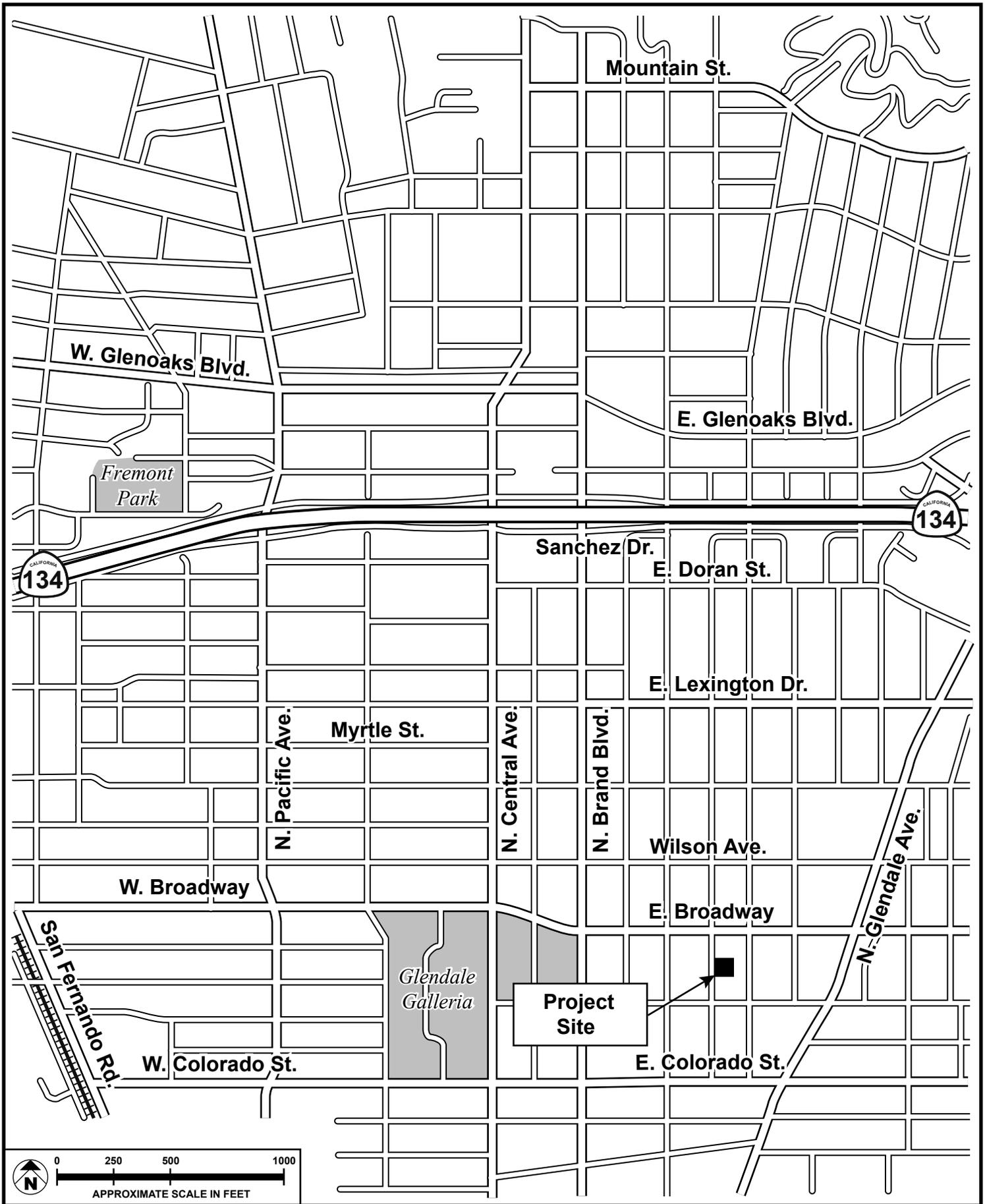
The State CEQA Guidelines require an EIR to include a general description of the technical, economic, and environmental characteristics of a proposed project.

As previously indicated, the Project site consists of 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 Project includes the proposed demolition of the existing residential structures on the site and development of the new 5-story, 44-unit multifamily residential building as described further below.



SOURCE: Meridian Consultants, LLC - 2016

FIGURE 3.0-1

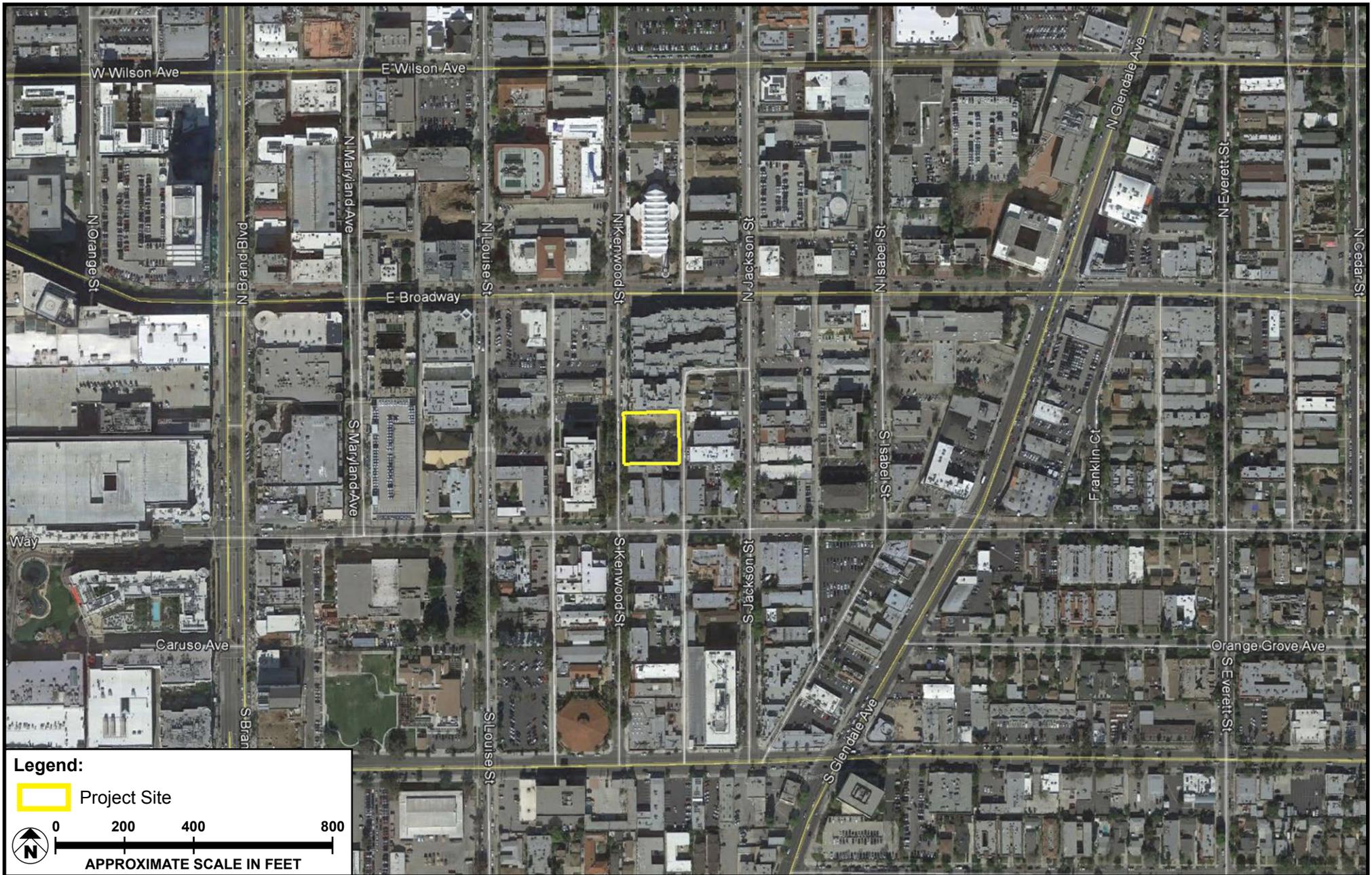


SOURCE: Meridian Consultants, LLC - 2016

FIGURE 3.0-2



Project Location



SOURCE: Google Earth - 2016

FIGURE 3.0-3

Figure 3.0-4, Conceptual Floor Plans, illustrates the layout for the five levels of the proposed building. The 44 units would consist of 4 one-bedroom units, 34 two-bedroom units, and 6 three-bedroom units surrounding a central courtyard open towards the north. The first floor would include club and fitness rooms, in addition to 1 one-bedroom units and 6 two-bedroom units. The Project would provide common open space in the form of an entrance lobby along Kenwood Street, and publicly accessible open space along the southern portion of the building. The second, third, and fourth floors would consist of 1 two-bedroom unit and 9 two-bedroom units, while the fifth floor would consist of 1 one-bedroom unit and 6 three-bedroom units. All residential units would include private open space in the form of balconies.

Table 3.0-1, Proposed Development, provides a summary of the number of one-bedroom, two-bedroom, and three-bedroom units proposed on the site, along with the parking for the Project.

**Table 3.0-1
Proposed Development**

Unit Type	Number of Units	First Floor	Second Floor	Third Floor	Fourth Floor	Fifth Floor
One bedroom	4	1	1	1	1	—
Two bedroom	34	6	9	9	9	1
Three bedroom	6	—	—	—	—	6
Total Units	44	7	10	10	10	7
Parking Spaces	89	—	—	—	—	—

Architectural Design

The architectural design of the proposed Project is a contemporary style with a variety of exterior materials and architectural details consistent with this style. **Figure 3.0-5, North Elevation, Figure 3.0-6, East Elevation, Figure 3.0-7, South Elevation, and Figure 3.0-8, West Elevation** provide elevations of the proposed building. As illustrated in **Figure 3.0-5** through **Figure 3.0-8**, 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

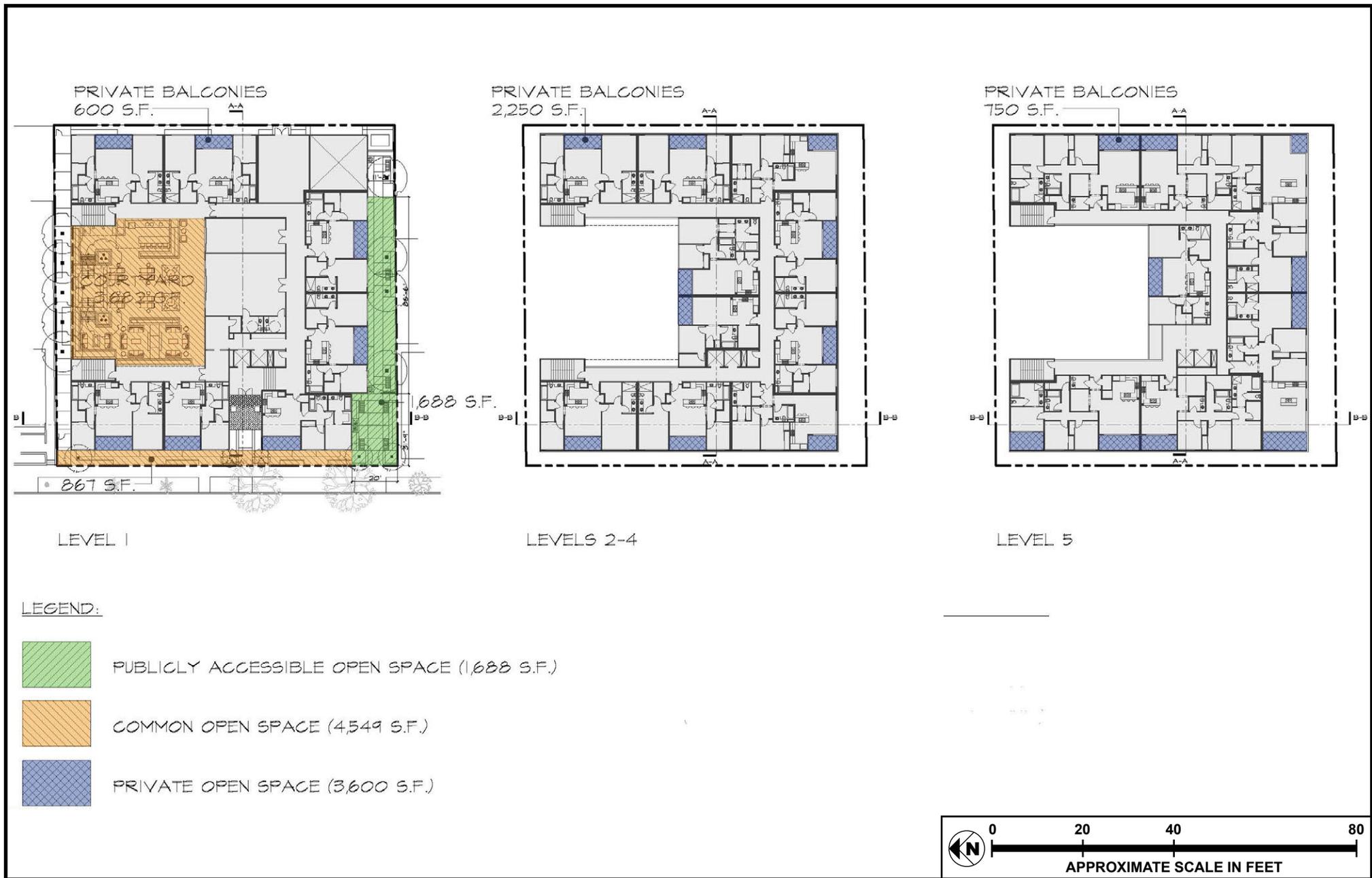
the use of a projecting metal grid frame that is punctuated by louvered metal panels, stucco walls, windows and recessed balconies.

Building Massing, Open Space, and Landscaping

Figure 3.0-9 Massing along Kenwood Street, illustrates the conceptual building massing looking towards the west across Kenwood Street at the Project site. 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 stated above, the Project site is located with the East Broadway District of the DSP which permits new development to have a maximum of 4 stories/65 feet and FAR of 2.50 by right with additional development intensity allowed through a series of incentives defined in the DSP. Developments seeking incentives in the East Broadway District are permitted a maximum of 5 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 of floor area may be added. The Project is eligible for a height and density bonus by offering an additional 563 square feet of publicly accessible open space over the minimum 1,125 square feet (SF) of open space required by code. A total of 1,688 SF 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.

In general, the landscaping materials selected would create a distinct character for the Project site by resulting in a visual cohesiveness throughout the streetscape, internal open spaces, and the courtyards. The landscaping plan includes water-wise landscaping and irrigation design. Where feasible, the Project would include the use of local and sustainable materials. Landscaping would be provided within the publicly accessible open space adjacent to Kenwood Street, the setback area along the southerly property line, and interior courtyard. Crape Myrtle trees and Dragon trees (specimen trees) are to be installed in the street front setback, Brisbane Box trees are proposed in the southerly open space setback area, and Brisbane Box and Bronze Loquat (specimen trees) would be planted in the landscape planter in the interior common courtyard. Meanwhile, the landscape plan calls for the preservation and maintenance of the two Mexican Fan Palms and the two Camphor Trees in the public parkway.



SOURCE: RC Architecture - March 2016

FIGURE 3.0-4



SOURCE: RC Architecture - March 2016

FIGURE 3.0-5



SOURCE: RC Architecture - March 2016

FIGURE 3.0-6



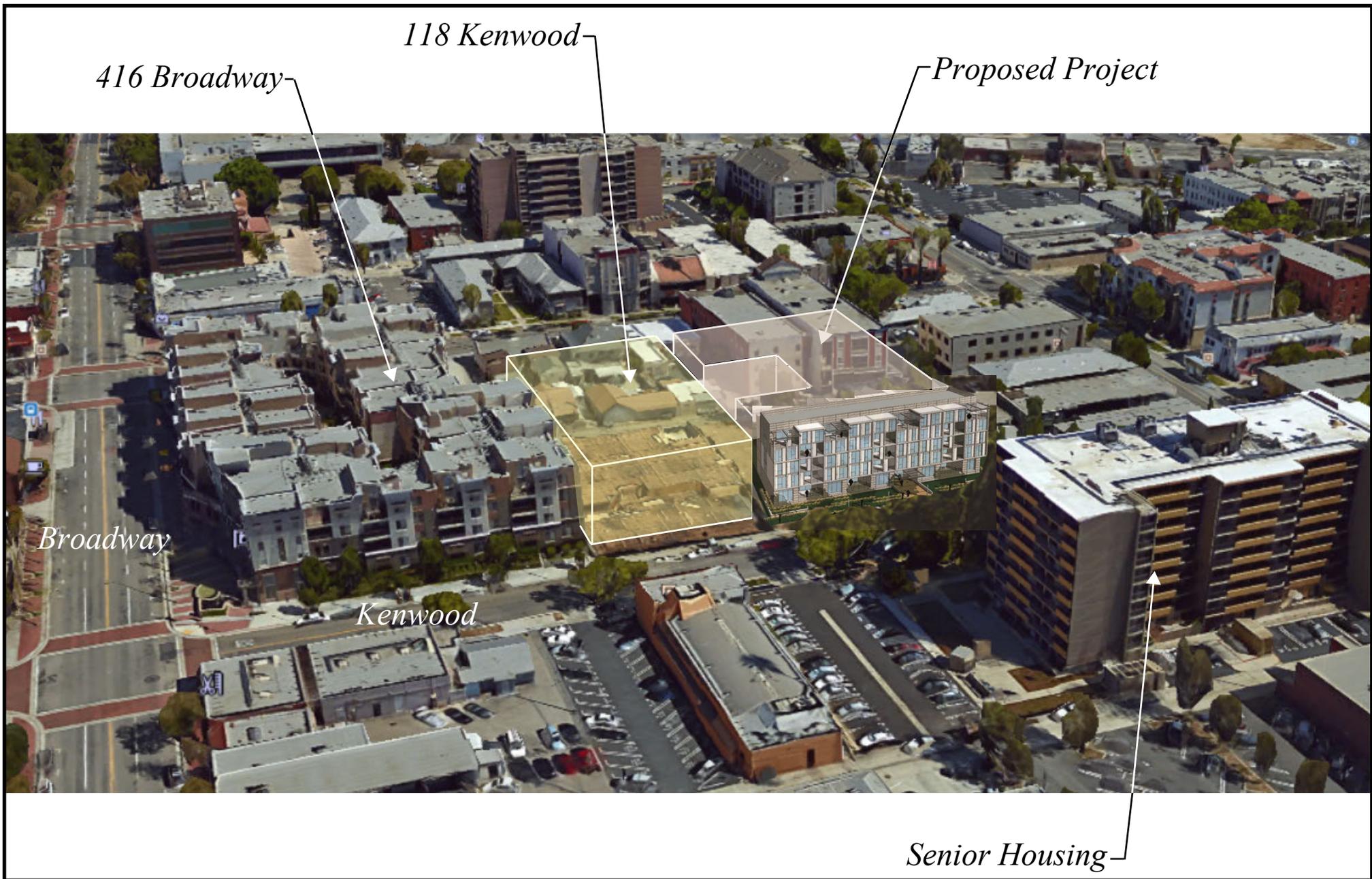
SOURCE: RC Architecture - March 2016

FIGURE 3.0-7



SOURCE: RC Architecture - March 2016

FIGURE 3.0-8



SOURCE: RC Architecture - March 2016

FIGURE 3.0-9

Meridian
Consultants

Conceptual Massing along Kenwood Street

Parking and Alternative Transportation

Parking for the Project would be provided onsite 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 vehicle parking 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. Nine secure bicycle parking spaces would also be provided as part of the Project.

Alternative transportation modes are also available in the Project vicinity. The Metropolitan Transportation Authority (MTA) and the City of Glendale presently operate bus routes in the project area. Currently the Beeline bus routes in proximity of the project site are located along Broadway (Route 3) and Harvard (Route 4). All routes serving the Project make a stop at the Glendale Transportation Center (GTC), which provides access to the greater Los Angeles Metropolitan region via bus and commuter trains. The GTC also provides Statewide access via Amtrak long-distance trains. The GTC is located approximately 2.0 miles southwest from the Project site and is accessible via South Brand.

Utilities and Infrastructure

Water and Sewer Service

Utility service providers would include Glendale Water and Power for water service and the Glendale Public Works Department for sewer service. Lateral lines extending from the proposed buildings would connect to existing water and sewer lines. No new water or sewer mains are anticipated to be required to serve the Project.

Electrical and Natural Gas

Glendale Water and Power and the Southern California Gas Company provide electricity and natural gas service near the Project site. Electricity and natural gas transmission infrastructure presently exists on and near the Project site. Overhead utility lines cross the Project site from east to west. No modifications to utility lines would be required.

PROJECT CONSTRUCTION

Project construction is anticipated to last approximately 20 months and is expected to commence in early 2017. The Project would be constructed in three phases: (1) demolition, (2) site preparation/excavation, and (3) construction of the new building and site improvements.

The first phase of construction would include demolition of the existing single-family residence at 128 South Kenwood and single-family residence and duplex building at 132 South Kenwood. Demolition would occur over a 2-month period.

The site preparation/grading phase would include the removal of existing fill materials over a 3- to 4-month period. Grading on the Project site would require excavation up to depths of 24 feet below the ground surface for the subterranean parking garage; it is anticipated that 16,750 cubic yards of earth material would be removed from the site. Heavy construction equipment would be located on site during site preparation/grading activities and would not travel to and from the Project site on a daily basis.

The third phase would include construction of the subterranean parking and above-grade building and all related improvements. It is anticipated that equipment needs associated with above- and below-grade construction activities would include cranes and miscellaneous machinery and related equipment. The use of material delivery trucks and other miscellaneous trucks are anticipated during this phase of construction, which is anticipated to be completed in approximately 14 months.

Temporary street and sidewalk closures within and along the perimeter of the Project site may be required during building construction. To minimize potential conflicts between construction activity and through traffic, a construction traffic control plan would be developed prior to construction of the Project. The traffic control plan would identify all traffic control measures, signs, and delineators required to be implemented by the construction contractor for the duration of construction activity.

INTENDED USES OF THE EIR

The CEQA Guidelines require an EIR to include a brief statement describing the intended uses of the EIR, including a list of agencies expected to use the EIR in their decision making and the list of the permits and other approvals required to implement the Project. The EIR provides information on the potential environmental effects of the Project.

This Draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the Project, and interested agencies and individuals. The purposes of a public and agency review of a Draft EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting comments on mitigation measures and alternatives capable of avoiding or reducing the significant effects of the Project while still attaining most of the basic objectives of the Project.

The City of Glendale will consider the information in the EIR—including the comments on the Draft EIR and staff responses to those comments in the Final EIR—during the public hearing process. The final

decision is made by the City Council, who may approve, conditionally approve, or deny the Project. No aspect of the proposed Project would be approved until after the Final EIR is certified.

Discretionary Actions

The Glendale City Council will consider approval of the following discretionary action to allow the Proposed Project.

Stage I/II Design Review

The City of Glendale Planning Division has a multistage design review process for proposed projects. Combined Stage I & II Design will be considered for approval by the City Council after the completion of the environmental analysis. The design of the Project would be subject to the City of Glendale Downtown Specific Plan Design Guidelines; and review and comment by the City's Planning and Urban Design Studio Staff. The Project also includes a Height and Density Bonus request in exchange for providing additional publicly-accessible open space, as per DSP 7.1 (Height and Density Bonuses).